

AGENDA

Regional Transportation Council

Thursday, April 10, 2025

Medal of Honor Museum

1861 AT&T Way

Arlington, TX 76011

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

12:00 pm Light Snacks for Regional Transportation Council Members

12:30 pm Regional Transportation Council Meeting

12:30 pm Full RTC Business Agenda
Guest Secured Wireless Connection will be provided at the meeting.

Pledge to the United States and Texas Flags

12:30 – 12:40 1. Opportunity for Public Comment on Today’s Agenda

Information Minutes: 10

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

Background: N/A

12:40 – 12:45 2. Approval of March 13, 2025, Minutes

Action Possible Action Information Minutes: 5

Presenter: Clay Lewis Jenkins, RTC Chair

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

Background: N/A

12:45 – 12:50 3.

Consent Agenda

Action Possible Action Information Minutes: 5

3.1. Modifications to the Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program

Presenter: Vickie Alexander, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of modifications to the Fiscal Year (FY) 2024 and FY2025 Unified Planning Work Program (UPWP) will be requested. Direction for staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.

Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2024 and FY2025 UPWP was approved by the RTC and North Central Texas Council of Governments Executive Board in July 2023 and identifies the activities to be carried out between October 1, 2023, and September 30, 2025. Amendments to this document are being proposed to reflect new initiatives, project updates, and funding adjustments. The proposed amendments are provided in [Electronic Item 3.1.1](#). Additional information is provided in [Electronic Item 3.1.2](#). The Surface Transportation Technical Committee took action at its March 28, 2025, meeting to recommend RTC approval.

Performance Measure(s) Addressed: Administrative

3.2. Funding Recommendations to Upgrade Existing Charging Stations

Presenter: Lori Clark, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of funding recommendations for the Electric Vehicle Charging Station Reliability and Accessibility Accelerator Program will be requested.

Background: The North Central Texas Council of Governments (NCTCOG) was awarded \$3,660,000 in federal funds from the Federal Highway Administration (FHWA) Electric Vehicle (EV) Charger Reliability and Accessibility Accelerator program in January 2024 to repair, replace, or upgrade existing but non-operational publicly accessible EV charging infrastructure. FHWA limited eligibility for this program to a list of pre-identified non-operational EV charging infrastructure stations published in October 2023. The full list is available on [grants.gov](#). Staff have evaluated EV charging infrastructure from the eligible site list as provided by FHWA to develop funding recommendations to issue subawards under this program. [Electronic Item 3.2.1](#) provides a summary of staff funding recommendations as well as an overview of other regional EV projects. A detailed screening and ranking of all locations considered for funding can be found in [Electronic Item 3.2.2](#).

Performance Measure(s) Addressed: Air Quality

3.3. **High Occupancy Vehicle 2/3+ Subsidy Funding for North Tarrant Express Facility**

Presenter: Christie Gotti, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of \$1 million in Regional Toll Revenue (RTR) funding will be requested for the High Occupancy Vehicle (HOV) 2/3+ Subsidy associated with the North Tarrant Express (NTE) corridor.

Background: When the RTC approved the Managed Lane Policy in 2006, members elected to retain the HOV incentive on managed lanes. This policy position has been maintained through multiple updates of the later renamed Tolloed Managed Lane Policy. In December 2012, the RTC adopted a policy to maintain the HOV incentive for vehicles with a minimum of two passengers with the understanding that future costs may drive the need to limit the incentive to vehicles with a minimum of three users. In 2014, RTC approved \$6.85 million in RTR funds for the NTE subsidy. The initial funding for the NTE facility subsidy is

nearly depleted, and staff is recommending approval of \$1 million of Tarrant County RTR funds to extend subsidy funding for the next 6 to 12 months. A more detailed policy-level item will be brought to the RTC later in 2025, as a longer-term funding need is evident. The LBJ Express facility has sufficient funding for the foreseeable future and no changes are recommended for that project at this time. [Electronic Item 3.3](#) includes a high-level summary of the subsidy expenditures by fiscal year for the NTE corridor.

Performance Measure(s) Addressed: Air Quality

3.4. Funding for Interstate Highway 30 Canyon Project Cost Overrun

Presenter: Christie Gotti, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of \$196,350,870 to cover a cost overrun at letting on the Interstate Highway (IH) 30 Canyon project will be requested, along with the ability to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program along with other planning and administrative documents as needed to incorporate the funding.

Background: The Texas Department of Transportation (TxDOT) is implementing the IH 30 “Canyon” project from IH 35E to IH 45 in Downtown Dallas. The project will reconstruct and widen the main lanes and frontage road lanes, remove the direct connector lanes to improve traffic flow, reconstruct the High-Occupancy Vehicle lane, and add the supporting deck walls needed for a future deck plaza over IH 30. There is currently \$635.15 million available for the roadway reconstruction and widening, comprised of \$409.73 million Category 2, \$93.94 million Category 4, \$121.54 million Category 12, and \$9.94 million from the City of Dallas. The low bid for this portion of the project is \$831.50 million, leaving a \$196.35 million funding gap. The low bid for the deck wall portion of the project is \$55.34 million vs. \$86 million of available funding (\$13.75 million Surface Transportation Block

Grant (STBG), \$25 million Reconnecting Communities and Neighborhoods Grant, \$47.25 million from the City of Dallas), leaving a funding surplus of \$30.66 million. The Dallas funding for this portion may be reduced if there are no cost increases during construction. TxDOT has requested to partner with RTC to cover the funding gap on the roadway portion of the project. TxDOT would contribute \$98,175,435 of Category 11 Cost Overrun/Change Order funds and the RTC is being asked to commit an additional \$98,175,435 (\$40,973,629 of Category 2 funds and \$57,201,806 of STBG funds). This project has a complicated construction plan due to the need for traffic to continue to flow through-out construction and TxDOT recommends accepting the bid received (vs. trying to rebid the project in the future) as inflation costs would be higher than the current bid.

Performance Measure(s) Addressed: Roadway, Safety

12:50 – 1:00 4.

Orientation to Agenda/Director of Transportation Report

Action Possible Action Information Minutes: 10
Presenter: Michael Morris, NCTCOG

1. New North Central Texas Council of Governments Executive Director, (soon to be former) Judge Todd Little, Ellis County
2. Contribution of \$1.9 Million to Medal of Honor Museum and Introduction of Chris Cassidy, President and Chief Executive Officer, National Medal of Honor Museum Foundation
3. No Proposed Regional Transportation Council Meeting in May
4. Department of Defense Reimbursement
5. Regional Transportation Council Local Grant Management Fund Status ([Electronic Item 4.1](#))
6. Progress on Federal Discretionary Grants ([Electronic Item 4.2](#))
7. Additional Correspondence from Hunt-Related Entities on High-Speed Rail ([Electronic Item 4.3](#))

8. Spring 2025 Traffic Incident Management Executive Level Course Announcement – May 1, 2025 ([Electronic Item 4.4](#))
9. PM2.5 Standard Nonattainment Update ([Electronic Item 4.5](#)) and ([Electronic Item 4.6](#))
10. Start of Ozone Season ([Electronic Item 4.7](#))
11. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
12. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
13. Updated February Public Meeting Minutes ([Electronic Item 4.8](#))
14. March Public Meeting Minutes ([Electronic Item 4.9](#))
15. February – March Public Comment Report ([Electronic Item 4.10](#))
16. April Public Meeting Notice ([Electronic Item 4.11](#))
17. Recent News Articles ([Electronic Item 4.12](#))
18. Recent Correspondence ([Electronic Item 4.13](#))
19. Recent Press Releases ([Electronic Item 4.14](#))

1:00 – 1:10

5. **Federal and State Legislative Update**

Action Possible Action Information Minutes: 10

Presenter: Rebekah Gongora, NCTCOG

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

Background: At this point, no action will be requested. Regional Transportation Council letters have been submitted to committees based on your legislative priorities. These letters can be found on the Director of Transportation Report under recent correspondence. Transportation issues continue to be a focus for both the United States (U.S) Congress and the Texas Legislature. Staff will provide an update on key legislative positions of the Regional Transportation Council. The 1st session of the 119th U.S. Congress convened on January 3, 2025. The 89th Texas Legislature convened on January 14, 2025. This item will allow staff to provide updates on key positions of the Regional Transportation Council and allow any additional positions to be taken, if necessary.

Performance Measure(s) Addressed: Administrative

1:10 – 1:30

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

Action Possible Action Information Minutes: 20

Presenters: Michael Morris, NCTCOG and Chair Clay Lewis Jenkins, Dallas County Judge

Item Summary: This item will summarize the concluding steps of the Transit 2.0 study. Judge Jenkins led a mediation process with all parties resulting in two new Dallas Area Rapid Transit (DART) resolutions. Some legislators wish for the mediation process to continue. In addition, the Regional Transportation Council (RTC) will be requested to approve proposed legislation in a local bill instructing the North Central Texas Council of Governments' (NCTCOG) RTC to propose a new regional transit institutional approach addressing Transit 2.0 results, member city concerns, new member city wishes, Texas Department of Transportation (TxDOT) interests, and input from the North Texas Legislation delegation.

Background: There is extensive activity around the three transportation authorities, DART, Trinity Metro, and Denton County Transportation Authority). [Electronic Item 6.1](#) contains the status of Transit 2.0 reports. [Electronic Item 6.2](#) contains the latest resolutions from DART and highlights mediation to date. Some DART cities are monitoring their commitment to current substitute legislation. RTC action will be requested for the 89th Texas Legislature to pass a local bill instructing the RTC to propose a better transit solution in a region anticipated to be 12 million people over the next two decades. [Electronic Item 6.3](#) provides additional details.

Performance Measure(s) Addressed: Transit

1:30 – 1:40

7. **Development of the 2027-2030 Transportation Improvement Program**

Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: The Council will be briefed on the 2027-2030 Transportation Improvement Program (TIP) development process and timeline.

Background: A new TIP is developed every two years through a cooperative effort between the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with

committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area. For regionally significant projects to proceed to implementation, they must be included in the TIP listings correctly. To this end, NCTCOG staff will meet with local partners to receive input and updates on their active projects. The data from this effort will be assessed and organized into a draft project listing, which is financially constrained against the funding allocations identified in the Unified Transportation Program. Special attention will be paid to projects that are at risk of losing federal funds or on the Regional Transportation Council's Metropolitan Planning Organization Milestone Policy list. Details on the 2027-2030 TIP Development process, timeline, and focus areas are available in [Electronic Item 7](#).

Performance Measure(s) Addressed: Roadway, Transit

1:40 – 1:50

8. **Mobility 2050 and Conformity: Regional Transportation Council Adoption Process**

Action Possible Action Information Minutes: 10

Presenters: Brendon Wheeler and Chris Klaus, NCTCOG

Item Summary: The public comment period for Mobility 2050 opens on April 7, 2025. As the mobility plan transitions from active development to a feedback stage, staff will highlight external factors that may have significant implications on plan recommendations and the air quality conformity determination schedule. Staff will also present a brief overview and preliminary results of the federally required air quality conformity analysis.

Background: Staff will ask the Regional Transportation Council (RTC) to adopt Mobility 2050 and corresponding 2025 Transportation Air Quality Conformity at the June RTC meeting. Last month the RTC approved staff to take the plan recommendations out for public review and comment. Plan recommendations (found online for review at www.nctcog.org/planinprogress) were presented at the March RTC meeting. Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan a minimum of every four years. In addition, the current schedule allows the plan forecast to maintain at least 20 years into the future. [Mobility 2050: The Metropolitan Transportation Plan for North Central Texas](#), currently under development, must demonstrate federal Transportation Conformity and be

financially constrained. The updated plan will include a new financial plan, updated demographics and technical analysis, updated project recommendation listings, and robust public involvement. The Clean Air Act requires Metropolitan Planning Organizations to perform an air quality analysis when a new Metropolitan Transportation Plan is developed to ensure the multimodal transportation system complies with applicable Motor Vehicle Emission Budgets established for the region.

Performance Measure(s) Addressed: Air Quality, Roadway

1:50 – 2:00

9. **Title VI Program Update**

Action Possible Action Information Minutes: 10

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: Staff will present updates to the Title VI Program. The document is necessary for compliance with federal civil rights requirements and must be adopted by the Regional Transportation Council. An updated Title VI Program must be submitted to the Federal Transit Administration no later than May 31, 2025.

Background: The Federal Transit Administration requires Metropolitan Planning Organizations to update their Title VI Programs every three years. The Title VI Program was last updated in May 2022. Title VI is a component of the Civil Rights Act of 1964. The Title VI Program identifies actions the North Central Texas Council of Governments (NCTCOG) takes to ensure nondiscrimination based on race, color, and national origin, including limited English proficiency. The Title VI Program includes information on how NCTCOG monitors its transit subrecipients for Title VI compliance. The Title VI Program update has undergone a public comment period. A draft of the Title VI Program update is available at <https://nctcog.org/TitleVI>. [Electronic Item 9](#) includes additional details.

Performance Measure(s) Addressed: Administrative, Transit

10. **Progress Reports**

Action Possible Action Information

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

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

11. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
12. **Future Agenda Items**: This item provides an opportunity for members to bring items of future interest before the Council.
13. **Next Meeting**: The next meeting of the Regional Transportation Council will be held at **1:00 pm, Thursday, June 12, 2025**.

MINUTES**Regional Transportation Council
Thursday, March 13, 2025**

The Regional Transportation Council (RTC) met on Thursday, March 13, 2025, at 10:30 am in the Ballroom at the Ruthe Jackson Center. The following RTC members or representatives were present: Daniel Alemán, Bruce Arfsten, Steve Babick, Rick Bailey, Elizabeth Beck, Gyna Bivens, Alan Blaylock, Michael Crain, Theresa Daniel, Jeff Davis, Andy Eads, Michael Evans, Vernon Evans, George Fuller, Raul Gonzalez, Lane Grayson, Mojoy Haddad, Clay Lewis Jenkins, Ron Jensen, Brad LaMorgese, Stephen Mason, Tammy Meinershagen, Cara Mendelsohn, Cesar Molina, Ed Moore, John Muns, Matthew Porter, Manny Ramirez, Paul Ridley (representing Jesse Moreno), Jim Ross, David Salazar, Gary Slagel, Bobby Stovall, Jeremy Tompkins, William Tsao, and Duncan Webb.

Others present at the meeting were: Vickie Alexander, Majed Al-Ghafry, Renee Arnold, Melissa Baker, Micah Baker, Amajie Best, Natalie Bettger, Alberta Blair, Randall Bryant, Angie Carson, Lori Clark, Damarcus Clifford, Nancy Cline, Tom Cochill, Dina Colorossi, Clarence Daugherty, Becky Diviney, Gwen Dorko, Chad Edwards, Kevin Feldt, Andrew Fortune, Samantha Fries, Eric Gallt, Carmen Garcia, Jillian Giles, Elena Glassman, Rebekah Gongora, Christie Gotti, Tony Hartzel, Jeff Hathcock, Joel James, Amy Johnson, Mike Johnson, Travis Kelly, Dan Kessler, Gus Khankarli, Tony Kimmy, Ken Kirkpatrick, Chris Klaus, Bethany Kurtz, Dan Lamers, Victoria Lara, Nadine Lee, Aaron Long, Aaron Long, Paul Luedtke, Terry Lynne, Tobin Maples, Chad Marbut, Dillon Maroney, Malcolm Mayhew, Kate Milner, Brian Moen, Michael Morris, Mark Nelson, Cintia Ortiz, Kristen Petree, Christopher Poe, John Polster, James Powell, Lauren Prieur, Vercie Pruitt-Jenkins, Michael Quildon, Travis Reynolds, Minerva Rodriguez, Tracy Scott, Kelli Shields, Andy Sommerman, Sidney Sonck, Claude Spivey, Toni Stehling, Stephen Tanner, Jonathan Toffer, Lizzie Welch, Brendon Wheeler, Amanda Wilson, Karla Windsor, and Michelle Wong-Krause.

1. **Opportunity for Public Comment on Today's Agenda**: This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Clay Lewis Jenkins asked if there were any public comments. Rick Stopfer, Mayor, City of Irving, spoke on Agenda Items 9 and 10; Andy Sommerman, Commissioner, Dallas County, spoke on Agenda Items 9 and 10. Written comments were provided and can be found in the Public Comments Report under the Director's Report agenda item.
2. **Approval of February 13, 2025, Minutes**: The minutes of the February 13, 2025, meeting were approved as submitted in Electronic Item 2. Steve Babick (M); Manny Ramirez (S). The motion passed unanimously.
3. **Consent Agenda**
 - 3.1. **May 2025 Transportation Improvement Program Revisions**: Regional Transportation Council (RTC) approval of revisions to the 2025-2028 Transportation Improvement Program (TIP) was requested.
 - 3.2. **Pavement and Bridge Condition and System Performance, Freight, and Air Quality: PM2/PM3 Performance Measures**: A request for Regional Transportation Council (RTC) approval was requested to reaffirm existing targets for the remainder of the current reporting period for two groups of federally required

performance measures: Pavement and Bridge Condition (PM2) and System Performance and Freight (PM3).

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

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

A motion was made to approve Items 3.1, 3.2, and 3.3 on the Consent Agenda. Theresa Daniels (M); Paul Ridley (S). The motion passed unanimously.

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

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

5. **Mobility 2050: Draft Recommendation and Approval to Seek Public Comments:**

Brendon Wheeler provided a summary of the draft Mobility 2050 recommendations prior to requesting approval to take these draft recommendations to the public in April and May. Plan recommendations included policies, programs, and projects to advance improvements for a multimodal transportation system within the region and can be found online for review at www.nctcog.org/planinprogress. The financial plan, major roadway and transit projects, results of the nondiscrimination analysis, and public input to-date were highlighted in the presentation.

A motion was made to direct staff to take draft Mobility 2050 policy, program, and project recommendations, including associated air quality conformity and nondiscrimination analyses to public meetings for review and comment. Staff will provide an update to the Regional Transportation Council in May and June on public feedback. Daniel Alemán (M); Theresa Daniels (S). The motion passed unanimously.

6. **2025 Strategic Transportation Funding Program:** Christie Gotti requested Regional Transportation Council (RTC) approval of the 2025 Strategic Transportation Funding Program.

A motion was made to approve the proposed 2025 Strategic Transportation Funding Program project listings, along with amending the Transportation Improvement Program

(TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the project funding. Michael Evans (M); Matthew Porter (S). Rick Bailey abstained. The motion passed unanimously.

7. **Regional Transit Partnerships and Federal Discretionary Grant Funding**: Michael Johnson provided an update on five Regional Transit Partnerships within the region. Regional Transportation Council approval was requested for additional federal funding for Fiscal Year (FY) 2020: Better Utilizing Investments to Leverage Development (BUILD) grant projects, Victory Station Pedestrian Crossing, Stemmons Rail Bridge, Trinity Railway Express (TRE) Signal Improvements and Silver Line Construction/FIFA World Cup partnership.

A motion was made to approve the allocation of federal funds for: \$21.7 million Surface Transportation Block Grants (STBG) - Better Utilizing Investments to Leverage Development (BUILD) grant cost overruns on the east and west segments, \$17 million Carbon Reduction Program (CRP) – accommodating future reconstruction of Interstate Highway 35 East/Stemmons at Trinity Railway Express (TRE), \$6.8 million (STBG) - Victory Station Pedestrian Crossing upgrades, \$5.6 million (STBG) - Silver Line improvements, \$2.5 million (CRP) - TRE track and signal improvements; and to administratively amend the Transportation Improvement Program (TIP) and Statewide TIP (STIP), as well as other planning and administrative documents for the Fiscal Year 2020 North Texas Multimodal Operations, Velocity, Efficiency, and Safety BUILD Grant double tracking projects and Regional Transit Partnership projects. Ed Moore (M); Theresa Daniels (S). The motion passed unanimously.

8. **Texas Top 100 of Influential People**: Dan Lamers recognized Michael Morris for inclusion in the Austin, Dallas, Houston, and San Antonio Business Journals' Texas 100.

Break for Lunch

Regional Transportation Council Meeting: Part Two

9. **Federal and State Legislative Update**: Rebekah Gongora provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area.

A motion was made to reaffirm the Regional Transportation Council's (RTC) current position, "Ensure fair-share allocation of funds for roadway capacity improvements to metropolitan regions." The action also included approval for RTC members and staff members to participate in the House Transportation Subcommittee on Transportation Funding, related to House Bill 1288, confirming the need for the Dallas-Fort Worth region to retain future funding for transportation improvements. Steve Babick (M); Andy Eads (S). The motion passed unanimously.

10. **Transit 2.0 Implementation, Dallas Area Rapid Transit Legislation and Local Mediation via the Regional Transportation Council**: Michael Morris suggested at the last Regional Transportation Council (RTC) meeting that RTC action would be proposed if the Texas Legislature introduced legislation negatively impacting Dallas Area Rapid Transit (DART). This proposed action would be that the RTC not support the proposed legislation and initiate a local mediation process to resolve the matter.

A motion was made to approve the initiation of a local mediation process between Dallas Area Rapid Transit (DART), DART member cities, and the Regional Transportation Council. Paul Ridley (M); George Fuller (S). The motion passed unanimously.

Following much discussion, a motion was made to oppose legislation that would reduce funding for DART. Theresa Daniel (M); Paul Ridley (S). No vote was taken for this motion due to the amended motion below.

An amended motion was made to suspend all discussions regarding the DART legislation until the next Regional Transportation Council meeting. Steve Babick (M); Rick Bailey (S). The motion passed unanimously.

11. **Progress Reports**: Regional Transportation Council attendance was provided in Electronic Item 11.1 and Surface Transportation Technical Committee attendance, and minutes were provided in Electronic Item 11.2.
12. **Other Business (Old or New)**: There was no discussion on this item.
13. **Future Agenda Items**: There was no discussion on this item.
14. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, April 10, 2025.**

Meeting adjourned at 2:17 pm.



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

TO: Regional Transportation Council

DATE: April 3, 2025

FROM: Vickie Alexander
Program Manager
Program Administration

SUBJECT: Modifications to the FY2024 and FY2025 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2024 and FY2025 UPWP was approved by the Regional Transportation Council and NCTCOG Executive Board in July 2023 and identifies the activities to be carried out between October 1, 2023, and September 30, 2025.

Listed below, and in the following attachment, is the fourth set of proposed modifications to the FY2024 and FY2025 UPWP. Included in these amendments are new initiatives, project updates, and funding adjustments.

NCTCOG has not received direction from the Federal Highway Administration or Federal Transit Administration on the implications to the UPWP resulting from the recent Executive Orders issued by President Trump. NCTCOG anticipates receiving some direction in the future. There may or may not be modifications needed to the UPWP as a result. If modifications are necessary, those items will be incorporated into the development of the FY2026 and FY2027 UPWP which is due to the Texas Department of Transportation in draft form by June 1, 2025.

The following modifications reflect new initiatives proposed for inclusion in the Unified Planning Work Program that have not yet been approved by the Regional Transportation Council:

- 5.03 Land-use/Transportation Initiatives – White Settlement Downtown Community Development Plan (add initiative and \$200,000 in Transportation Planning Funds)
- 5.09 Regional Military and Community Coordination – Community Noise Mitigation Program (add initiative and \$910,800 United States Department of Defense (DOD) funds and \$405,000 Regional Transportation Council Local funds to reflect receipt of a DOD Office of Local Defense Community Cooperation grant award)
- 5.14 Alternative Fuel Corridor Planning (add initiative and \$200,000 in Transportation Planning Funds)

The following modifications affect existing projects for which text updates and/or financial adjustments are being proposed:

FY2025 Budget Adjustments:

A reallocation of resources across various UPWP Subtasks are noted in the tables below, resulting from NCTCOG’s FY2025 budget development. The changes are highlighted by funding source – Transportation Planning Funds and non-Transportation Planning Funds (Congestion Mitigation and Air Quality Improvement Program [CMAQ], Department of Energy [DOE], Federal Transit Administration [FTA], Local, North Texas Tollway Authority [NTTA], Regional Toll Revenue [RTR], Surface Transportation Block Grant Program [STBG], and Texas Department of Transportation [TxDOT]).

FY2025 Allocation of Transportation Planning Funds

Subtask	Subtask Title	FY2025 Totals		
		Current	Proposed	Variance
1.01	Community Outreach	\$2,780,000	\$2,997,000	\$217,000
1.02	Program and Policy Administration	\$201,000	\$249,000	\$48,000
1.03	Fiscal Management	\$0	\$0	\$0
1.04	Computer and Audio/Video Resources	\$162,000	\$162,000	\$0
	Subtask 1 - Administration and Management	\$3,143,000	\$3,408,000	\$265,000
2.01	Development of Travel Models	\$552,000	\$808,000	\$256,000
2.02	Transportation Data Collection and Development	\$212,000	\$223,000	\$11,000
2.03	Model Applications	\$600,000	\$562,000	(\$38,000)
2.04	Demographic Data and Forecasts	\$644,000	\$777,000	\$133,000
2.05	Data Management	\$654,000	\$764,000	\$110,000
2.06	Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/ Program Activities	\$267,000	\$226,000	(\$41,000)
2.07	Performance-based Planning and Coordination	\$176,000	\$144,000	(\$32,000)
	Subtask 2 - Transportation Data Development and Maintenance	\$3,105,000	\$3,504,000	\$399,000

FY2025 Allocation of Transportation Planning Funds (Continued)

Subtask	Subtask Title	FY2025 Totals		
		Current	Proposed	Variance
3.01	Transportation Project Programming	\$1,773,000	\$1,677,000	(\$96,000)
3.02	Regional Air Quality Planning	\$555,000	\$690,000	\$135,000
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning	\$925,000	\$1,166,000	\$241,000
3.05	Transit Management and Operations	\$0	\$0	\$0
3.06	Congestion Management Planning	\$640,000	\$637,000	(\$3,000)
3.07	Congestion Management Operations	\$0	\$0	\$0
	Subtask 3 - Short-Range Planning, Programming, and Operations	\$3,893,000	\$4,170,000	\$277,000
4.01	Metropolitan Transportation Planning	\$1,923,000	\$1,801,000	(\$122,000)
4.02	Coordination of Transportation and Environmental Planning Processes	\$153,000	\$241,000	\$88,000
4.03	Understanding Public Return on Investment for Transportation Funding	\$0	\$45,000	\$45,000
4.04	Regional Passenger Rail Planning and Evaluation Process Development	\$0	\$0	\$0
	Subtask 4 – Metropolitan Transportation Plan	\$2,076,000	\$2,087,000	\$11,000
5.01	Regional Transportation Studies	\$813,000	\$1,141,000	\$328,000
5.02	Subarea Studies and Local Government Assistance	\$736,000	\$725,000	(\$11,000)
5.03	Land-Use/Transportation Initiatives	\$241,694	\$356,694	\$115,000
5.04	Transportation Asset Management	\$87,000	\$87,000	\$0
5.05	Transportation System Security and Emergency Preparedness	\$32,000	\$32,000	\$0
5.06	Regional Freight Planning	\$149,000	\$30,000	(\$119,000)
5.07	Roadway and Railroad Safety	\$336,000	\$310,000	(\$26,000)
5.08	Regional Aviation Planning and Education	\$160,000	\$167,000	\$7,000
5.09	Regional Military and Community Coordination	\$150,000	\$223,000	\$73,000
5.10	Transportation Technology and Innovation Program	\$143,000	\$130,000	(\$13,000)

FY2025 Allocation of Transportation Planning Funds (Continued)

Subtask	Subtask Title	FY2025 Totals		
		Current	Proposed	Variance
5.11	North Texas Center for Mobility Technologies	\$0	\$0	\$0
5.12	Red River Navigation System Feasibility Study	\$0	\$0	\$0
5.13	2.5 Percent Set-Aside for Increasing Safe And Accessible Transportation Options	\$261,306	\$261,306	\$0
	Subtask 5 – Special Studies	\$3,109,000	\$3,463,000	\$354,000
	Funding Totals	\$15,326,000	\$16,632,000	\$1,306,000

Non-TPF FY2025 Budget Adjustments for Changes Less Than \$200,000

Funding Source	Amount	UPWP Subtasks
CMAQ	\$92,000	1.01 Community Outreach – Increase \$92,000
DOE	\$55,000	3.03 Air Quality Management and Operations – Increase \$55,000
FTA	\$197,300	3.04 Public Transportation Planning – Increase \$197,300
Local	\$145,800	1.02 Program and Policy Administration – Increase \$61,300 3.03 Air Quality Management and Operations – Increase \$10,000 5.08 Regional Aviation Planning and Education -- \$25,000 5.09 Regional Military and Community Coordination – Increase \$49,500
NTTA	\$15,000	5.01 Regional Transportation Studies – Increase \$15,000
RTR	\$640,000	1.03 Fiscal Management – Increase \$10,000 3.01 Transportation Project Programming – Increase \$178,000 3.03 Air Quality Management and Operations – Increase \$52,000 3.06 Congestion Management Planning – Increase \$90,000 4.02 Coordination of Transportation and Environmental Planning Processes – Increase \$150,000 5.01 Regional Transportation Studies – Increase \$160,000
STBG	\$571,500	2.01 Development of Travel Models – Increase \$194,500 3.01 Transportation Project Programming – Increase \$88,000 3.07 Congestion Management Operations – Increase \$4,000 5.01 Regional Transportation Studies – Increase \$225,000* 5.02 Subarea Studies and Local Government Assistance – Increase \$10,000 5.10 Transportation Technology and Innovation Program -- Increase \$50,000
TxDOT	\$56,000	5.01 Regional Transportation Studies – Increase \$56,000

*No individual project adjustment exceeds \$200,000

Specific Projects:

- Task 1 Administration and Management – B. Expected Products (update text to reflect change in purchasing threshold for equipment from \$5,000 to \$10,000 for compliance with updates to 2 CFR 200.313 and 2 CFR 200.314)
- 1.02 Program and Policy Administration – Policy and Project Coordination (add \$275,500 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits to continue support for work activities)
 - 1.04 Computer and Audio/Video Resources (add \$447,500 of Regional Transportation Council Local funds representing unspent funds from FY2024 and the balance of authorized funding to continue support for work activities)
 - 1.04 Computer and Audio/Video Resources (update text to reflect change in purchasing threshold for equipment and software from \$5,000 to \$10,000 for compliance with updates to 2 CFR 200.313 and 2 CFR 200.314)
 - 2.01 Development of Travel Models – Economic Evaluation Model (add \$722,000 in unspent FY2024 Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to continue support for consultant and staff activities)
 - 2.01 Development of Travel Models – Time-Dependent Dynamic Network Model, Non-Motorized Trip Model, and Advanced Modeling Tools (add \$670,700 in unspent FY2024 Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to continue support for consultant and staff activities)
 - 2.05 Data Management – Regional Geospatial Imagery (add \$256,600 in Surface Transportation Block Grant Program funds and \$114,100 in Texas Department of Transportation funds to support the acquisition of digital imagery and related data products)
 - 3.03 Air Quality Management and Operations – Electric Vehicle Charger Reliability and Accessibility Accelerator (RAA) Program (add \$1,400,885 in unspent FY2024 Federal Highway Administration funds, matched with Transportation Development Credits and local funds in the amount of \$336,000 unspent in FY2024 to support initiation of the project, including staff work activities and the procurement of consultants)
 - 3.05 Transit Management and Operations – FTA Urban Funding Grant Administration (add \$9,063,840 in Federal Transit Administration funds and \$551,700 in local funds to support disbursement of funds to subgrantees in NCTCOG’s role as the Designated Recipient of Federal Transit Administration funds received for urbanized areas in the region)

- 3.05 Transit Management and Operations – FTA Urban Funding Grant Administration (update text to reflect a change in the time period from 2024 to 2025 for the administration of emergency assistance funding for the Emergency Relief Grants for Public Transportation Systems Affected by Major Declared Disasters)
- 3.05 Transit Management and Operations – Mobility Management (add \$330,000 in Federal Transit Administration funds to continue support for staff work activities)
- 3.05 Transit Management and Operations – Strategic Partnership Program (add \$1,389,600 in Federal Transit Administration funds and \$304,600 in Regional Transportation Council Local funds to support the disbursement of funds for selected partnership projects)
- 3.07 Congestion Management Operations – Traffic Incident Management Training (add \$600,000 in unspent FY2024 and newly programmed Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to continue support for staff work activities and the purchase of a software system to assist in analyzing regional crash data and determining crash hotspots)
- 3.07 Congestion Management Operations – Regional Traffic Signal Program (add \$1,165,000 in unspent FY2024 Congestion Mitigation and Air Quality Improvement Program funds, matched with Transportation Development Credits, to continue support for staff and consultant activities)
- 3.07 Congestion Management Operations – Regional TRADE Platform and 511DFW (add \$600,500 in unspent FY2024 and newly programmed Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to support continued work on systems integration)
- 4.02 Coordination of Transportation and Environmental Planning – Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management (add \$150,000 in unspent FY2024 Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, \$461,700 in unspent FY2024 Texas Water Development Board funds, and \$5,000 in unspent FY2024 Regional Transportation Council Local funds to support the continuation of work activities)
- 5.01 Regional Transportation Studies – Strategic Corridor Initiatives (add \$291,000 in unspent FY2024 and newly programmed Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to support continued work activities)
- 5.06 Regional Freight Planning – Regional Goods Movement (add \$542,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, and \$4,982,600 in local funds to support the continuation of work activities)
- 5.06 Regional Freight Planning – Engineering for Passenger Rail/Roadway Interfaces (add \$1,000,400 in unspent FY2024 Surface Transportation Block Grant Program funds, matched with Transportation Development Credits to support continuing work efforts.

- 5.07 Roadway and Railroad Safety – Transportation Safety (add \$700,000 in unspent FY2024 and newly programmed Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to support consultant assistance and continued staff activities)
- 5.09 Regional Military and Community Coordination – Aviation, Aerospace, and Defense Manufacturing Agile Curriculum Program (add \$300,400 in Department of Defense funds and \$159,000 in Regional Transportation Council Local funds to support continuation of project activities resulting from a grant extension)
- 5.09 Regional Military and Community Coordination – Regional Military Compatible Use Implementation (add \$328,400 in unspent FY2024 and newly programmed Regional Transportation Council Local funds to support continued staff work activities and parcel exchange and maintenance costs)
- 5.10 Transportation Technology and Innovation Program – Automated Vehicles: Development and Deployment (add \$330,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to support consultant assistance)
- 5.10 Transportation Technology and Innovation Program – Updated Regional Automated Vehicle Program (AV2.0) (add \$840,000 in unspent FY2024 Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to support continued consultant assistance)
- 5.12 Red River Navigation System Feasibility Study (add \$255,000 in Regional Transportation Council Local funds to support continuation of consultant activities)
- II. Overview of Work Program Funding (update Exhibit VII-1, FY2024 and FY2025 TPF Programming Summary, to reflect an increase of \$322,491 in NCTCOG's FY2025 allocation of Federal Transit Administration 5303 Transportation Planning Funds and an increase of \$1,371,573 in carry-over funds from FY2023)

The following modifications have previously been approved by the Regional Transportation Council and are now being incorporated into the Unified Planning Work Program:

- 3.03 Air Quality Management and Operations – Clean Diesel Grants (add \$4,912,455 in Environmental Protection Agency funds and \$6,567,864 in local funds to reflect receipt of new grant award and extension of two other previous awards)
- 3.03 Air Quality Management and Operations – North Texas Equitable Electric Vehicle Infrastructure Project (NTx-EEVI) (update text to reflect the use of Transportation Development Credits)
- 3.04 Public Transportation Planning – Regional Transit Planning Assistance (add \$187,411 in Federal Transit Administration 5307 funds, matched with Transportation Development Credits, and update text to reflect planning activities to be conducted with the FTA funds)
- 3.05 Transit Management and Operations – Enhancing Mobility within the Southern Dallas Inland Port (update text to remove operational activities that are not eligible under the grant)
- 3.05 Transit Management and Operations – FTA Urban Funding Grant Administration (add \$750,000 in Regional Toll Revenue funds as match to Federal Transit Administration 5307 funds to support STAR Transit in fulfilling operational commitments that are not eligible under the Enhancing Mobility within the Southern Dallas Inland Port project, and update text to include RTR funds)
- 3.07 Congestion Management Operations – Managed Lane Technology Assessment (add \$400,000 Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to continue project work activities)
- 3.07 Congestion Management Operations – Regional Traffic Signal Program (add \$300,000 in Regional Transportation Council Local Funds to support the procurement and implementation of a traffic signal in Everman)
- 3.07 Congestion Management Operations – Strategic Incident Response (add initiative and \$200,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, for the staging of tow trucks on limited access facilities)
- 3.07 Congestion Management Operations – Special Events (add \$440,000 in Regional Toll Revenue funds and \$500,000 in Regional Transportation Council Local funds to support consultant assistance in the development of Transportation Mobility Plans and lot improvements, wayfinding, and rider amenities for the FIFA World Cup in 2026)
- 3.07 Congestion Management Operations – Regional TRADE Platform and 511DFW (add \$125,000 in Regional Toll Revenue funds to support ongoing work activities)

- 4.02 Coordination of Transportation and Environmental Planning Processes – Blue-Green-Grey Silo-Busting Initiatives (add \$87,000 in Regional Transportation Council Local funds and update text to support the launch of three new projects selected in the 2024 funding solicitation: Inlet Filter Pilot Program – City of Allen, Vermiculture Food Waste Composting at Lawnview Station – DART, and Median Bioswale Retrofit at Parkwood Boulevard – City of Frisco)
- 5.03 Land-use/Transportation Initiatives – Crossing Students Safely in the Dallas-Fort Worth Region (CroSS-DFW) (add initiative and \$80,000 in Federal Highway Administration funds and \$20,000 in Regional Toll Revenue funds as the result of a Safe Streets for All grant award)
- 5.03 Land-use/Transportation Initiatives – Trinity Railway Express Transit-Oriented Development Strategic Plan (add initiative and \$400,000 in Federal Transit Administration funds and \$100,000 in Regional Transportation Council Local funds as the result of an FTA Pilot Program for Transit-Oriented Development Planning grant award)
- 5.08 Regional Aviation Planning and Education – Urban Air Mobility and Advanced Air Mobility Integration (add \$280,000 in Regional Transportation Council Local funds and update text to reflect development of the North Texas Airspace Awareness Pilot Program, planning for deployment of infrastructure for Advanced Air Mobility operations during large-scale events, and use of consultant assistance)
- VII. Overview of Work Program Funding (update Exhibit VII-3, Anticipated Equipment/Software Purchases, to reflect the anticipated purchase of software for traffic simulation and dynamic traffic assignments under Subtask 2.01 and software system to assist in analyzing regional crash data under Subtask 3.07 utilizing previously approved Surface Transportation Block Grant Program funds matched with Transportation Development Credits)
- IX. NCTCOG Planning and Implementation Activities Beyond the FY2024 and FY2025 Unified Planning Work Program (update table of FY2026 and beyond non-locally funded projects approved by the Regional Transportation Council for consistency with the 2025-2028 Transportation Improvement Program)
- X. Regional Transportation Council Funding to Advance Project Implementation (create new UPWP chapter to reflect NCTCOG managed non-planning funding initiatives approved by the RTC and included in the Transportation Improvement Program – first projects to be inventoried include the backstop funding of \$1,004,000 for the Enhancing Mobility within the Southern Dallas Inland Port project, the advancement of right-of-way acquisition funding in the amount of \$950,000 for Meandering Road, backstop funding of \$200,000 for Transit Subrecipients, and \$100,000 for continued service of the Heartland Flyer Intercity Passenger Rail)

The following project is being included in Chapter VIII. Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. This project is included in the UPWP for information only, no action by the Regional Transportation Council is required:

Harry Hines Wrong-Way Driving Prevention Project

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or VPruitt-Jenkins@nctcog.org or me at (817) 695-9242 or valexander@nctcog.org if you have any questions or comments regarding these proposed modifications to the FY2024 and FY2025 UPWP prior to the Regional Transportation Council meeting. Your approval of these modifications will be requested at the meeting, as well as your direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications.

va
Attachment

AMENDMENT #4 TO THE FY2024 AND FY2025 UNIFIED PLANNING WORK PROGRAM

Task 1 Administration and Management

B. Expected Products

Some administrative and management costs, such as travel, staff training/professional development, and non-computer equipment, are incurred to support projects in all five UPWP Tasks. These actions are directly funded through the specific project funding sources. As these needs arise, they are evaluated to ensure consistency with the work described in the applicable project. If approvals are necessary, such as for out-of-state travel or equipment exceeding a cost of ~~\$5,000~~ **\$10,000 per unit**, the Texas Department of Transportation's approval will be sought in advance for these expenses.

1.04 Computer and Audio/Video Resources

Transportation Planning Funds

Ongoing throughout FY2024 and FY2025, the overall goal of this subtask is to provide NCTCOG staff with the tools needed to complete work tasks in an efficient and timely manner. These tools include video equipment, software and associated maintenance/support, licenses, and application subscriptions. A list of equipment and software purchases anticipated to be obtained during the time period of this Work Program, including the identified funding sources, is provided as Exhibit VII-3 in Chapter VII, Overview of Work Program Funding. Equipment and software purchases over ~~\$5,000~~ **\$10,000** per unit that are being obtained with Transportation Planning Funds require prior State and federal approval. Anticipated products include:

- Software licenses;
- New and upgraded software and associated maintenance/support;
- Video equipment and supplies;
- Air cards;
- Application subscriptions; and
- Associated equipment necessary to support activities.

3.03 Air Quality Management and Operations

North Texas Equitable Electric Vehicle Infrastructure Project (NTx-EEVI)

Other Funding Sources

NCTCOG will deploy up to 100 electric vehicle (EV) charging ports in locations that fill gaps in the regional EV charging infrastructure network, especially in underserved communities and specified project focus areas. Project focus areas include rural communities, low- and moderate-income neighborhoods, areas with a low ratio of private parking to households, areas with a high ratio of multi-unit dwellings to single-family homes, Justice40 environmental justice areas, multimodal hubs and shared-use fleets and services, and fleet vehicles that operate in communities. Projects will be located on publicly owned facilities and will comply with federal National Electric Vehicle Infrastructure (NEVI) standards. Specialized technical teams will be created to expedite projects in the region. The program supports the local adoption of EVs and charging infrastructure with consideration of the Justice40 Initiative. This work element will be supported with Federal Highway Administration funds, ~~and~~ local funds, **and Transportation Development Credits** throughout FY2024 and FY2025. Anticipated products include:

- Coordination with local governments to determine suitable site locations;
- Community education on EV charging infrastructure;
- Community input on potential project locations;
- Up to 100 additional EV charging ports in the region;
- Increased access to EV charging infrastructure in underserved communities and project focus areas; and
- Creation of specialized technical teams to deploy projects quickly.

3.04 Public Transportation Planning

Regional Transit Planning Assistance

Transportation Planning Funds

This planning activity is ongoing throughout both FY2024 and FY2025, supporting activities that encourage short- and long-term transit planning for local governments and **regional** transit providers. Activities include providing technical assistance and general planning support to local governments with implementation options and investigating innovative funding and implementation opportunities for regional transit systems, including fixed guideway alternatives. Other initiatives include technical assistance and general planning support to the transportation authorities in the region, as well as smaller transit agencies, and oversight of federally required transit performance measures in support of the data-driven planning process. Complementing these efforts to support both local governments and transportation authorities, this planning activity includes preliminary project development activities for potential future rail corridors that would support follow-on corridor-specific feasibility and/or engineering studies. These preliminary project development activities include initial travel demand forecasting, early stakeholder coordination, and development of reasonable alternatives for future study. Examples of future rail corridors that would be included in these efforts are the McKinney Line and the Mansfield Line. Anticipated products include:

- Planning conducted on behalf of partner agencies based on identified needs;
- Support to **regional** transit agencies, including Travel Demand Model data, ridership projections, financial modeling, planning studies, and technical assistance;
- Assistance for transit system improvements resulting in seamless regional connectivity;
- Documentation of analysis methodologies, tracking, and monitoring of transit system performance documentation; and
- Preliminary project development planning for future rail corridors, including ridership forecasts and testing of planning assumptions.

Other Funding Sources

In FY2025, this element supports activities that encourage short- and long-term transit planning for transit providers within the Dallas-Fort Worth-Arlington, Denton-Lewisville, or McKinney-Frisco Census Urban Areas, defined as Urbanized Areas by the Federal Transit Administration (FTA), that receive or are eligible to receive FTA 5307 formula funding. Activities include providing technical assistance and general planning support to transit providers with implementation options and investigating innovative funding and implementation opportunities for regional transit systems, including fixed guideway alternatives. Other initiatives include technical assistance and general planning support to the transit providers in the region, and oversight of federally required transit performance measures in support of the data-driven planning process. Federal Transit Administration funds and Transportation Development Credits support work activities. Anticipated products include:

- **Support to transit providers, including financial modeling, planning studies, and technical assistance;**
- **Assistance for transit system improvements resulting in seamless regional connectivity; and**
- **Documentation of analysis methodologies, tracking, and monitoring of transit system performance.**

3.05 Transit Management and Operations

FTA Urban Funding Grant Administration

Other Funding Sources

This implementation activity is ongoing throughout FY2024 and FY2025, supporting all responsibilities NCTCOG assumes as the designated recipient for Federal Transit Administration (FTA) grant funds received for urbanized areas in the region. General responsibilities include program administration, project implementation, grant management and program oversight for all subgrantees who receive funds through the Bus and Bus Facilities Program, Congestion Mitigation and Air Quality Improvement Program, Enhanced Mobility of Seniors and Individuals with Disabilities Program, and the Urbanized Area Formula Program. Activities will also include the administration of emergency assistance funding made available by FTA to subgrantees in response to COVID-19 including the Coronavirus Aid, Relief, and Economic Security (CARES) Act, **and American Rescue Plan (ARP) Act of 2021, which are expected to be administered through FY2024**, and the Emergency Relief Grants for Public Transportation Systems Affected by Major Declared Disasters in Calendar Years 2017, 2020, 2021, and 2022, which are expected to be administered through **FY2024FY2025**. Federal Transit Administration funds, **Regional Toll**

Revenue funds, subgrantee local funds, and Transportation Development Credits will support these activities. Consultant assistance may be used. Anticipated products include:

- FY2024 and FY2025 funding allocations;
- CARES Act funding allocations;
- ARP Act funding allocations;
- Emergency Relief funding awards;
- Grant and agreement management;
- Application oversight and compliance initiatives;
- Funding disbursement of reimbursable project expenses to subgrantees;
- Administration of a vehicle loaner program;
- Submittal of coordinated reports on behalf of subgrantees; and
- Procurements for services and equipment, including buses, on behalf of subgrantees.

Enhancing Mobility within the Southern Dallas Inland Port

Other Funding Sources

This implementation activity is ongoing for FY2024 and FY2025. In FY2022, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program to implement mobility enhancements to and within the Southern Dallas Inland Port. The project seeks to enhance connectivity in Southern Dallas County by optimizing transit service, improving pedestrian infrastructure, and updating traffic signals. NCTCOG staff will oversee project management of the RAISE Enhancing Mobility within the Southern Dallas Inland Port project once initiated. Contractor and subrecipient assistance will be utilized. Federal Transit Administration funds, Congestion Mitigation and Air Quality Improvement Program funds, Regional Toll Revenue funds, and local funds will support these activities. Anticipated products include:

- ~~Implementation of enhancements to recently implemented on-demand services to increase transit connectivity within the Southern Dallas Inland Port area;~~
- Procurement of electric vehicles and related charging equipment on behalf of subrecipients to deliver on-demand services;
- Installation of charging infrastructure for electric vehicles at strategic locations to optimize on-demand services;
- ~~Coordination with transit agencies, employers, and local stakeholders to promote public transportation options in the area;~~
- Construction and implementation of infrastructure to improve safety of pedestrian and vehicle movements, including transit; and
- Execution of subrecipient agreements and documentation of subrecipient compliance to grant requirements through monitoring and on-site reviews.

3.07 Congestion Management Operations

Special Events

Other Funding Sources

This program is ongoing throughout FY2024 and FY2025, providing planning and implementation activities for various transportation service needs for special events. NCTCOG continues coordination and technical support for local governments, transportation providers, and other key stakeholders in North Central Texas regarding the regional coordination of special event management plans and critical infrastructure needs to support these events. Surface Transportation Block Grant Program funds, Regional Toll Revenue funds, **Regional Transportation Council Local funds**, and Transportation Development Credits will support this initiative. **Consultant assistance will be utilized.** NCTCOG staff will provide oversight of this program. Anticipated products include:

- An inventory of major special events in the region;
- Coordinated regional partner involvement;
- Implementation of coordinated congestion management strategies associated with special events including transit;
- Identification of roadway and other modal improvements needed to improve traffic and pedestrian movements around special events;
- Analysis of sports and entertainment express bus service between Fort Worth and Arlington;
- Identification of funding sources or shared resources, and funding agreements executed with regional partners to implement projects; ~~and~~
- Committee meetings;
- **Development of local area traffic management plans for the FIFA 2026 World Cup; and**
- **Lot improvements to accommodate staging areas for transit, charter buses, and transportation network companies, including shade structures, lighting, wayfinding, benches, and rider amenities for the FIFA 2026 World Cup.**

Strategic Incident Response

Other Funding Sources

In FY2025, this program will implement the staging of tow trucks to quickly clear debris and crashes along corridors with constrained roadway capacity due to construction or other limitations. To sustain the operation of the corridor with constrained capacity, tow trucks will be staged to clear events quickly and allow lanes to be restored to normal traffic flow. Funding under this program will be utilized to pay tow truck operators to be staged along identified corridors. Surface Transportation Block Grant Program funds and Transportation Development Credits support this program. Anticipated products include:

- **Management and oversight of tow truck operator contracts including operational processes, program budget, invoice activities, agreement development activities, and program assessment activities; and**
- **Coordination meetings with partners and stakeholders to review program effectiveness.**

4.02 Coordination of Transportation and Environmental Planning Processes

Blue-Green-Grey Silo-Busting Initiatives

Other Funding Sources

The focus of the “Blue-Green-Grey” initiative is to help evolve the transportation planning process away from where lack of communication or coordination/inclusion with planners or champions of various disciplines resulted in disjointed projects or “silos.” Blue-Green-Grey is an effort to identify and implement “silo-busting” projects focusing on three elements – blue (water), green (environment), and grey (transportation infrastructure). Since the program’s initiation in 2017, ~~nine~~ **12** total projects out of ~~three-four~~ rounds of funding solicitation were selected for implementation as examples of how to develop new ideas for transportation enhancements and/or mitigation through engaging multiple disciplines, providing lessons learned and encouragement for similar projects to be replicated elsewhere in the region. Work performed during FY2024 and FY2025 will focus on completion of the last of three projects selected from a 2021 funding solicitation: Blue-Green Neighborhood Beautification Design Guidelines and Pilot Project – Dallas Bottom District **and launching three projects selected from the 2024 funding solicitation: Inlet Filter Pilot Program – City of Allen, Vermiculture Food Waste Composting at Lawnview Station – DART, and Median Bioswale Retrofit at Parkwood Boulevard – City of Frisco.** . Supported through utilization of Regional Transportation Council (RTC) Local funds, staff will determine if new funding rounds can be advanced enabling the program to support additional projects beyond FY2024. Anticipated products include:

- Small-scale green infrastructure pilot project in the Dallas Bottom District, along with supporting beautification plan documentation and visual aids;
- **Installed inlet floatable filters at two locations in the city of Allen and guide for fabrication and procedures;**
- **Installed vermiculture food waste composting system at DART Lawnview Station and guide for implementing;**
- **Constructed bioswale in roadway median in the city of Frisco and guide for process and design of bioswales in roadway median;**
- Final reports/case studies summarizing impacts, lessons learned, and any future plans; and,
- Presentation panels, expert reviews, and other program performance documentation and administrative materials supporting additional funding initiatives and project awards, if justified.

5.03 Land-use/Transportation Initiatives

White Settlement Downtown Community Development Plan

Transportation Planning Funds

During FY2025, NCTCOG will initiate a study in the city of White Settlement assessing the feasibility of mixed-use development along White Settlement Road. The feasibility study will include a land use and market analysis, traffic study, evaluation of multimodal transportation options, and an assessment of environmental impact. Anticipated products include:

- Results of land use and market analysis and recommendations;
- Recommendations for land use and multimodal transportation implementation and policy actions;
- Review of potential funding sources and strategies; and
- Feasibility study final report.

Crossing Students Safely in the Dallas-Fort Worth Region (CroSS-DFW)

Other Funding Sources

In FY2024, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Safe Streets and Roads for All (SS4A) discretionary grant program to 1) create a regional framework and recommendations for crossing guard establishment, and 2) test driver awareness technology in school zones. This project seeks to improve collaboration and decision making among cities and Independent School Districts (ISDs), reduce gaps in crossing guard coverage through regional guidance, and minimize driver error in school zones through improved safety technology. These activities will enhance goals and inform future projects related to the Pedestrian Safety Action Plan (PSAP) and the Roadways Safety Plan (RSP). Federal Highway Administration funds and Regional Toll Revenue funds will support these activities. Anticipated products include:

- Improved coordination between cities and ISDs regarding crossing guard establishment and management;
- Regional guidance for cities and ISDs on establishment and management of crossing guards; and
- Improved understanding of the utility of driver awareness technology for use in school zones to mitigate unsafe driving behavior.

Trinity Railway Express Transit-Oriented Development Strategic Plan

Other Funding Sources

Through a grant award in FY2024 under the Federal Transit Administration’s Pilot Program for Transit-Oriented Development (TOD) Planning, the Trinity Railway Express (TRE) TOD Strategic Plan will coordinate with Dallas Area Rapid Transit (DART), Trinity Metro, and the cities of Dallas, Fort Worth, and Irving to advance equitable and connected TOD opportunities at seven regional rail stations. The plan will analyze pedestrian and bicycle access to stations, study station area development opportunities, and evaluate financial and funding options for TOD projects. Stakeholders will be engaged throughout the process. Varying tasks will be performed at different stations depending on community need. Consultant assistance may be utilized. Federal Transit Administration funds and Regional Transportation Council Local funds will be used to support this effort. Anticipated products include:

- Sidewalk and bike routes to rail stations mapping, inventory, analysis, and evaluation of needs with recommended improvements;
- Creation of various station area plans for increased dense, mixed-use and mixed-income developments near the TRE stations based on market studies, community input, and transportation/land use context;

- Evaluation of financial and funding options for potential public/private partnership projects which may include affordable housing on key publicly owned land and other sites; and
- Stakeholder engagement including presentations, meetings, digital content, and documents with planning recommendations.

5.08 Regional Aviation Planning and Education

Urban Air Mobility and Advanced Air Mobility Integration

Other Funding Sources

Utilizing Regional Transportation Council Local funds, work activities in FY2024 and FY2025 will focus on the management and deployment of required infrastructure to support Uncrewed Aircraft Systems, Urban Air Mobility, and Advanced Air Mobility (AAM). Activities also include providing community engagement regarding new policies and standards, as well as public education and overall liaison work with the above industries. ~~Another Three~~ notable initiatives ~~is~~ **are** university assistance via the North Texas Innovation Alliance Urban Resilience Fellowship Program, which utilizes students to develop innovative solutions to pressing local transportation issues; **the North Texas Airspace Awareness Pilot Program, which will enable proactive adjustments to traffic management systems based on live aerial data by equipping cities with a browser-based platform for airspace visualization; and planning for infrastructure deployment for AAM operations for large-scale events like the FIFA World Cup in 2026. Consultant assistance will be utilized.** Anticipated products include:

- Establishment of Routine Beyond Visual Line of Sight operations in the region;
- Planning of air taxi and air cargo/package corridors or procedures between Dallas-Fort Worth International Airport and partner cities;
- Creation of public engagement and education campaigns regarding the uncrewed aircraft industry;
- Acquisition of funding to deploy pilot studies and long-term deployment of necessary infrastructure, software, training, and other associated costs; ~~and~~
- Development of an Integrated Network Design and Demand Estimation of Advanced Air Mobility for the region via the North Texas Innovation Alliance Urban Resilience Fellowship Program; ~~;~~
- **Development of the North Texas Airspace Awareness Program; and**
- **Deployment of infrastructure for AAM operations during large-scale events such as the FIFA World Cup Games in 2026.**

5.09 Regional Military and Community Coordination

Community Noise Mitigation Program

Other Funding Sources

Through a grant award in FY2024 under the Department of Defense Office of Local Defense Community Cooperation (DOD OLDCC) for the Community Noise Mitigation Program, the North Central Texas Council of Governments will partner with Lake Worth Independent School District (LWISD) and White Settlement Independent School District

(WSISD) to install noise mitigation upgrades in six buildings. The upgrades will include retrofit or replacement of windows and doors. The project will also include required environmental reviews and post-construction acoustical testing. This element is ongoing throughout FY2025. Department of Defense funds and Regional Transportation Council Local funds will be used for this project. Anticipated products include:

- Noise mitigation upgrades to Brewer Middle School (WSISD);
- Noise mitigation upgrades to Effie Morris Early Learning Academy (LWIWD);
- Noise mitigation upgrades to Howry STEAM Academy (LWISD)
- Noise mitigation upgrades to Liberty Elementary School (WSISD);
- Noise mitigation upgrades to Lake Worth ISD Operations Building (LWISD); and
- Noise mitigation upgrades to White Settlement ISD Transition Center (WSISD).

5.14 Alternative Fuel Corridor Planning

Transportation Planning Funds

Through the Federal Highway Administration (FHWA) Alternative Fuel Corridor Program, many Texas highways have been designated as alternative fuel corridors for one or more of the following fuels: electricity, hydrogen, compressed natural gas, liquified natural gas, and/or propane (LPG). Corridor designation means that a driver could travel that roadway in the designated alternative fuel vehicle and be confident that refueling facilities for that fuel are available (e.g., electric charging stations are available on electric corridors). These fuels are becoming more widespread in the medium- and heavy-duty sector, which has a disproportionately high impact on ozone levels. Planning to optimize placement and use of infrastructure can further support local air quality efforts while supporting the freight industry in its adoption of alternative fuels. Work in FY2025 will build on the National Zero-Emission Freight Corridor Strategy (released by the Joint Office of Energy and Transportation in March 2024) and Rider 48 Evaluation of Medium-Duty and Heavy-Duty Vehicle Charging Infrastructure and Capacity (released by the Texas Department of Transportation in September 2024). Anticipated products include:

- An inventory of recommended areas for deployment of alternative fuel infrastructure, especially to support operations of medium- and heavy-duty vehicles;
- Evaluation of opportunities to leverage alternative fueling and truck parking investments;
- As appropriate, recommendations to Texas Department of Transportation staff for additional alternative fuel corridor nominations;
- Collaboration with neighboring regions to align corridors between regions and across state lines;
- An assessment of opportunities to post alternative fuel corridor signage;
- Evaluation of rail corridors for potential alternative fuel deployments in both rail and support vehicles (e.g., cranes, drayage and maintenance vehicles)
- Support to stakeholders in pursuing deployments, including technical assistance and identification of funding opportunities; and
- Maintenance of relevant alternative fuel corridor information on the NCTCOG website.

VII. Overview of Work Program Funding

Proposed Budget

This section summarizes the budget for the FY2024 and FY2025 UPWP. Financial support for FY2024 and FY2025 will be provided from a number of sources, including the Federal Highway Administration, the Federal Transit Administration, the Environmental Protection Agency, the Department of Energy, the Department of Defense, the Texas Department of Transportation, the North Texas Tollway Authority, and the Texas Commission on Environmental Quality. In addition, various local sources will be acquired to assist in the funding of this program.

The US Department of Transportation provides funds through programs of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Both FHWA PL-112 and FTA 5303 funds are provided annually to MPOs to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. The Texas Department of Transportation will provide the 20 percent match for the FHWA-112 and FTA 5303 funds for FY2024 and FY2025 to the MPO to carry out the UPWP in the form of Transportation Development Credits. These Transportation Development Credits are provided by metropolitan areas building toll roads and are used on a statewide basis to provide the match funds needed for all Metropolitan Planning Organizations. The FY2024 and FY2025 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VII-1. The formula-based FHWA PL-112 allocation to the UPWP for the Dallas-Fort Worth Metropolitan Area is \$10,191,769 in FY2024 and \$10,026,046 in FY2025 for a two-year total of \$20,217,815. The FTA 5303 funding is \$3,927,107 in FY2024 and ~~\$3,843,584~~**\$4,166,075** in FY2025 for a two-year total of ~~\$7,770,691~~**\$8,093,182**. An estimated balance of ~~\$5,524,849~~**\$6,896,422** in unexpended/unobligated FHWA PL-112 funding will be available from the FY2023 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask.

Total FHWA PL-112 and FTA 5303 funding for the FY2024 and FY2025 UPWP is estimated at ~~\$33,513,355~~**\$35,207,419**. Transportation Planning Funds in the amount of ~~\$30,123,000~~**\$31,829,000** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VII-2. These programmed funds include the FTA 5303 allocation of ~~\$7,770,691~~**\$8,093,182**, the estimated FY2023 FHWA PL-112 fund balance of ~~\$5,524,849~~**\$6,896,422**, and ~~\$16,827,460~~**\$16,839,396** of Fiscal Years 2024 and 2025 FHWA PL-112 funding. The remaining balance of Fiscal Years 2024 and 2025 FHWA PL-112 funds of ~~\$3,390,355~~**\$3,378,419** is anticipated to be carried over to Fiscal Year 2026.

Provided in Exhibit VII-3 is an inventory of computer hardware, software/licenses, and maintenance items, as well as other equipment anticipated to be purchased during the period of the FY2024 and FY2025 Unified Planning Work Program to support work activities outlined in Tasks 1 through 5 of the Work Program. Also included are the video/web hosting services required to live stream and record/post meetings of the Regional Transportation Council per State legislation, as well as other meetings, as appropriate. The source of funding utilized to obtain these items or services is provided in the table, along with the specific Work Program Subtask in which the funding is programmed to accommodate the work activities.

EXHIBIT VII-3
Anticipated Equipment/Software Purchases

Quantity	Description	Estimated Price	Funding Source	Subtask
100	Microcomputer systems (desktops, portable, tablet)	\$281,500	RTC Local	1.04
4	Laser printers and image scanners for network group usage	\$41,000	RTC Local	1.04
---	Other computer hardware items, replacements, accessories, and upgrades (for example, docking stations, headsets, text and image scanners, hard drives, additional RAM, projectors, monitors/televisions, video cards, network cabling, warranty extensions)	\$40,000	RTC Local/ TPF	1.04
---	Two years of software support by Caliper and specific renewal for 50 TransCAD licenses and one TransModeler license	\$156,000	TPF	1.04
---	Software purchases/upgrades (for example, the current or higher versions of: SmartSheet, Adobe licenses, and Turning Point), software/services, cable service, application subscriptions, advanced mapping/presentation software, and software support renewals	\$145,000	TPF	1.04
---	Traffic simulation and dynamic traffic assignment software	\$150,000	STBG	2.01
---	Software system to assist in analyzing regional crash data and determining crash hotspots	\$500,000	STBG	3.07
---	Web-based traffic count reporting software, including annual maintenance and support	\$16,000	TPF	1.04
---	Audio/video equipment, updates, and maintenance for Transportation Department meeting rooms, including the Transportation Council Room; video/web hosting services for the Transportation Council Room	\$250,000	RTC Local	1.04
---	Bicycle-pedestrian count equipment	\$20,000	STBG Local	5.03
---	Public involvement subscriptions	\$162,000	TPF	1.01
---	Outreach and educational subscriptions	\$136,000	CMAQ	1.01

VIII. Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area

City of Dallas

Harry Hines Wrong-Way Driving Prevention: This study will evaluate opportunities to activate areas outside/away from the immediate vicinity of the American Airlines Center (AAC) to relieve traffic congestion/pressure during events at AAC. The study area is bounded by Slocum on the West, McKinnon on the East, South of Oak Lawn on the North, and the Moody/Woodall Rodgers Northern Service Road on the South. Activities include obtaining and evaluating origin/destination volumes (i.e., vehicle, pedestrian, transit), assessing existing roadway circulation/infrastructure condition, identifying existing parking availability/needs, integrating findings with current/planned projects and accessibility evaluation/recommendations, addressing wrong-way driving challenges on the Dallas North Tollway and Harry Hines Boulevard/McKinnon Boulevard couplet network, and conducting public outreach/stakeholder engagement. This project is funded with \$3,000,000 of Surface Transportation Block Grant Program funds and regional Transportation Development Credits.

IX. NCTCOG Planning and Implementation Activities Beyond the FY2024 and FY2025 Unified Planning Work Program

The following table reflects non-locally funded planning and implementation projects that have been approved by the Regional Transportation Council for FY2026 **and beyond**. These projects will be carried out by the North Central Texas Council of Governments and are or will be included in the ~~2023-2026~~ **2025-2028** Transportation Improvement Program. The FY2024 and FY2025 Unified Planning Work Program covers the period of October 1, 2023, through September 30, 2025. Initiation of the projects in the table below falls outside the timeframe of this Work Program and the projects are being shown here to reflect NCTCOG’s commitment to the projects and aid in the federal review of the Transportation Improvement Program.

FY2026 and Beyond Non-Locally Funded Projects Approved by the Regional Transportation Council for Inclusion in the Transportation Improvement Program

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
11622.4	TRAVEL SURVEY, DATA COLLECTION, MODEL REFINEMENT PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS FOR ALL PLANNING, AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REGIONAL TRAVEL MODEL; DEVELOPMENT OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS; CONDUCT TRAVEL SURVEYS AND INTERSECTION OPERATIONAL ANALYSES	STBG	TDCs	\$2,850,000
11655.2	REVENUE AND PROJECT TRACKING SYSTEM (RAPTS) TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME	STBG	TDCs	\$515,000

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
11694.1	REGIONAL AIR QUALITY INITIATIVES; IDENTIFY AND IMPLEMENT INITIATIVES TO IMPROVE AIR QUALITY AND ATTAIN FEDERAL STANDARDS, INCLUDING STRATEGIES TO SUPPORT INCREASED ADOPTION OF ZERO-EMISSION AND OTHER LOW-EMISSION VEHICLES, IMPLEMENTATION AND EVALUATION OF NEW EMISSIONS-REDUCING TRANSPORTATION TECHNOLOGIES, DEVELOPMENT OF REGIONAL RESOURCES TO ADVANCE EMISSIONS-REDUCING EFFORTS, AND COORDINATION EFFORTS ACROSS LOCAL STAKEHOLDERS	STBG	TDCs	\$3,200,000
11615.4	REGIONAL GEOSPATIAL IMAGERY: DATA COLLECTION/PLANNING; DATA COLLECTION/PLANNING COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES, AND SUPPORT VARIOUS ADDITIONAL ANALYTICAL TRANSPORTATION PLANNING ACTIVITIES	STBG	State	\$1,437,500
16004	NORTHWEST AND SOUTHWEST FORT WORTH SUBAREA STUDIES; NORTHWEST STUDY: BOUNDED BY US 377 TO W, SH 114 TO N, FM 730 TO W, & IH 820 TO S; SOUTHWEST STUDY: IH 20/IH 820 TO N, FM 1187 TO W, US 377 TO S, AND CHISHOLM TRAIL TO E; DEVELOP SUB-REGIONAL TRANSPORTATION PLANS TO IDENTIFY NEEDED IMPROVEMENTS AND ESTABLISH A MULTI-MODAL TRANSPORTATION NETWORK WITH ADDITIONAL FOCUS AREAS ON LAND-USE, SAFETY, AND CONGESTION; AREAS OUTSIDE THIS STUDY AREA WILL ALSO BE INCLUDED AS THEY IMPACT TRAVEL WITHIN THE AREA; INCLUDES CONSULTANT AND NCTCOG STAFF TIME	STBG	TDCs	\$300,000 \$900,000
11613.3	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES, PLANNING, AND IMPLEMENTATION ACTIVITIES IN SUPPORT OF THE REGION'S GOOD MOVMT INCL; NCTCOG STAFF TIME & CONSULTANT ASSISTANCE TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT; MOVMT, DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR PARTNERS IN FREIGHT BUSINESS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUCATION, AND OVERSIGHT OF PARTNER IMPLEMENTATION PROJECTS	STBG	TDCs	\$2,625,000

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
11650.1	TRANSPORTATION TECHNICAL SUPPORT; REGIONWIDE ; TECHNICAL ASSISTANCE FOR DEVELOPING, MONITORING, ENVIRONMENTALLY APPROVING, AND IMPLEMENTING CORRIDOR STUDIES/PROJECTS ACCORDING TO CAPITAL ASSET MANAGEMENT PRINCIPLES	STBG	TDCs	\$1,800,000
11647.2	LAND USE/TRANSPORTATION AND BIKE/PEDESTRIAN INITIATIVES INCLUDES BICYCLE/PEDESTRIAN PLANNING, TRANSIT ORIENTED DEVELOPMENT, REGIONAL PEDESTRIAN SAFETY PROGRAM, IMPLEMENTATION OF SUSTAINABLE DEVELOPMENT INITIATIVES, REGIONAL WAYFINDING, AND ADA COMPLIANCE; INCLUDES NCTCOG STAFF TIME AND POSSIBLE CONSULTANT ASSISTANCE TO DEVELOP AND IMPLEMENT FUNDING PROGRAMS, COLLECT AND ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, SAFETY AND EDUCATION	STBG	TDCs	\$3,110,000
14038.2	MANAGEMENT AND OVERSIGHT OF REGIONAL SAFETY PROGRAM; INCLUDING REGIONAL DATA TOOLS AND ANALYSIS, TRAFFIC INCIDENT MANAGEMENT, DRIVE AWARE NORTH TEXAS SAFETY CAMPAIGN, STRATEGIC TARGETING OF AGGRESSIVE DRIVING AND ROAD RAGE, INCLUDES CONSULTANT, NCTCOG STAFF TIME AND EQUIPMENT	STBG	TDCs	\$6,070,000
11663.3	ENTIRE MANAGED LANE SYSTEM; DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE & NCTCOG STAFF TIME	STBG	TDCs	\$2,088,000 \$3,888,000
16007	SPECIAL EVENTS MANAGEMENT; INCLUDING MEASURES SUCH AS EXTENDED TRANSIT SERVICE FOR EVENTS, STAGING OF TOW TRUCKS TO CLEAR INCIDENTS QUICKLY, CLEARING ROADWAYS QUICKLY AFTER INCIDENTS, ETC. TO REDUCE CONGESTION DURING SPECIAL EVENTS; INCLUDES NCTCOG STAFF TIME	STBG	TDCs	\$600,000

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
11691.1	IMPLEMENT AND OPERATE TRAVELER INFORMATION SYSTEM; DEVELOP CONCEPT OF OPERATIONS AND DEPLOYMENT OF TRANS SYS MANAGEMENT AND OPERATIONS DATA ENGINE TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S TRANSP NETWORK BY INTEGRATING DATA SOURCES INCL REGIONAL TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYS; ITS DATA UPDATES AND COMPLIANCE; COORDINATION WITH REGIONAL PARTNERS ON INFORMATION SHARING AND AGREEMENT TRACKING; ADMINISTRATION OF MOBILITY ASSISTANCE PATROL; INCLUDES NCTCOG STAFF TIME	STBG	TDCs	\$2,765,000
11616.1	REGIONAL TRAFFIC SIGNAL RETIMING PROJECT; DEVELOP AND IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NON-ATTAINMENT AREA; INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	CMAQ	State/Local TDCs	\$4,500,000
11612.3	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR); TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM; PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	STBG	TDCs	\$1,360,300
11657.2	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE; IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	CMAQ/STBG	TDCs	\$2,100,000 \$4,150,000

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
11699.2	REGIONAL VANPOOL PROGRAM FOR (WESTERN SUBREGION); OPERATE VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; INCLUDES COST OF VEHICLE LEASING AND PART OF ADMINISTRATIVE COSTS	STBG	TDCs	\$682,000
21044	DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH; ENGINEERING AND CONSTRUCTION OF THE DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM	STBG	TDCs	\$8,000,000
16009	REGIONAL TRANSIT COORDINATION PROGRAM; REGIONAL COORDINATION OF TRANSIT SERVICES WITH A FOCUS ON INCREASING ECONOMIES OF SCALE, TECHNICAL ASSISTANCE, MOBILITY ON DEMAND, AND MOBILITY AS A SERVICE	STBG	TDCs	\$500,000
11660.1	AIR QUALITY ENERGY EFFICIENCY INITIATIVES: ENERGY EFFICIENCY MEASURES TO IMPLEMENT PROJECTS TO REDUCE ENERGY USE AND INCREASE ENERGY EFFICIENCY WITHIN THE PUBLIC AND PRIVATE SECTOR TO REDUCE AIR QUALITY IMPACTS; COORDINATE REGIONAL COLLABORATION, EVALUATE IMPACTS, AND DEVELOP RESOURCES ADDRESSING ELECTRIC GRID IMPACTS ASSOCIATED WITH ELECTRIFICATION OF TRANSPORTATION, AND DEPLOY STRATEGIC ELECTRIFICATION INFRASTRUCTURE TO ASSESS IMPACTS AND FILL GAPS; INCLUDES NCTCOG STAFF TIME	GRP RTR	TDCs N/A	\$950,000
11635.2	IMPLEMENTATION AND ADMINISTRATION OF AIR QUALITY AND TRANSPORTATION PROJECTS FUNDED WITH RTR FUNDS; IMPLEMENTATION AND ADMINISTRATION OF AIR QUALITY AND TRANSPORTATION PROJECTS FUNDED WITH RTR FUNDS; CSJ 0918-00-404 COVERS FUNDING IN FY2024 & FY2025	RTR	N/A	\$800,000
21014.2	REGIONAL TRANSIT COORDINATION PROGRAM; REGIONAL COORDINATION OF TRANSIT SERVICES WITH A FOCUS ON INCREASING ECONOMIES OF SCALE, TECHNICAL ASSISTANCE, MOBILITY ON DEMAND, AND MOBILITY AS A SERVICE	STBG	TDCs	\$500,000

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
16008	TECHNOLOGY AND INNOVATION 3.0; STAFF SUPPORT FOR PROJECTS FOCUSED ON IMPROVING REGIONAL BROADBAND ACCESS FOR TRANSPORTATION PURPOSES, COORDINATING AND SUPPORTING EMERGING MOBILITY TECHNOLOGY DEPLOYMENTS AND CONNECTED VEHICLE/INFRASTRUCTURE IMPROVEMENTS; SUPPORTING WORKFORCE DEVELOPMENT AND RESEARCH INITIATIVES; AND MANAGING ADMINISTRATIVE TASKS TO FACILITATE PROJECTS	STBG	TDCs	\$750,000
11554.3	AUTOMATED TRANSPORTATION SYSTEM INITIATIVE; ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED AUTOMATED TRANSPORTATION SYSTEMS (ATS) IN THE DFW REGION AND EVALUATE CONNECTIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS; INCLUDES PROJECT PLANNING AND DEVELOPMENT SUPPORT FOR ATS	STBG	TDCs	\$250,000
16007.1	LIMITED ACCESS FACILITIES IN DALLAS DISTRICT SUCH AS US 75, IH 635, IH 30, IH 20, SH 114, SH 183, IH 35W, SL12, US 67, US 80, IH 35E, IH 45, US 175; CONTRACT WITH TOW TRUCK OPERATORS TO STAGE TOW TRUCKS FOR QUICK CLEARANCE OF ABANDONED VEHICLES, STRANDED MOTORISTS OR CRASHES TO REDUCE CONGESTION AND IMPROVE SAFETY	STBG	TDCs	\$400,000
16008.1	SYSTEM MNGR SUPP SERVICES TO ENSURE SYSTEMS WORK AS INTENDED AND CAN COMMUNICATE WITH EACH OTHER ACROSS THE REGION CONTRACT SERVICES TO PROVIDE OVERSIGHT FOR IMPLEMENTATION OF REGIONAL TSMO DATA EXCHANGE, TRANSPORTATION MGMT SYSTEM, C2C APPS, EVENT MGMT APPS, 511DFW, WORK ZONE DATA EXCHANGE, CONNECTED VEHICLE SYSTEMS TO SUPPORT REGIONAL EFFORTS INCLUDING PLANNING, PROCUREMENT, IMPLEMENTATION, VALIDATION, AND OPERATIONS	STBG	TDCs	\$700,000

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
21016.1	REGIONAL DATA HUB - DFW MPO BOUNDARY; DEPLOYMENT AND ADAPTATION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION; INCLUDES NCTCOG STAFF TIME	STBG, RTR	N/A	\$300,000
21018	TARRANT COUNTY PEOPLE/GOODS MOVER ALONG SH 360; ENGINEERING AND CONSTRUCTION OF AN AUTOMATED CARGO MOVEMENT SYSTEM TO IMPROVE FREIGHT AND GOODS MOVEMENT	STBG	TDCs	\$11,000,000
24033	RAILROAD CROSSING SAFETY PROGRAM FUNDING POOL; CONSTRUCT RAILROAD/ROADWAY CROSSING IMPROVEMENTS TO IMPROVE SAFETY	RTR	LOCAL	\$12,500,000
Subtotal				\$47,752,800 \$76,717,800

X. Regional Transportation Council Funding to Advance Project Implementation

The following table inventories non-planning funding initiatives approved by the Regional Transportation Council (RTC) and included in the North Central Texas Council of Governments' (NCTCOG) Transportation Improvement Program to support the implementation of transportation-related projects. These initiatives are managed by NCTCOG staff. For example, the use of RTC Local funding may be approved as backstop or contingency funding for activities to keep a project moving forward and avoid unintended consequences. Funds may be expended, may never need to be spent, or may be repaid, depending on the particular situation.

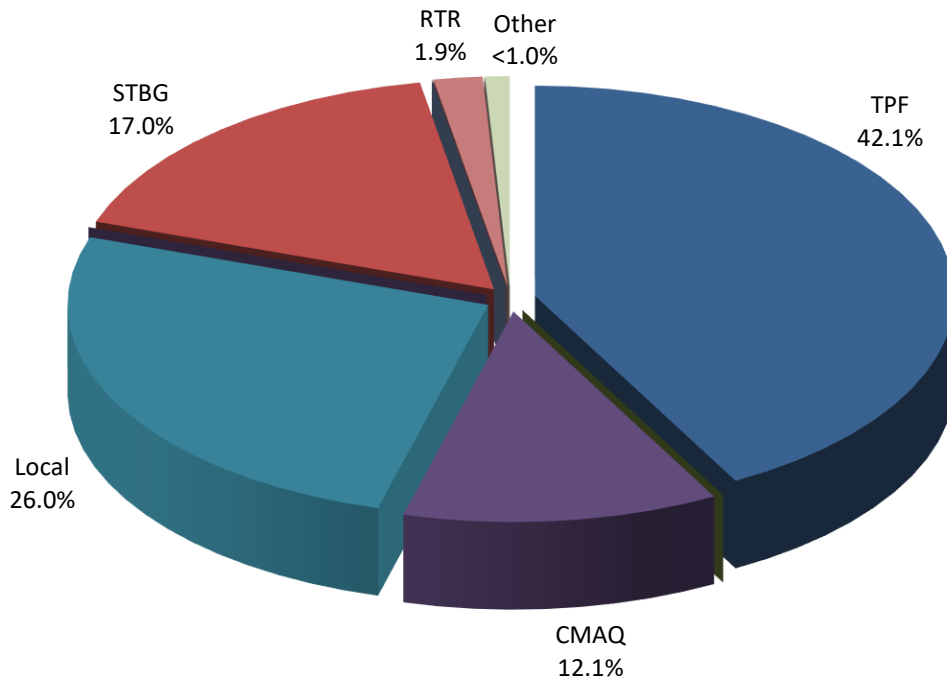
Project	Funding Source	Amount
Enhancing Mobility within the Southern Dallas Inland Port	RTC Local	\$1,004,000
Meandering Road	RTC Local	\$950,000
Transit Subrecipients	RTC Local	\$200,000
Heartland Flyer Intercity Passenger Rail	RTR	\$100,000

E. Funding Summary

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
1.01	\$2,671,000	\$2,997,000				\$4,489,000	\$4,949,000	
			CMAQ	\$873,000	\$975,000			
			NCTCOG Local	\$2,000	\$2,000			
			STBG	\$943,000	\$975,000			
Subtotal								\$9,438,000
1.02	\$186,000	\$249,000				\$1,291,700	\$2,946,200	
			Local	\$821,800	\$2,196,800			
			NCTCOG Local	\$59,900	\$59,900			
			STBG	\$224,000	\$440,500			
Subtotal								\$4,237,900
1.03	\$0	\$0				\$153,000	\$166,000	
			Local	\$5,000	\$8,000			
			NCTCOG Local	\$10,000	\$10,000			
			RTR	\$138,000	\$148,000			
Subtotal								\$319,000
1.04	\$142,000	\$162,000				\$506,000	\$726,500	
			Local	\$364,000	\$564,500			
Subtotal								\$1,232,500
Total	\$2,999,000	\$3,408,000		\$3,440,700	\$5,379,700	\$6,439,700	\$8,787,700	\$15,227,400

¹ Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

Task 1 Funding Summary - FY2024 and FY2025

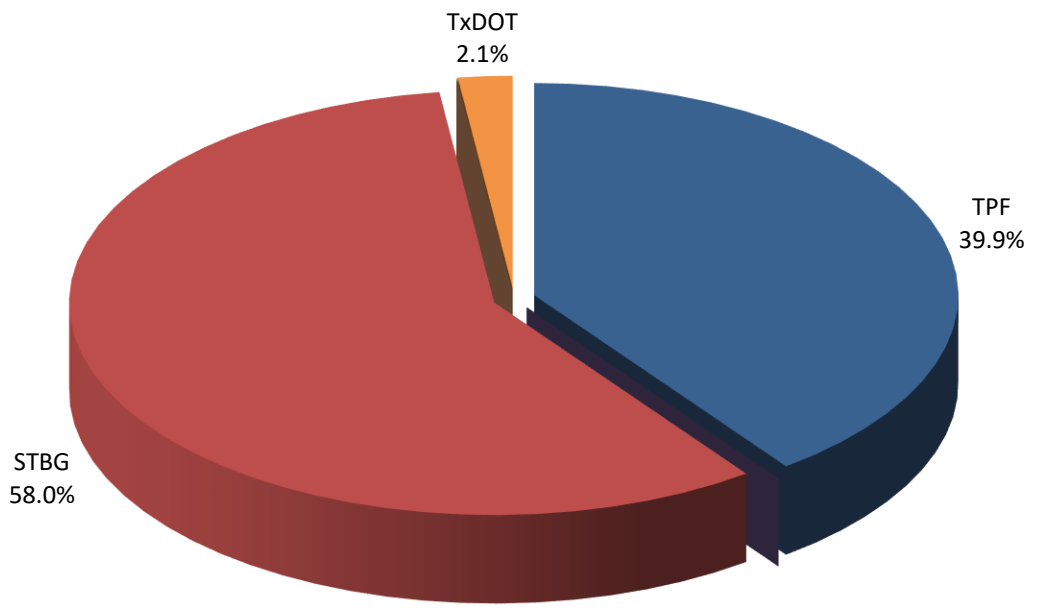


E. Funding Summary

Subtask	TPF ¹		Additional Funding			One=Year Sub=task Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
2.01	\$546,800	\$808,000				\$3,444,800	\$3,617,200	
			STBG	\$2,898,000	\$2,809,200			
Subtotal								\$7,062,000
2.02	\$215,000	\$223,000				\$378,000	\$2,416,000	
			STBG	\$163,000	\$2,193,000			
Subtotal								\$2,794,000
2.03	\$481,200	\$562,000				\$481,200	\$562,000	
Subtotal								\$1,043,200
2.04	\$643,000	\$777,000				\$643,000	\$777,000	
Subtotal								\$1,420,000
2.05	\$643,000	\$764,000				\$692,000	\$2,384,700	
			STBG	\$39,000	\$1,296,600			
			TXDOT	\$10,000	\$324,100			
Subtotal								\$3,076,700
2.06	\$258,000	\$226,000				\$258,000	\$226,000	
Subtotal								\$484,000
2.07	\$168,000	\$144,000				\$168,000	\$144,000	
Subtotal								\$312,000
Total	\$2,955,000	\$3,504,000		\$3,110,000	\$6,622,900	\$6,065,000	\$10,126,900	\$16,191,900

¹ Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

Task 2 Funding Summary - FY2024 and FY2025



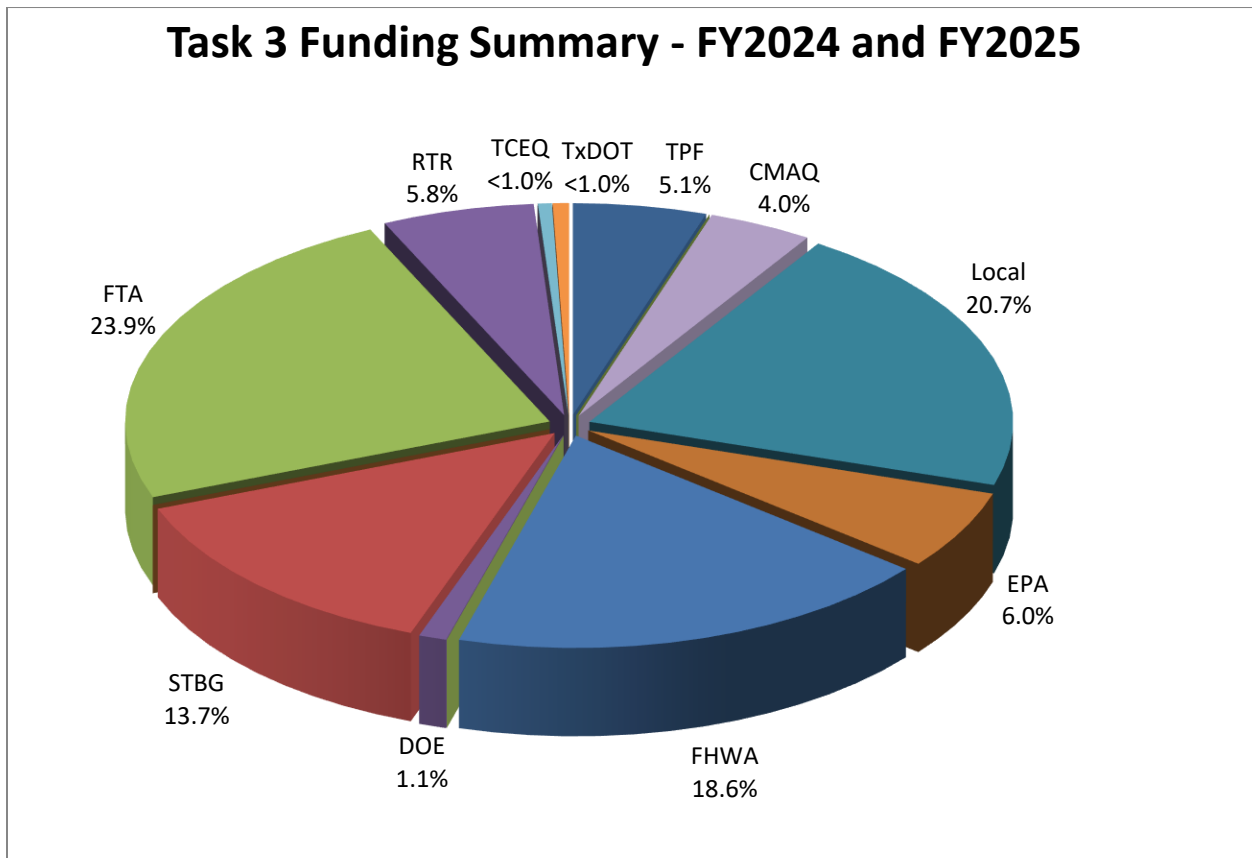
E. Funding Summary

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
3.01	\$1,764,000	\$1,677,000				\$3,054,000	\$3,137,000	
			RTR	\$743,000	\$824,000			
			STBG	\$547,000	\$636,000			
Subtotal								\$6,191,000
3.02	\$546,000	\$690,000				\$1,062,000	\$1,630,245	
			EPA	\$268,000	\$360,000			
			TCEQ	\$248,000	\$580,245			
Subtotal								\$2,692,245
3.03	\$0	\$0				\$25,465,937	\$43,551,620	
			CRP	\$0	\$0			
			DOE	\$590,872	\$1,069,906			
			EPA	\$3,864,800	\$4,912,455			
			FHWA	\$5,714,000	\$20,596,885			
			Local	\$11,228,147	\$11,976,911			
			RTR	\$673,118	\$1,645,463			
			STBG	\$3,395,000	\$3,350,000			
Subtotal								\$69,017,557
3.04	\$885,000	\$1,166,000				\$1,690,400	\$2,809,711	
			FTA ²	\$604,000	\$698,711			
			RTR	\$151,000	\$357,000			
			STBG	\$50,400	\$588,000			
Subtotal								\$4,500,111
3.05	\$0	\$0				\$16,381,700	\$26,523,040	
			CMAQ	\$132,000	\$409,000			
			CRP	\$0	\$0			
			FTA ²	\$15,011,000	\$21,149,740			
			Local	\$565,400	\$2,059,300			
			RTR	\$319,300	\$2,329,000			
			STBG	\$354,000	\$576,000			
Subtotal								\$42,904,740
3.06	\$641,000	\$637,000				\$1,027,000	\$727,000	
			RTR	\$386,000	\$90,000			
Subtotal								\$1,754,000

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
3.07	\$0	\$0				\$14,913,000	\$15,051,800	
			CMAQ	\$3,672,000	\$2,046,000			
			FHWA	\$1,826,000	\$1,117,300			
			Local	\$3,204,000	\$3,519,000			
			RTR	\$554,000	\$1,048,000			
			STBG	\$5,097,000	\$6,912,500			
			TXDOT	\$560,000	\$409,000			
Subtotal								\$29,964,800
Total	\$3,836,000	\$4,170,000		\$59,758,037	\$89,260,416	\$63,594,037	\$93,430,416	\$157,024,453

¹ Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

² Includes FTA 5307 funds.

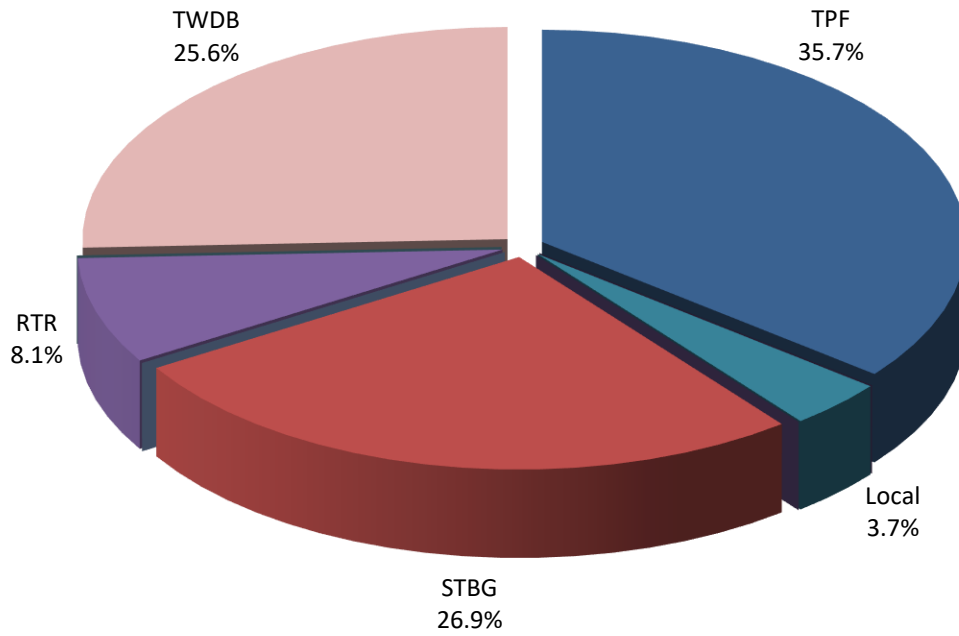


E. Funding Summary

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
4.01	\$1,674,000	\$1,801,000				\$1,674,000	\$1,801,000	
Subtotal								\$3,475,000
4.02	\$146,000	\$241,000				\$3,436,500	\$4,159,210	
			Local	\$248,500	\$166,910			
			RTR	\$482,000	\$426,000			
			STBG	\$1,465,000	\$1,546,800			
			TWDB	\$1,095,000	\$1,778,500			
Subtotal								\$7,595,710
4.03	\$45,000	\$45,000				\$45,000	\$45,000	
Subtotal								\$90,000
4.04	\$47,000	\$0				\$47,000	\$0	
Subtotal							\$0	\$47,000
Total	\$1,912,000	\$2,087,000		\$3,290,500	\$3,918,210	\$5,202,500	\$6,005,210	\$11,207,710

¹ Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

Task 4 Funding Summary - FY2024 and FY2025



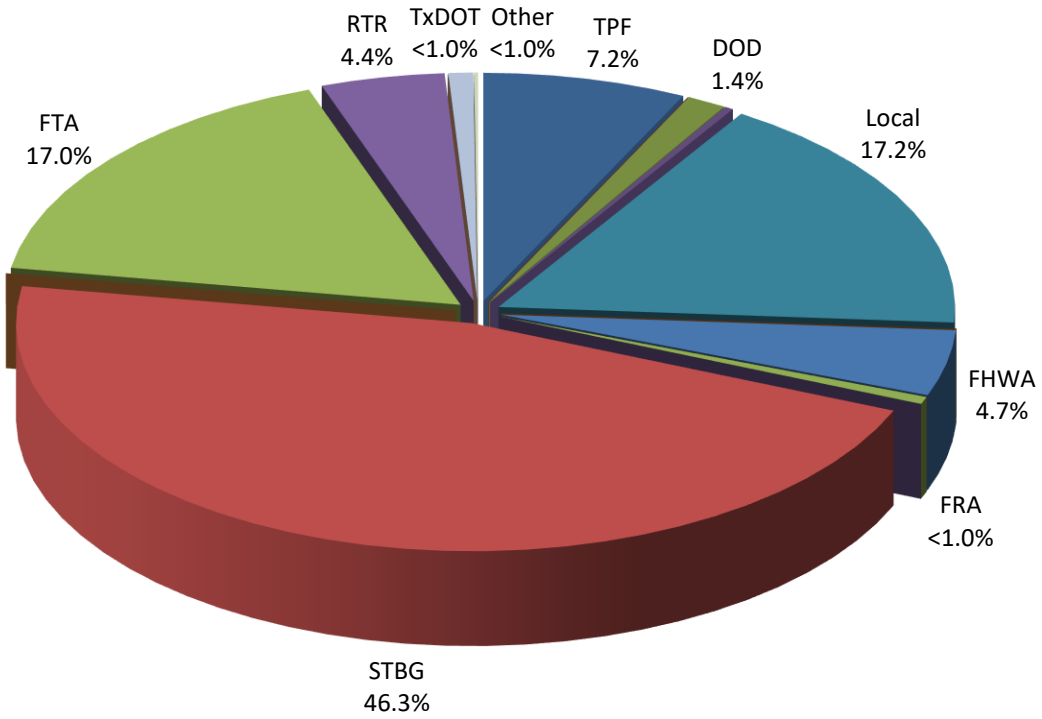
E. Funding Summary

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
5.01	\$749,000	\$1,141,000				\$10,571,657	\$7,883,000	
			FRA	\$100,000	\$400,000			
			Local	\$107,000	\$10,000			
			NTTA	\$40,000	\$45,000			
			RTR	\$479,000	\$629,000			
			STBG	\$8,902,657	\$5,364,000			
			TXDOT	\$194,000	\$294,000			
Subtotal								\$18,454,657
5.02	\$711,000	\$725,000				\$1,057,000	\$1,102,000	
			STBG	\$96,000	\$127,000			
			RTR	\$250,000	\$250,000			
Subtotal								\$2,159,000
5.03	\$315,397	\$556,694				\$5,089,097	\$8,840,694	
			CMAQ	\$0	\$300,000			
			FHWA	\$8,000	\$480,000			
			FTA	\$516,000	\$564,000			
			Local	\$254,000	\$1,102,000			
			RTR	\$2,000	\$120,000			
			STBG	\$3,993,700	\$5,718,000			
			USDOT	\$0	\$0			
Subtotal								\$13,929,791
5.04	\$90,000	\$87,000				\$312,000	\$500,000	
			STBG	\$222,000	\$413,000			
Subtotal								\$812,000
5.05	\$32,000	\$32,000				\$32,000	\$32,000	
Subtotal								\$64,000
5.06	\$127,000	\$30,000				\$16,145,000	\$19,209,000	
			FTA	\$6,618,000	\$8,665,000			
			STBG	\$6,221,000	\$4,629,400			
			Local	\$3,179,000	\$5,884,600			
Subtotal								\$35,354,000
5.07	\$333,000	\$310,000				\$2,219,300	\$8,663,500	
			FHWA	\$150,000	\$3,850,000			
			Local	\$11,800	\$0			
			RTR	\$37,500	\$2,462,500			
			STBG	\$1,637,000	\$2,041,000			
			TxDOT (SPR)	\$50,000	\$0			
Subtotal								\$10,882,800

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
5.08	\$159,000	\$167,000				\$506,700	\$810,000	
			Local	\$347,700	\$643,000			
Subtotal								\$1,316,700
5.09	\$152,000	\$223,000				\$1,280,300	\$2,571,100	
			DOD	\$135,000	\$1,211,200			
			Local	\$993,300	\$1,136,900			
Subtotal								\$3,851,400
5.10	\$171,000	\$130,000						
			STBG	\$3,049,800	\$2,190,400			
			Local	\$295,800	\$20,000	\$3,577,350	\$2,636,000	
			TXDOT	\$60,750	\$295,600			
Subtotal								\$6,213,350
5.11	\$0	\$0				\$1,460,000	\$791,000	
			Local	\$1,460,000	\$791,000			
Subtotal								\$2,251,000
5.12	\$0	\$0				\$16,200	\$261,000	
			Local	\$16,200	\$261,000			
Subtotal								\$277,200
5.13	\$255,603	\$261,306				\$255,603	\$261,306	
Subtotal								\$516,909
5.14	\$0	\$200,000				\$0	\$200,000	
Subtotal								\$200,000
Total	\$3,095,000	\$3,863,000		\$39,427,207	\$49,897,600	\$42,522,207	\$53,760,600	\$96,282,807

¹ Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

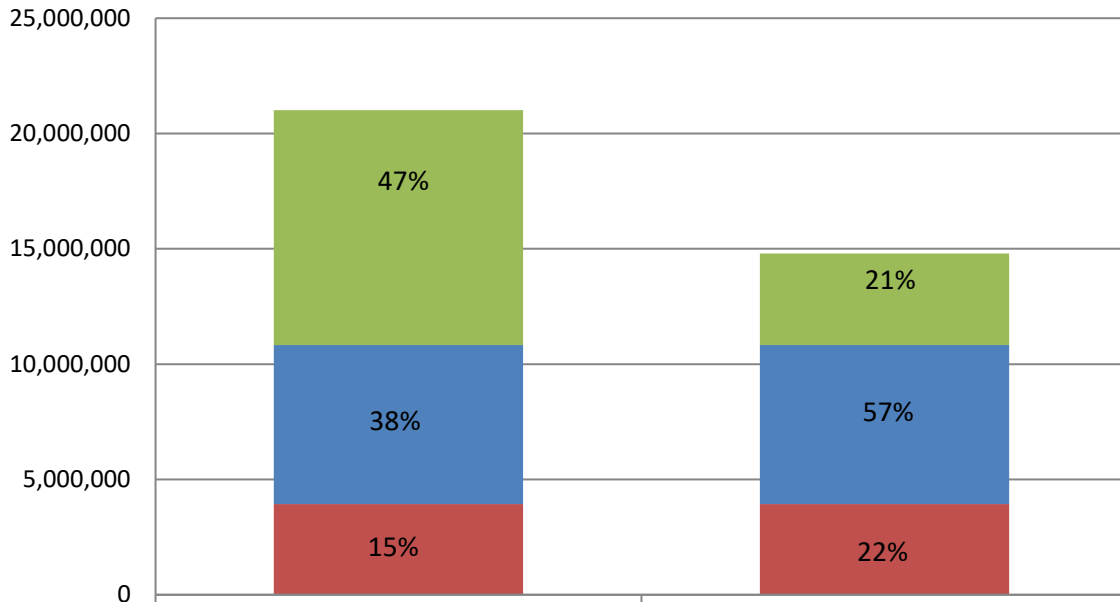
Task 5 Funding Summary - FY2024 and FY2025



**EXHIBIT VII-1
FY2024 AND FY2025 TPF PROGRAMMING SUMMARY**

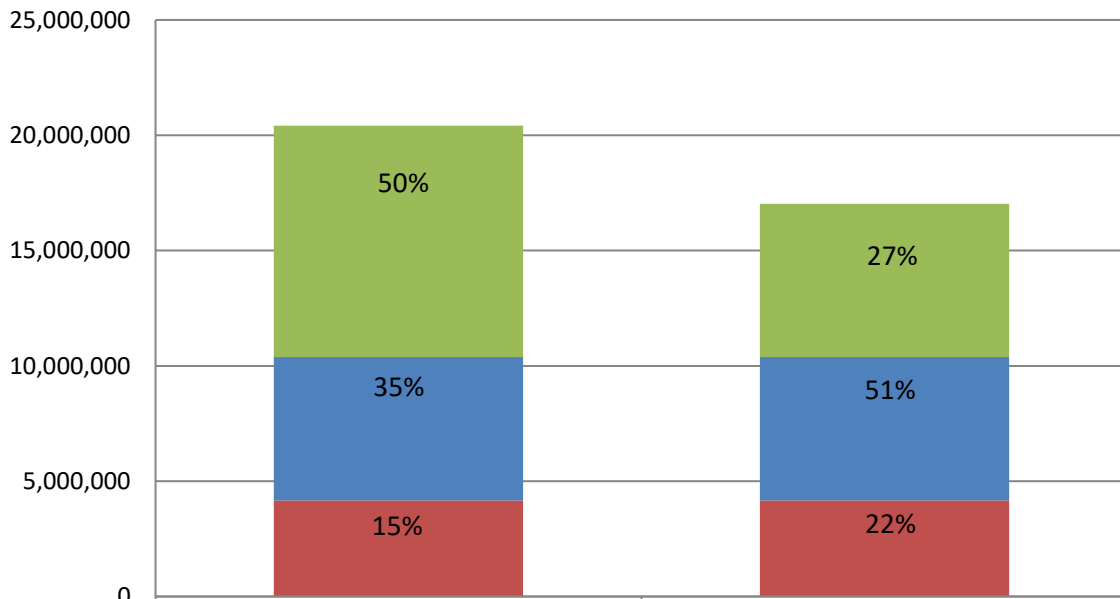
	FY2024		FY2025	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	3,927,107	3,927,107	4,166,075	4,166,075
FHWA (PL-112)				
Carryover	6,896,422	6,896,422	6,218,298	6,218,298
New Allocation	10,191,769	3,973,471	10,026,046	6,647,627
Total TPF	21,015,298	14,797,000	20,410,419	17,032,000
Carryover		6,218,298		3,378,419
Two-Year Totals				
FTA Section 5303	8,093,182			
FHWA PL-112	27,114,237			
Total	35,207,419			
Programmed	31,829,000			
Carryover	3,378,419			

Summary of TPF 2024 Funding Levels



FHWA (PL-112)	10,191,769	3,973,471
Carryover	6,896,422	6,896,422
FTA (5303)	3,927,107	3,927,107

Summary of TPF 2025 Funding Levels

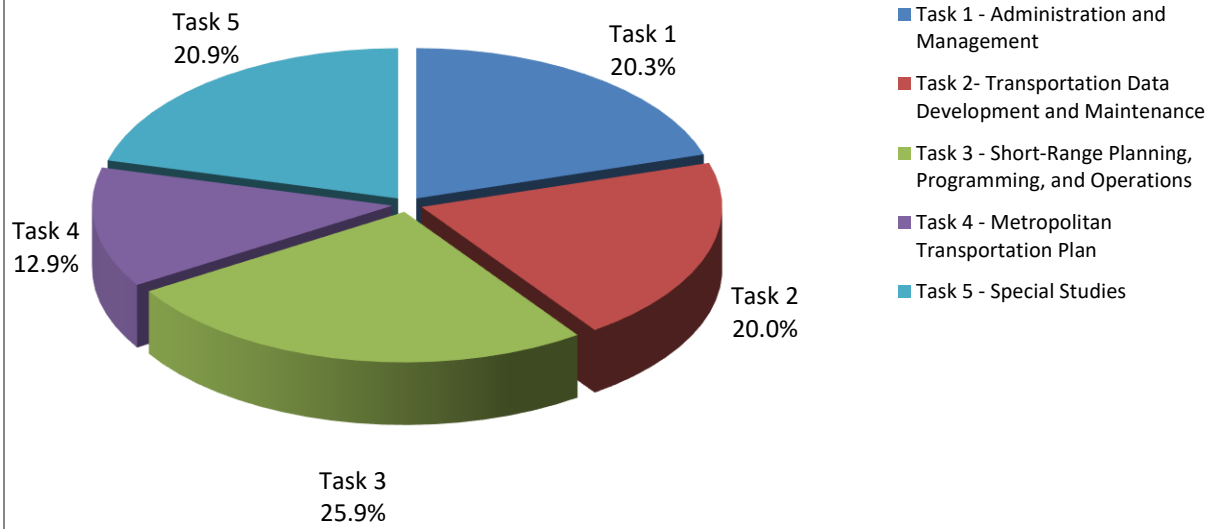


FHWA (PL-112)	10,026,046	6,647,627
Carryover	6,218,298	6,218,298
FTA (5303)	4,166,075	4,166,075

EXHIBIT VII-2
FY2024 AND FY2025 ALLOCATION OF TRANSPORTATION PLANNING FUNDS

Subtask	Subtask Title	TPF		
		FY2024	FY2025	Total
1.01	Community Outreach	\$2,671,000	\$2,997,000	\$5,668,000
1.02	Program and Policy Administration	\$186,000	\$249,000	\$435,000
1.03	Fiscal Management	\$0	\$0	\$0
1.04	Computer and Audio/Video Resources	\$142,000	\$162,000	\$304,000
	Task 1 - Administration and Management	\$2,999,000	\$3,408,000	\$6,407,000
2.01	Development of Travel Models	\$546,800	\$808,000	\$1,354,800
2.02	Transportation Data Collection and Development	\$215,000	\$223,000	\$438,000
2.03	Model Applications	\$481,200	\$562,000	\$1,043,200
2.04	Demographic Data and Forecasts	\$643,000	\$777,000	\$1,420,000
2.05	Data Management	\$643,000	\$764,000	\$1,407,000
2.06	Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/Program Activities	\$258,000	\$226,000	\$484,000
2.07	Performance-based Planning and Coordination	\$168,000	\$144,000	\$312,000
	Task 2 - Transportation Data Development and Maintenance	\$2,955,000	\$3,504,000	\$6,459,000
3.01	Transportation Project Programming	\$1,764,000	\$1,677,000	\$3,441,000
3.02	Regional Air Quality Planning	\$546,000	\$690,000	\$1,236,000
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning	\$885,000	\$1,166,000	\$2,051,000
3.05	Transit Management and Operations	\$0	\$0	\$0
3.06	Congestion Management Planning	\$641,000	\$637,000	\$1,278,000
3.07	Congestion Management Operations	\$0	\$0	\$0
	Task 3 - Short-Range Planning, Programming, and Operations	\$3,836,000	\$4,170,000	\$8,006,000
4.01	Metropolitan Transportation Planning	\$1,674,000	\$1,801,000	\$3,475,000
4.02	Coordination of Transportation and Environmental Planning Processes	\$146,000	\$241,000	\$387,000
4.03	Understanding the Public Return on Investment for Transportation Funding	\$45,000	\$45,000	\$90,000
4.04	Regional Passenger Rail Planning and Evaluation Process Development	\$47,000	\$0	\$47,000
	Task 4 - Metropolitan Transportation Plan	\$1,912,000	\$2,087,000	\$3,999,000
5.01	Regional Transportation Studies	\$749,000	\$1,141,000	\$1,890,000
5.02	Subarea Studies and Local Government Assistance	\$711,000	\$725,000	\$1,436,000
5.03	Land-Use/Transportation Initiatives	\$315,397	\$556,694	\$872,091
5.04	Transportation Asset Management	\$90,000	\$87,000	\$177,000
5.05	Transportation System Security and Emergency Preparedness	\$32,000	\$32,000	\$64,000
5.06	Regional Freight Planning	\$127,000	\$30,000	\$157,000
5.07	Roadway and Railroad Safety	\$333,000	\$310,000	\$643,000
5.08	Regional Aviation Planning and Education	\$159,000	\$167,000	\$326,000
5.09	Regional Military and Community Coordination	\$152,000	\$223,000	\$375,000
5.10	Transportation Technology and Innovation Program	\$171,000	\$130,000	\$301,000
5.11	North Texas Center for Mobility Technologies	\$0	\$0	\$0
5.12	Red River Navigation System Feasibility Study	\$0	\$0	\$0
5.13	2.5 Percent Set-Aside for Increasing Safe and Accessible Transportation Options	\$255,603	\$261,306	\$516,909
5.14	Alternative Fuel Corridor Planning	\$0	\$200,000	\$200,000
	Task 5 - Special Studies	\$3,095,000	\$3,863,000	\$6,958,000
	FUNDING TOTALS	\$14,797,000	\$17,032,000	\$31,829,000

Transportation Planning Funds (TPF) Summary by Task



**EXHIBIT VII-4
FY2024 AND FY2025 UPWP FUNDING SUMMARY**

Funding Source	Task 1 Administration and Management		Task 2 Transportation Data Development and Maintenance		Task 3 Short Range Planning, Programming, and Operations		Task 4 Metropolitan Transportation Plan		Task 5 Special Studies		Two-Year Total Funds	
	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025
TPF ¹	\$2,999,000	\$3,408,000	\$2,955,000	\$3,504,000	\$3,836,000	\$4,170,000	\$1,912,000	\$2,087,000	\$3,095,000	\$3,863,000	\$14,797,000	\$17,032,000
CMAQ	\$873,000	\$975,000	\$0	\$0	\$3,804,000	\$2,455,000	\$0	\$0	\$0	\$300,000	\$4,677,000	\$3,730,000
CRP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DOD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$135,000	\$1,211,200	\$135,000	\$1,211,200
DOE	\$0	\$0	\$0	\$0	\$590,872	\$1,069,906	\$0	\$0	\$0	\$0	\$590,872	\$1,069,906
EPA	\$0	\$0	\$0	\$0	\$4,132,800	\$5,272,455	\$0	\$0	\$0	\$0	\$4,132,800	\$5,272,455
FHWA	\$0	\$0	\$0	\$0	\$7,540,000	\$21,714,185	\$0	\$0	\$158,000	\$4,330,000	\$7,698,000	\$26,044,185
FRA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$400,000	\$100,000	\$400,000
FTA ²	\$0	\$0	\$0	\$0	\$15,615,000	\$21,848,451	\$0	\$0	\$7,134,000	\$9,229,000	\$22,749,000	\$31,077,451
Local	\$1,190,800	\$2,769,300	\$0	\$0	\$14,997,547	\$17,555,211	\$248,500	\$166,910	\$6,664,800	\$9,848,500	\$23,101,647	\$30,339,921
NCTCOG Local	\$71,900	\$71,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$71,900	\$71,900
NTTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$45,000	\$40,000	\$45,000
RTR	\$138,000	\$148,000	\$0	\$0	\$2,826,418	\$6,293,463	\$482,000	\$426,000	\$768,500	\$3,461,500	\$4,214,918	\$10,328,963
TxDOT (SPR)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
STBG	\$1,167,000	\$1,415,500	\$3,100,000	\$6,298,800	\$9,443,400	\$12,062,500	\$1,465,000	\$1,546,800	\$24,122,157	\$20,482,800	\$39,297,557	\$41,806,400
TCEQ	\$0	\$0	\$0	\$0	\$248,000	\$580,245	\$0	\$0	\$0	\$0	\$248,000	\$580,245
TWDB	\$0	\$0	\$0	\$0	\$0	\$0	\$1,095,000	\$1,778,500	\$0	\$0	\$1,095,000	\$1,778,500
TxDOT	\$0	\$0	\$10,000	\$324,100	\$560,000	\$409,000	\$0	\$0	\$254,750	\$589,600	\$824,750	\$1,322,700
USDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$6,439,700	\$8,787,700	\$6,065,000	\$10,126,900	\$63,594,037	\$93,430,416	\$5,202,500	\$6,005,210	\$42,522,207	\$53,760,600	\$123,823,444	\$172,110,826
Two-Year Total	\$15,227,400		\$16,191,900		\$157,024,453		\$11,207,710		\$96,282,807		\$295,934,270	

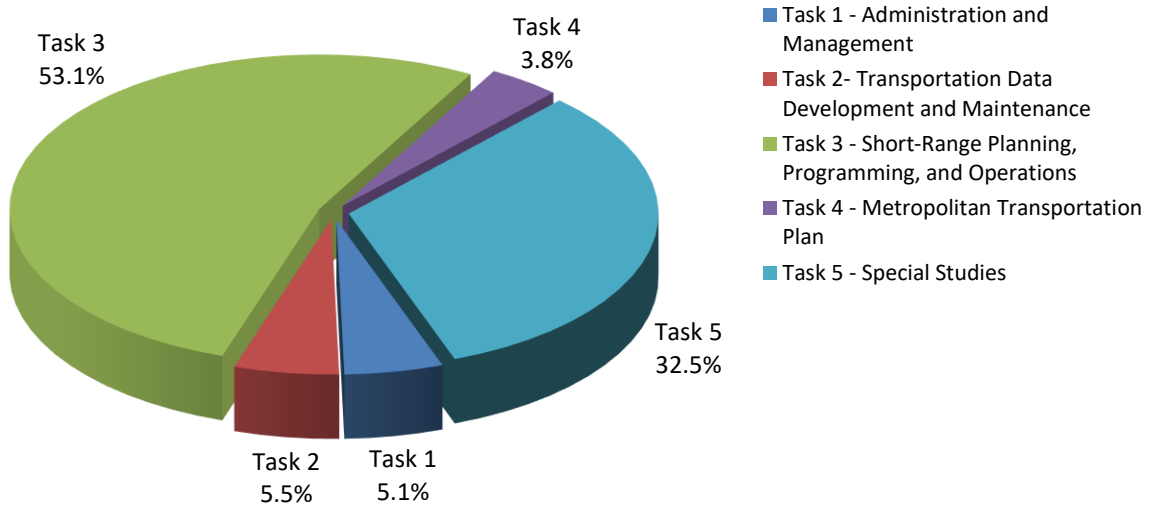
¹ Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor man hours, they are not reflected in the funding tables.

² Includes FTA 5307 funds.

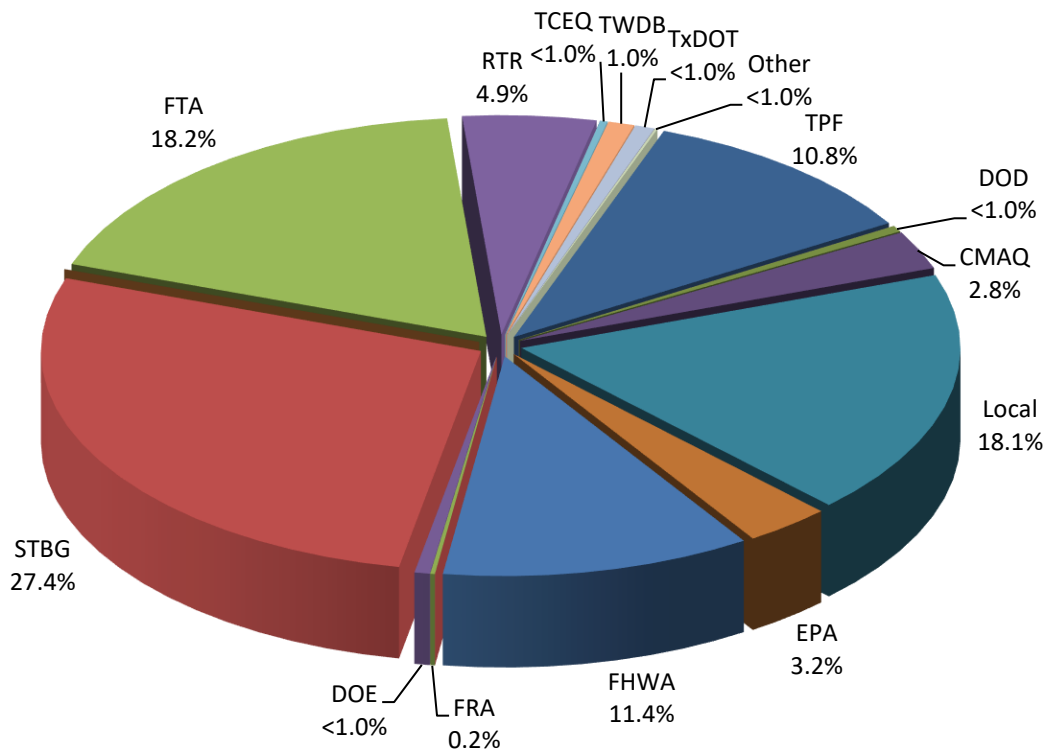
Combined Transportation Planning Funds³ **\$28,310,997.00**
 Estimated Unexpended Carryover \$6,896,422.05
 TOTAL TPF **\$35,207,419.05**

³ Estimate based on prior years' authorizations

Summary of All Funding by Task



Summary of All Funding



Modifications to the FY2024 and FY2025 Unified Planning Work Program

**Regional Transportation Council
April 10, 2025**

**Transportation Department
North Central Texas Council of Governments**

Transportation Programming Increase from Transportation Planning Funds

UPWP Project	Additional UPWP Funding
FY2025 Budget Adjustments	\$1,306,000
White Settlement Downtown Community Development Plan	\$200,000
Alternative Fuel Corridor Planning	\$200,000
Total Increase	\$1,706,000

Transportation Planning Funds Two-year Summary

Current FY2024 and FY2025 US FTA 5303	\$ 7,770,691
Additional FY2025 US FTA 5303	\$ <u>322,491</u>
New FY2024 and FY2025 US FTA 5303	\$ 8,093,182
FY2024 and FY2025 US FHWA Estimated PL	\$20,217,815
Additional FY2024 US FHWA PL	\$ <u>0</u>
FY2024 and FY2025 US FHWA PL	\$20,217,815
Original FY2023 US FHWA Estimated PL Carryover	\$ 5,524,849
Increase in FY2023 US FHWA PL Carryover	\$ 1,371,573
Total Transportation Planning Funds	\$35,207,419
Prior Anticipated Expenditures	\$30,123,000
Additional Funds Programmed for FY2025	\$ <u>1,706,000</u>
Anticipated Expenditures	\$31,829,000
PL Balance to Carry Over to FY2026	\$ 3,378,419

Total Programming Increases/Decreases in Other Funding Sources

UPWP Subtask	Funding Source	UPWP Funding Changes
Subtask 1.01 – Community Outreach	CMAQ - \$92,000	\$92,000
Subtask 1.02 – Program and Policy Administration	Local - \$61,300 STBG - \$275,500	\$336,800
Subtask 1.03 – Fiscal Management	RTR - \$10,000	\$10,000
Subtask 1.04 – Computer and Audio/Video Resources	Local - \$447,500	\$447,500
Subtask 2.01 – Development of Travel Models	STBG - \$1,587,200	\$1,587,200
Subtask 2.05 – Data Management	STBG - \$256,600 TxDOT - \$114,100	\$370,700
Subtask 3.01 – Transportation Project Programming	RTR - \$178,000 STBG - \$88,000	\$266,000

Total Programming Increases/Decreases in Other Funding Sources (continued)

UPWP Subtask	Funding Source	UPWP Funding Changes
Subtask 3.03 – Air Quality Management and Operations	DOE - \$55,000 EPA - \$4,912,455 FHWA - 1,400,885 Local - \$6,913,864 RTR - \$52,000	\$13,334,204
Subtask 3.04 – Public Transportation Planning	FTA – \$384,711	\$384,711
Subtask 3.05 – Transit Management and Operations	FTA - \$10,783,440 Local - \$856,300 RTR - \$750,000	\$12,389,740
Subtask 3.06 – Congestion Management Planning	RTR - \$90,000	\$90,000
Subtask 3.07 – Congestion Management Operations	CMAQ - \$1,165,000 Local - \$800,000 RTR - \$565,000 STBG - \$1,804,500	\$4,334,500

Total Programming Increases/Decreases in Other Funding Sources (continued)

UPWP Subtask	Funding Source	UPWP Funding Changes
Subtask 4.02 – Coordination of Transportation and Environmental Planning Processes	Local - \$92,000 RTR - \$150,000 STBG - \$150,000 TWDB - \$461,700	\$853,700
Subtask 5.01 – Regional Transportation Studies	NTTA - \$15,000 RTR - \$160,000 STBG - \$516,000 TxDOT - \$56,000	\$747,000
Subtask 5.02 – Subarea Studies and Local Government Assistance	STBG - \$10,000	\$10,000
Subtask 5.03 – Transportation/Land-use Initiatives	FHWA - \$80,000 FTA - \$400,000 Local - \$100,000 RTR - \$20,000	\$600,000

Total Programming Increases/Decreases in Other Funding Sources (continued)

UPWP Subtask	Funding Source	UPWP Funding Changes
Subtask 5.06 – Regional Freight Planning	Local - \$4,982,600 STBG - \$1,542,400	\$6,525,000
Subtask 5.07 – Roadway and Railroad Safety	STBG - \$700,000	\$700,000
Subtask 5.08 – Regional Aviation Planning and Education	Local - \$305,000	\$305,000
Subtask 5.09 – Regional Military and Community Coordination	DOD - \$1,211,200 Local - \$941,900	\$2,153,100
Subtask 5.10 – Transportation Technology and Innovation Program	STBG - \$1,220,000	\$1,220,000
Subtask 5.12 – Red River Navigation System Feasibility Study	Local - \$255,000	\$255,000
	Total Increase	\$47,012,155

Modification Schedule

February 11

Initiation of Public Outreach

March 28

Action by Surface Transportation Technical Committee

April 10

Action by Regional Transportation Council

April 24

Action by NCTCOG Executive Board

April 25

Submittal of Modifications to Texas Department of Transportation

Requested RTC Action

Approval:

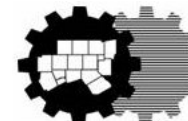
- **Proposed UPWP modifications outlined in Electronic Item 3.1.1**
- **Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications**

Unified Planning Work Program Contact Information

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**North Central Texas
Council of Governments
Transportation Department**

Copy of FY2024 and FY2025 UPWP can be found at
<https://www.nctcog.org/trans/study/unified-planning-work-program>



Funding Recommendations to Upgrade Existing Charging Stations

Lori Clark
Senior Program Manager & DFW Clean Cities Director

Regional Transportation Council

April 10, 2025

North Texas Reliable EV Infrastructure Project

Funded by the Federal Highway Administration (FHWA) EV Charger Reliability and Accessibility Accelerator Program (National EV Infrastructure Formula Program set-aside)

- Goal: increase reliability of EV charging stations

\$3.66 Million Awarded (\$3.36 Million Pass-Through, \$300,000 NCTCOG Administrative Costs)

- 20% match to be provided by private sector for pass-through funding
- Transportation Development Credits used as match for NCTCOG administrative costs
- Award fully obligated

Work Scope Includes Repair, Replacement, or Upgrade of Chargers listed as “broken” or “non-operational” by FHWA on October 11, 2023

- Meet federal standards for number and speed of charging ports, payment methods, pricing, interoperability, communication protocols
- May upgrade to Direct Current (DC) Fast Charge if within 1 mile of a designated EV highway corridor



Approved Application Approach

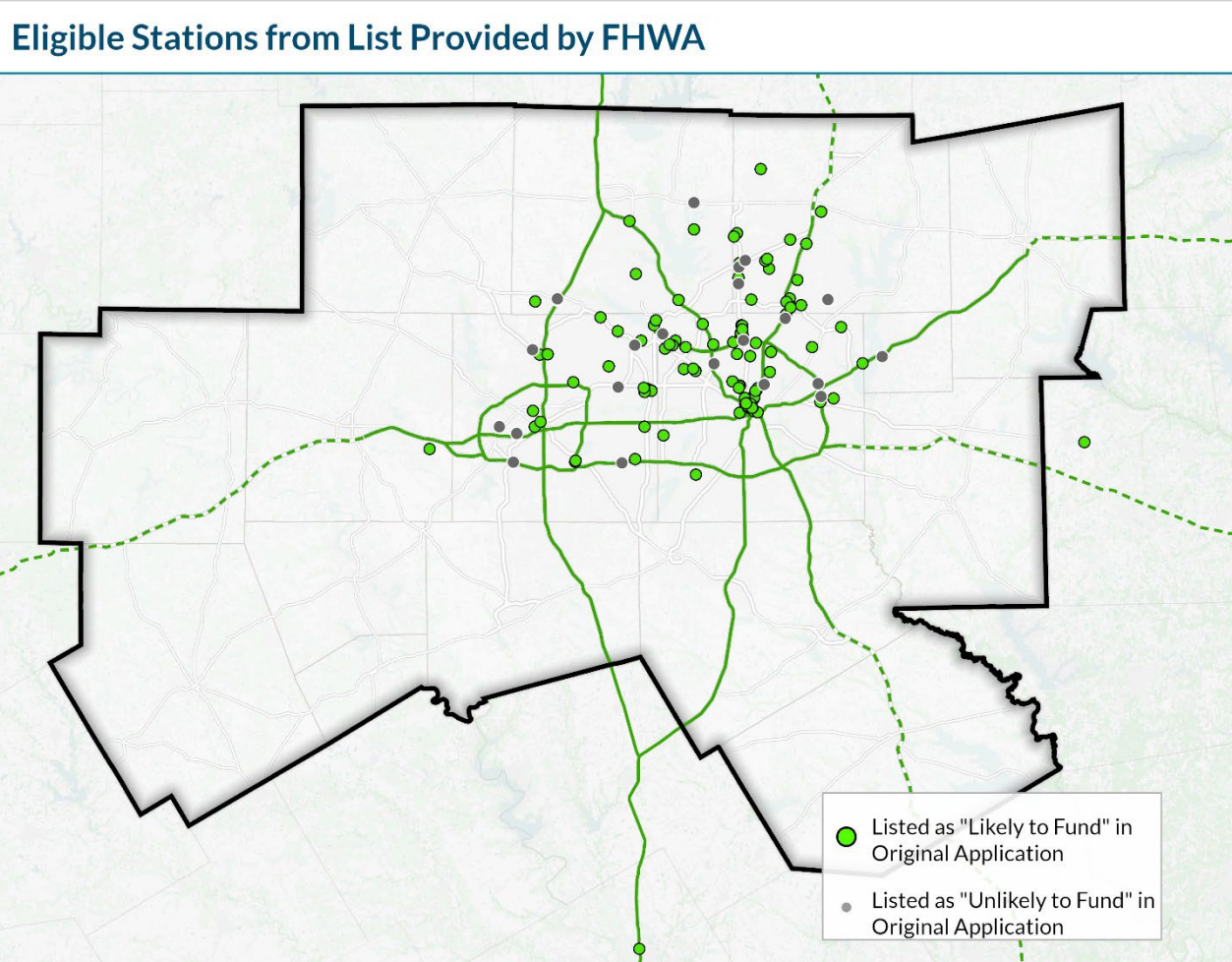
Repair or replace a subset of 138 eligible sites

Coordinate with host cities, charging station Networks, and site hosts to determine appropriate repair/upgrade needs

- Expected a fraction of eligible stations based on site host interest and available funding

Criteria Proposed to RTC in November 2023

- Not in proximity to existing charging stations
- Increase access in key areas such as multi-family properties, grocery stores, and retail locations
- Connect the region to other areas
- Provide 20% cost share
- Streamline NCTCOG administrative burden



Site Selection Methodology

- 1. Screening Criteria: FHWA program requirements**
 - Site must be publicly accessible
 - Site must be in a free parking lot
 - **Narrowed to 56 eligible sites**
- 2. Screening Criteria: reasonable and necessary expenses (many stations did not need repair or have already been repaired/replaced)**
 - Site status should be the same (not decommissioned or already replaced)
 - Site owner must be interested in the program and willing to provide cost share
 - **Narrowed to 8 sites**
- 3. Ranking Criteria: presented to RTC in November 2023 (25 points each)**
 - Ability to Connect the Regional Charging Network
 - Proximity to Existing or Known Planned EV Charging Stations
 - Ability to Increase Access in Identified Key Areas
 - Ability to Streamline NCTCOG Administrative Burden



Subaward Funding Recommendations

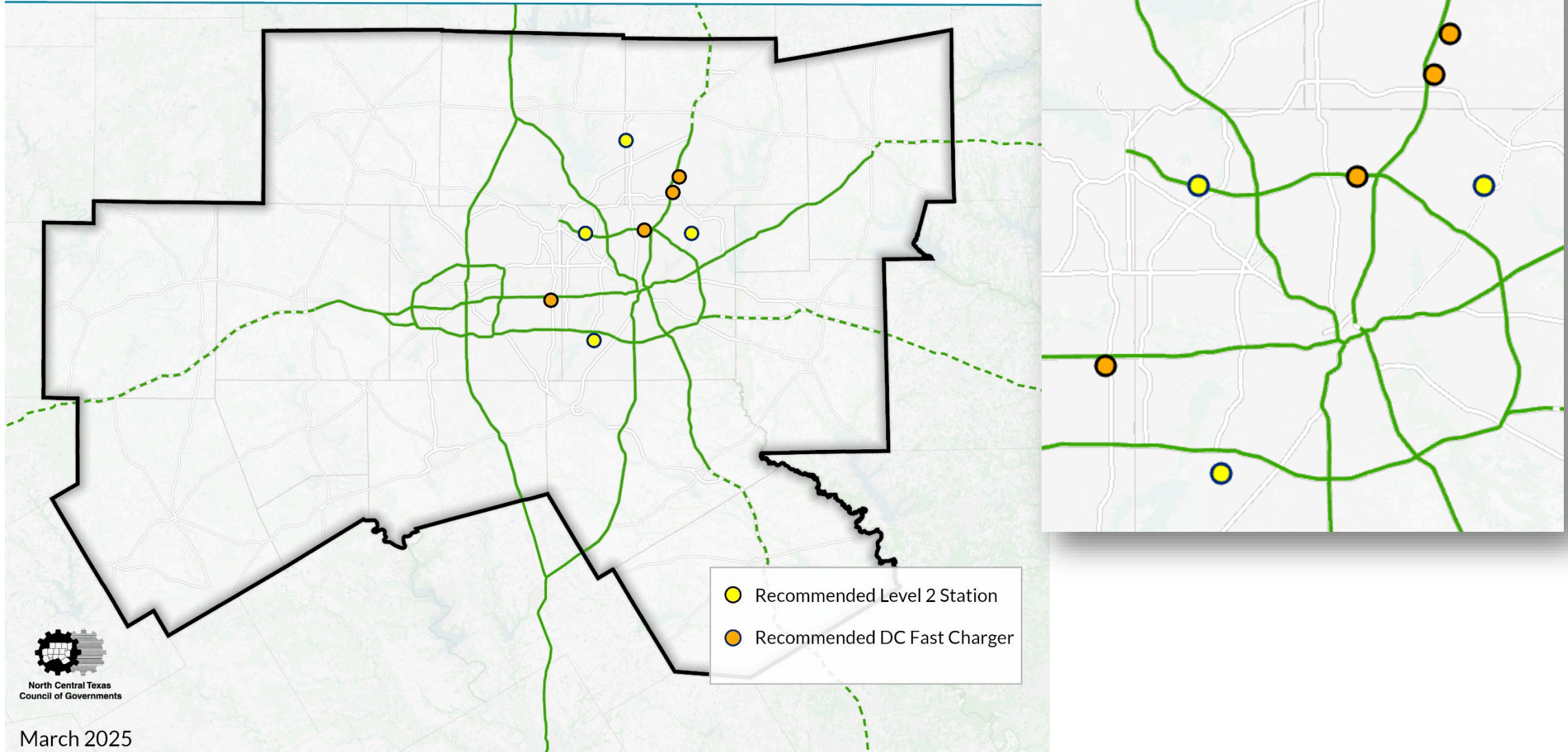
Charging Station Owner	Location	City	Property Type	Score	Existing Charger Type	Eligible for DC Fast Charge Upgrade?	Estimated Federal Award
EV Network	City of Plano Downtown Parking Lot	Plano	Public Sector	84	Level 2	Yes	\$743,458
EV Network	City of Plano Oak Point Rec Center	Plano	Public Sector	79	Level 2	Yes	\$743,458
EV Network	NCTCOG Offices	Arlington	Office	66	Level 2	Yes	\$743,458
Site Host	Dallas County Government Building	Dallas	Public Sector	65	Level 2	Yes	\$720,000
Site Host	Duncanville Shopping Center	Duncanville	Retail	62	Level 2	No	\$60,000
Site Host	Dallas County Government Building	Garland	Public Sector	58	Level 2	No	\$70,000
Site Host	Cinemark Frisco	Frisco	Retail	55	Level 2	No	\$60,000
EV Network	Boston Pizza Restaurant	Irving	Retail	48	Level 2	Yes, Declined	\$22,970
Total Federal Funding Awarded:							\$3,163,344
Total Federal Funding Remaining:							\$196,656

Use remaining fund balance, and any funds released from recommended subawards, for reimbursement of capital cost overruns, maintenance and operations expenses, and other eligible pass-through costs according to FHWA guidance



Recommended Locations

Remaining Stations after Screening



March 2025



Funding Recommendations to Upgrade Existing Charging Stations
RTC Action Item 4/10/25

Funding Recommendations

Milestone	Date
Contract Executed with FHWA	September 24, 2024
Environmental Clearance Received	December 4, 2024
Full Obligation of Federal Funds Received	January 17, 2025
STTC Action on Subaward Recommendations	January 24, 2025
RTC Action on Subaward Recommendations	April 10, 2025
Executive Board Approval of Subawards	Anticipated April 24, 2025
Estimated Date for All Sites Completed and Operational	Estimated End of 2025



Action Requested for Upgrade of Existing Charging Stations

Approve subaward funding recommendations for the North Texas Reliable EV Infrastructure Project to repair, replace, or upgrade electric vehicle chargers

Approve use of remaining fund balance, and any funds released from recommended subawards, for reimbursement of capital cost overruns, maintenance and operations expenses, and other eligible pass-through costs according to FHWA guidance

Authorize staff to administratively amend the TIP/STIP and other planning/ administrative documents as needed to reflect subawards



Staff Contacts



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North Texas Reliable Electric Vehicle Infrastructure Project: Charging Stations Recommended for Funding

Site Details										Screening Criteria: FHWA Program Requirements		Screening Criteria: Reasonable and Necessary Expenses		Connecting the Region Up to 25 points		Proximity to Existing or Planned Stations Up to 25 points ²		Increase Access in Key Areas Up to 25 points		Streamline NCTCOG Administrative Burden Up to 25 points				Scoring	Funding Information					
City	Location	Station Name from FHWA Eligibility List	Address	Location Type	Public or Private Property	Current Charger Type	EV Network	Owner	Eligible to Upgrade to DCFC Station (within 1 mile of designated EV highway corridor)?	Access Type - Is this site publicly accessible (no gates, barriers, or signage restricting use)?	Parking Cost - Is the site in a parking lot that is free to use?	Changes in Site Status - Is the site equipment in similar condition (not already replaced, decommissioned) and/or is out of the warranty period?	Owner Interest - Is the site owner interested and able to provide the 20% cost share?	Distance from Primary or Secondary Highways ¹ Up to 10 points	DCFC Feasibility Up to 15 points	Distance to Nearest Existing or Planned DCFC Stations Up to 15 points	Distance to Nearest Existing Level 2 Station Up to 10 points	Site Type Up to 10 points	Justice40 ³ Up to 15 points	Owned and Operated by Charging Station Network Up to 10 points	Public Property Up to 5 points	Owned by Entity that Owns Multiple Sites Up to 5 points	Within NCTCOG Boundary Up to 5 points	Total points: 100	Existing Equipment Replacement Required to Meet National Electric Vehicle Infrastructure Standards?	Estimated Total Project Cost for Upgrade to Current Charger Type	Estimated Federal Funding for Upgrade to Current Charger Type	Estimated Additional Total Project Cost to Upgrade to Direct Current Fast Charger	Estimated Additional Federal Funding to Upgrade to Direct Current Fast Charger	Federal Funding Recommended for Award
Plano	City of Plano Downtown Parking Lot	14th/J Parking Lot	1295 J Ave	Shopping center	Public	Level 2	Blink	EV network	Yes	Yes	Yes	Yes	Yes	10	8	6	10	10	15	10	5	5	5	79	Yes	\$28,712	\$22,970	\$900,610	\$720,488	\$743,458
Plano	City of Plano Oak Point Rec Center	Oak Point Rec Center - Plano	6000 Jupiter Road	Gym	Public	Level 2	Blink	EV network	Yes	Yes	Yes	Yes	Yes	10	8	3	10	8	15	10	5	5	5	74	Yes	\$28,712	\$22,970	\$900,610	\$720,488	\$743,458
Arlington	NCTCOG Offices	North Central Texas Council of Government	616 Six Flags Drive	Office space	Private	Level 2	Blink	EV network	Yes	Yes	Yes	Yes	Yes	10	8	3	10	0	15	10	0	5	5	66	Yes	\$28,712	\$22,970	\$900,610	\$720,488	\$743,458
Dallas	Dallas County Government Building	CHARGING A NDGC CTR 2	6860 Lyndon B Johnson Fwy	Government office	Public	Level 2	ChargePoint	Site Host	Yes	Yes	Yes	Yes	Yes	10	8	6	10	6	15	0	5	0	5	65	Yes	\$87,500	\$70,000	\$812,500	\$650,000	\$720,000
Duncanville	Duncanville Shopping Center	DURANT ELECTRIC DURANTECH ARGING	312 S Clark Rd	Shopping center	Private	Level 2	ChargePoint	Site Host	No	Yes	Yes	Yes	Yes	10	0	12	10	10	15	0	0	0	5	62	Yes	\$75,000	\$60,000	N/A	N/A	\$60,000
Garland	Dallas County Government Building	CHARGING A GGC - 7A	140 N Garland Ave	Government office	Public	Level 2	ChargePoint	Site Host	No	Yes	Yes	Yes	Yes	10	0	15	2	6	15	0	5	0	5	58	Yes	\$87,500	\$70,000	N/A	N/A	\$70,000
Frisco	Cinemark Frisco	CINEMARK FRISCO 2	610 Page St	Retail	Private	Level 2	ChargePoint	Site Host	No	Yes	Yes	Yes	Yes	10	0	15	0	10	15	0	0	0	5	55	Yes	\$75,000	\$60,000	N/A	N/A	\$60,000
Irving	Boston Pizza Restaurant	Boston Pizza Restaurant & Sports Bar	1100 Market Place Blvd	Shopping center	Private	Level 2	Blink	EV network	Yes	Yes	Yes	Yes	Yes	0	8	0	10	10	0	10	0	5	5	48	Yes	\$28,712	\$22,970	N/A	N/A	\$22,970
Total:																										\$439,848	\$351,878	\$3,514,330	\$2,811,464	\$3,163,342
Total Federal Funding Remaining:																											\$3,008,122			\$196,658

Balance of federal funding to be used for capital cost overruns, maintenance and operations costs, and other pass-through costs eligible under this grant program:

- Distance from Primary or Secondary Highways - Defined as a primary or secondary highway using GIS layer from the Texas Department of Transportation
- Proximity to Existing or Planned Stations - Determined by adequate frequency of station type and distance people are typically willing to walk from their car
- Justice40 – Based on guidance from Argonne National Laboratory’s Electric Vehicle Charging Justice40 Map Tool

DCFC = Direct Current Fast Charger

North Texas Reliable Electric Vehicle Infrastructure Project: Charging Stations Previously Recommended but Removed from Consideration Since the January 24, 2025 Surface Transportation Technical Committee (STTC) Meeting

Site Details										Screening Criteria: FHWA Program Requirements		Screening Criteria: Reasonable and Necessary Expenses		Additional Information Received Since January STTC
City	Location	Station Name from FHWA Eligibility List	Address	Location Type	Public or Private Property	Current Charger Type	EV Network	Owner	Eligible to Upgrade to DCFC Station (within 1 mile of designated EV highway corridor)?	Access Type - Is this site publicly accessible (no gates, barriers, or signage restricting use)?	Parking Cost - Is the site in a parking lot that is free to use?	Changes in Site Status - Is the site equipment in similar condition (not already replaced, decommissioned) and/or is out of the warranty period?	Owner Interest - Is the site owner interested and able to provide the 20% cost share?	Update Received from Station Owner Since STTC
Grapevine	Grapevine Mills Mall	Grapevine Mills Mall	3000 Grapevine Mills Pkwy	Shopping center	Private	DCFC	EVgo	EV Network	N/A - Already DCFC	Yes	Yes	No	Not Evaluated	New installation in process; will meet most federal standards
Plano	City of Plano Russell Creek Park	Russell Creek Park-- Field I Parking Lot	3500 McDermott Rd	Park	Public	Level 2	Blink	EV network	No	Yes	Yes	No	Yes	Equipment replacement already in process; host city not interested in grant requirements
Little Elm	Town of Little Elm Waterpark	The Cove at The Lakefront	417 Lakefront Dr	Water park	Public	Level 2	EV Connect	Site Host	No	Yes	Yes	Yes	No	City (station owner) not interested
Plano	City of Plano Maribelle Davis Library	Maribelle Davis Library	7501 Independence Pkwy	Library	Public	Level 2	Blink	EV network	No	Yes	Yes	No	Yes	Equipment replacement already in process; host city not interested in grant requirements
Fairview	Whole Foods Grocery Store	WHOLE FOODS MKT WFM FAIRVIEW	105 E Stacy Rd	Grocery store	Private	Level 2	ChargePoint	Site Host	Yes	Yes	Yes	No	Not Evaluated	New installation in process; will meet most federal standards

DCFC = Direct Current Fast Charger

North Texas Reliable Electric Vehicle Infrastructure Project: Charging Stations Not Recommended for Funding

Site Details										Screening Criteria: FHWA Program Requirements		Screening Criteria: Reasonable and Necessary Expenses	
City	Location	Station Name from FHWA Eligibility List	Address	Location Type	Public or Private Property	Current Charger Type	EV Network	Owner	Eligible to Upgrade to DCFC Station (within 1 mile of designated EV highway corridor)?	Access Type - Is this site publicly accessible (no gates, barriers, or signage restricting use)?	Parking Cost - Is the site in a parking lot that is free to use?	Changes in Site Status - Is the site equipment in similar condition (not already replaced, decommissioned) and/or is out of the warranty period?	Owner Interest - Is the site owner interested and able to provide the 20% cost share?
Addison	Addison Circle One	Addison Circle One	15601 Dallas Pkwy, Suite 175	Office space	Private	Level 2	Blink	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Allen	RightNow Ministries International	RIGHT NOW MEDIA RIGHT NOW MEDIA	6300 Henneman Way	Office space	Private	Level 2	ChargePoint	Site Host	No	Yes	No	Not Evaluated	Not Evaluated
Arlington	Vandergriff Chevrolet	Vandergriff Chevrolet	1200 W I-20	Car dealership	Private	DCFC	Blink	Site Host	Not Evaluated	Not Evaluated	Not Evaluated	Not Evaluated	No
Aubrey	Walgreens	Walgreens	26731 US Highway 380 E	Shopping center	Private	DCFC	EVgo	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Bedford	Dunhill - Shops at Central Park	Dunhill - Shops at Central Park	2200 Airport Fwy	Shopping center	Private	DCFC	EVgo	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Celina	Livano Bluewood	Livano Bluewood	2600 Kinship Parkway	Residential	Private	Level 2	Blink	EV network	No	Yes	No	Not Evaluated	Not Evaluated
Dallas	1400 Hi Line	1400 Hi Line	1400 Hi Line	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Coppell	Park 'N Fly	Park 'N Fly	800 S Royal Ln	Shopping center	Private	Level 2	EVgo	EV network	Not Evaluated	No	Not Evaluated	No	No
Dallas	YMCA - Lake Highlands #37	YMCA - Lake Highlands #37	8920 Stults Rd	Gym	Private	Level 2	Blink	EV network	Yes	Yes	Yes	Not Evaluated	No
Dallas	Two Galleria Office Tower	Two Galleria Office Tower	13455 Noel Rd	Office space	Private	Level 2	Blink	EV network	Not Evaluated	Not Evaluated	Not Evaluated	Not Evaluated	No
Dallas	IMT Capital III Prestonwood LP	IMT Capital III Prestonwood LP	15480 Dallas Parkway	Residential	Private	Level 2	Blink	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Facility Solutions Group Reseller Warehouse	Facility Solutions Group Reseller Warehouse	2525 Walnut Hill Lane	Shopping center	Private	Level 2	Blink	Site Host	Not Evaluated	Not Evaluated	Not Evaluated	Not Evaluated	No
Dallas	One Uptown	One Uptown	2619 McKinney Ave	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Glass House by Windsor	Glass House by Windsor	2728 McKinnon Street	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Bleu Ciel Condos	BC STATION 1 STATION 1	3130 N Harwood St	Residential	Private	Level 2	ChargePoint	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Arden West Village 2nd Floor	Arden West Village 2nd Floor	2975 Blackburn Street	Residential	Private	Level 2	Blink	EV network	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Bleu Ciel Condos	BC STATION 1 STATION 2	3130 N Harwood St	Residential	Private	Level 2	ChargePoint	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	The McKenzie	The McKenzie	3140 Harvard Ave	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Cypress of Trinity Grove	Cypress of Trinity Grove	320 singleton boulevard	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	THE ALEXAN EV STATION 02	THE ALEXAN EV STATION 02	3333 Harry Hines Blvd	Residential	Private	Level 2	ChargePoint	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	The Monterey by Windsor location	The Monterey by Windsor location	3930 McKinney Avenue	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Granite Tower	Granite Tower	4055 Valley View Lane	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	4110 FAIRMOUNT EV STATION 01	4110 FAIRMOUNT EV STATION 01	4110 Fairmount St	Residential	Private	Level 2	ChargePoint	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Lyra On Mckinney	Lyra On Mckinney	4209 McKinney Avenue	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	The Hudson station location	The Hudson station location	4805 McKinney Avenue	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Texas Collision Center	JEH CHARGEPOINT SHOP02	6007 Peeler St	Car repair	Private	Level 2	ChargePoint	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated

North Texas Reliable Electric Vehicle Infrastructure Project: Charging Stations Not Recommended for Funding

Site Details										Screening Criteria: FHWA Program Requirements		Screening Criteria: Reasonable and Necessary Expenses	
City	Location	Station Name from FHWA Eligibility List	Address	Location Type	Public or Private Property	Current Charger Type	EV Network	Owner	Eligible to Upgrade to DCFC Station (within 1 mile of designated EV highway corridor)?	Access Type - Is this site publicly accessible (no gates, barriers, or signage restricting use)?	Parking Cost - Is the site in a parking lot that is free to use?	Changes in Site Status - Is the site equipment in similar condition (not already replaced, decommissioned) and/or is out of the warranty period?	Owner Interest - Is the site owner interested and able to provide the 20% cost share?
Dallas	Providence Towers	Providence Towers	5001 Spring Valley Rd	Office space	Private	Level 2	Blink	EV network	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Walgreens	Walgreens	5742 E Mockingbird Ln	Shopping center	Private	DCFC	EVgo	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Dallas	PURE Farmers Market	PURE Farmers Market	835 South Good Latimer Expressway	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Tom Thumb	2300NORTHAKARD B2 LOWER GARAGE	2380 N Field St	Grocery store	Private	Level 2	ChargePoint	Site Host	Yes	Yes	No	Not Evaluated	Not Evaluated
Dallas	PLATINUM PARK UNIT 2	PLATINUM PARK UNIT 2	2000 Ross Ave	Shopping center	Private	Level 2	ChargePoint	Site Host	Yes	Yes	No	Not Evaluated	Not Evaluated
Dallas	Gables Park 17	Gables Park 17	1700 Cedar Springs Road	Residential	Private	Level 2	Blink	EV network	Yes	Yes	No	Not Evaluated	Not Evaluated
Dallas	PLATINUM PARK UNIT 3	PLATINUM PARK UNIT 3	2000 Ross Ave	Shopping center	Private	Level 2	ChargePoint	Site Host	Yes	Yes	No	Not Evaluated	Not Evaluated
Dallas	PLATINUM PARK UNIT 1	PLATINUM PARK UNIT 1	2000 Ross Ave	Shopping center	Private	Level 2	ChargePoint	Site Host	Yes	Yes	No	Not Evaluated	Not Evaluated
Dallas	Resident Hub	Resident Hub	14181 Noel Rd.	Residential	Private	Level 2	Blink	Site Host	No	Yes	No	Not Evaluated	Not Evaluated
Dallas	Dallas Love Field Airport	DAL PARKING 3	7816 Aviation Pl	Airport	Public	Level 2	ChargePoint	Site Host	No	Yes	No	Not Evaluated	Not Evaluated
Fort Worth	AMERICANAIRLINE SKY DR. 5	AMERICANAIRLINE SKY DR. 5	100 Skyview Drive	Office space	Private	Level 2	ChargePoint	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Plano	YMCA - Plano	YMCA - Plano	3300 McDermott Road	Gym	Private	Level 2	Blink	EV network	No	Yes	Yes	Not Evaluated	No
Fort Worth	Ariat Warehouse	HFT HFTDFWRDC2	1257 Bold Ruler Road	Warehouse	Private	Level 2	ChargePoint	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Denton	Sally Beauty Holdings, Inc.	Sally Beauty Holdings, Inc.	3001 Colorado Boulevard	Office space	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	American Airlines Headquarters	AMERICANAIRLINE HDQ1 STATION 1	4333 Amon Carter Blvd	Office space	Private	Level 2	ChargePoint	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	American Airlines Headquarters	AMERICANAIRLINE HDQ1 STATION 2	4333 Amon Carter Blvd	Office space	Private	Level 2	ChargePoint	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	American Airlines Headquarters	AMERICANAIRLINE HDQ2 STATION 1	4333 Amon Carter Blvd	Office space	Private	Level 2	ChargePoint	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	YMCA - Town North #75	YMCA - Town North #75	4332 Northhaven Rd	Gym	Private	Level 2	Blink	EV network	No	Yes	Yes	Not Evaluated	No
Dallas	Lone Star Gas Lofts	Motor Court	301 S Harwood St.	Resident	Private	Level 2	Blink	EV network	Yes	Yes	Yes	Not Evaluated	No
Fort Worth	Alleia at Presidio	Alleia at Presidio	2028 Presidio Vista Drive	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	American Airlines Headquarters	AMERICANAIRLINE GARAGE 5 L2 #3	4500 Crewmember Way	Office space	Private	Level 2	ChargePoint	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	American Airlines Headquarters	AMERICANAIRLINE GARAGE 5 L2 #8	4500 Crewmember Way	Office space	Private	Level 2	ChargePoint	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	American Airlines Headquarters	AMERICANAIRLINE SRO	4700 American Blvd	Office space	Private	Level 2	ChargePoint	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	HOTEL DROVER STATION 1	HOTEL DROVER STATION 1	126 E Exchange Ave	Hotel	Private	Level 2	ChargePoint	Site Host	No	Yes	No	Not Evaluated	Not Evaluated
Grapevine	Bexley Grapevine Apartments	WEINSTEIN GRAPEVINE3	3535 Bluffs Ln	Residential	Private	Level 2	ChargePoint	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Irving	Las Colinas Parking Garage	SP+MASTER UT ONE	222 W Las Colinas Blvd.	Office space	Private	Level 2	ChargePoint	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated

North Texas Reliable Electric Vehicle Infrastructure Project: Charging Stations Not Recommended for Funding

Site Details										Screening Criteria: FHWA Program Requirements		Screening Criteria: Reasonable and Necessary Expenses	
City	Location	Station Name from FHWA Eligibility List	Address	Location Type	Public or Private Property	Current Charger Type	EV Network	Owner	Eligible to Upgrade to DCFC Station (within 1 mile of designated EV highway corridor)?	Access Type - Is this site publicly accessible (no gates, barriers, or signage restricting use)?	Parking Cost - Is the site in a parking lot that is free to use?	Changes in Site Status - Is the site equipment in similar condition (not already replaced, decommissioned) and/or is out of the warranty period?	Owner Interest - Is the site owner interested and able to provide the 20% cost share?
Fort Worth	Braden Apartment Complex	Broadstone on Fifth	500 Energy Way	Residential	Private	Level 2	Blink	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	The Franklin at Samuels Ave	The Franklin at Samuels Ave	520 Samuels Ave	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Irving	ELEMENT HOTELS DFW AIRPORT N	ELEMENT HOTELS DFW AIRPORT N	3550 Interstate 635	Hotel	Private	Level 2	ChargePoint	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	Tanger Outlets H&M DCFC	Tanger Outlets H&M DCFC	15853 North Freeway	Shopping center	Private	DCFC	Volta	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Fort Worth	Tanger Outlets Nike DCFC	Tanger Outlets Nike DCFC	15853 North Freeway	Shopping center	Private	DCFC	Volta	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Irving	Cypress Waters Office Parking Lot	CYPRESS WATERS2 CYPRESS WATERS2	9111 Cypress Waters Blvd	Office space	Private	Level 2	ChargePoint	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Frisco	Waterford Market Apartments	TX-Waterford Market	9355 John W. Elliott Drive	Residential	Private	Level 2	Blink	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Irving	Citibank Offices	REGENT4010 STATION 2	4010 Regent Blvd	Office space	Private	Level 2	ChargePoint	Site Host	Yes	Yes	No	Not Evaluated	Not Evaluated
Grapevine	AMLI Apartments	Building A Ports 1A & 2A	400 East Dallas Road	Residential	Private	Level 2	Blink	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Grapevine	AMLI Apartments	Building A Ports 3B & 4B	444 East Dallas Road	Residential	Private	Level 2	Blink	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Grand Prairie	Amazon Distribution Center	Amazon DHX5	1102 State Highway 161	Warehouse	Private	Level 2	Blink	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	Walgreens	Walgreens	4515 Camp Bowie Blvd	Shopping center	Private	DCFC	EVgo	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Irving	Home2 Suites DFW Airport North	Home2 Suites DFW Airport North	4700 Plaza Drive	Hotel	Private	Level 2	Blink	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	Hulen Mall Macy's	Hulen Mall Macy's	4800 S Hulen St	Shopping center	Private	Level 2	Volta	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Plano	Instrata at Legacy West	4th Level Station 1.	7850 Communications Pkwy	Shopping center	Private	Level 2	Blink	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Plano	Broadstone Evoke	Broadstone Evoke	1025 Preston Road	Residential	Private	Level 2	Blink	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Mckinney	enXchange	enXchange	400 W Virginia St	Office space	Private	Level 2	Blink	Site Host	No	Yes	No	Not Evaluated	Not Evaluated
Richardson	The Lyla Apartments	The Lyla Apartments	3521 Wilshire Way	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Rowlett	The Towers at Bayside	The Towers at Bayside	8400 Sunset Boulevard	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	Forena Revelstoke Apartments	DD Revelstoke	950 Spanish Needle Trail	Residential	Private	Level 2	Blink	EV network	Not Evaluated	Not Evaluated	Not Evaluated	Not Evaluated	No
Frisco	Stonebriar Centre	Stonebriar Centre	2601 Preston Rd	Shopping center	Private	Level 2	Volta	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Frisco	Stonebriar Centre Garage Top Deck	Stonebriar Centre Garage Top Deck	2601 Preston Rd	Shopping center	Private	Level 2	Volta	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Mesquite	KOHL'S - CHPT 0468 MESQUITE 1	KOHL'S - CHPT 0468 MESQUITE 1	19065 Lyndon B Johnson Fwy	Shopping center	Private	Level 2	ChargePoint	Site Host	Yes	Yes	Yes	Not Evaluated	No
Fort Worth	Pro-Steel Sheet Metal	SE Connector Warehouse	5220 Sun Valley Dr	Office space	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	SPC office	SPC office	5354 East Loop 820 South	Office space	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Richardson	WHOLE FOODS MKT E RENNER STAT 1	WHOLE FOODS MKT E RENNER STAT 1	1411 E Renner Rd	Grocery store	Private	Level 2	ChargePoint	Site Host	Yes	Yes	Yes	No	No

North Texas Reliable Electric Vehicle Infrastructure Project: Charging Stations Not Recommended for Funding

Site Details										Screening Criteria: FHWA Program Requirements		Screening Criteria: Reasonable and Necessary Expenses	
City	Location	Station Name from FHWA Eligibility List	Address	Location Type	Public or Private Property	Current Charger Type	EV Network	Owner	Eligible to Upgrade to DCFC Station (within 1 mile of designated EV highway corridor)?	Access Type - Is this site publicly accessible (no gates, barriers, or signage restricting use)?	Parking Cost - Is the site in a parking lot that is free to use?	Changes in Site Status - Is the site equipment in similar condition (not already replaced, decommissioned) and/or is out of the warranty period?	Owner Interest - Is the site owner interested and able to provide the 20% cost share?
Grapevine	Original Pancake House - Grapevine	Original Pancake House - Grapevine	1505 William D. Tate Ave	Restaurant	Private	Level 2	Blink	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Carrollton	Maverick Harley-Davidson	MAVHARLEY DCFAS HOG	1845 I-35E	Car dealership	Private	DCFC	ChargePoint	Site Host	Yes	Yes	Yes	Not Evaluated	No
Plano	AT&T PLANO CT4020-HD-GW-LT	AT&T PLANO CT4020-HD-GW-LT	701 N Central Expy, STE 400	Shopping center	Private	Level 2	ChargePoint	Site Host	Yes	No	Yes	Not Evaluated	Not Evaluated
Farmers Branch	City of Farmer's Branch City Hall	FARMERS BRANCH CH 3-DUAL	13000 William Dodson Pkwy	Government office	Public	Level 2	ChargePoint	Site Host	Yes	Yes	Yes	Not Evaluated	No
Arlington	GM Financial Offices	AOC III	3801 South Collins Street	Office space	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	GABLES MCKINNEY STATION 2	GABLES MCKINNEY STATION 2	2500 McKinney Ave	Grocery store	Private	Level 2	ChargePoint	Site Host	Yes	No	Not Evaluated	No	Not Evaluated
Fort Worth	SAGEWOOD EV STATION 02	SAGEWOOD EV STATION 02	9100 general worth dr	Residential	Private	Level 2	ChargePoint	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Weirs Plaza	Weirs Plaza	4550 Travis Street	Shopping center	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Preston Royal Village	Preston Royal Village	6025 Royal Lane	Shopping center	Private	Level 2	Blink	Site Host	No	Yes	Yes	Not Evaluated	No
Colleyville	WHOLE FOODS MKT COLLEYVILLE S1	WHOLE FOODS MKT COLLEYVILLE S1	4801 Colleyville Blvd	Shopping center	Private	Level 2	ChargePoint	Site Host	No	Yes	Yes	Not Evaluated	No
Frisco	The Civic at Frisco Square, LLC	The Civic at Frisco Square, LLC	5720 Frisco Square Boulevard	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Lewisville	SEVA Med care	SEVA Med care	1850 Lakepointe Dr Suite 700	Shopping center	Private	Level 2	EV Connect	To be Determined	No	Yes	Yes	Not Evaluated	Non Responsive
Dallas	BMW OF DALLAS STATION 01	BMW OF DALLAS STATION 01	6200 Lemmon Ave	Car dealership	Private	Level 2	ChargePoint	Site Host	No	Yes	Yes	Not Evaluated	No
Irving	Mandalay Towers	Mandalay Towers	220 East Las Colinas Boulevard	Office space	Private	Level 2	Blink	EV network	No	Yes	No	Not Evaluated	Not Evaluated
Dallas	BMW OF DALLAS STATION 1CT4013	BMW OF DALLAS STATION 1CT4013	6200 Lemmon Ave	Car dealership	Private	Level 2	ChargePoint	Site Host	No	Yes	Yes	Not Evaluated	No
Aledo	TCEC Texas	TCEC Texas	200 Bailey Ranch Road	Office space	Private	Level 2	Blink	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Murphy	Murphy Marketplace	Murphy Marketplace	231 FM 544	Shopping center	Private	DCFC	EVgo	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Dallas	Camden Victory Park Apartments	Gables Park 17	2787 N Houston St	Residential	Private	Level 2	ChargePoint	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Sunnyvale	Sweeney Eye Associates	BSC BSC	2858 N Belt Line Rd	Medical	Private	Level 2	ChargePoint	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Wills Point	Wills Point - Best Western Plus	Wills Point - Best Western Plus	3135 Goodnight Boulevard	Hotel	Private	Level 2	Blink	Site Host	No	Yes	Yes	Not Evaluated	No
Mesquite	Town East Mall West Entrance	Town East Mall West Entrance	2063 Town East Mall	Shopping center	Private	Level 2	Volta	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Plano	Cinemark West Plano	Cinemark West Plano	3800 Dallas Pkwy	Shopping center	Private	Level 2	Volta	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Irving	Dallas College North Lake Campus	Dallas College North Lake Campus	5001 North MacArthur Boulevard - Building G	Education	Public	Level 2	Blink	Site Host	No	Yes	Yes	Not Evaluated	No
Westlake	The Terrace	The Terrace	1500 Solana Boulevard Garage C & D	Office space	Private	Level 2	Blink	Site Host	No	Yes	Yes	Not Evaluated	No
Mesquite	Cracker Barrel	Cracker Barrel	5304 N Galloway Ave	Shopping center	Private	Level 2	EVgo	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Dallas	Timber Creek Shopping Center	TIMBER CREEK CR STATION 1	6243 Retail Rd	Shopping center	Private	Level 2	ChargePoint	Site Host	Yes	Yes	Yes	Not Evaluated	No

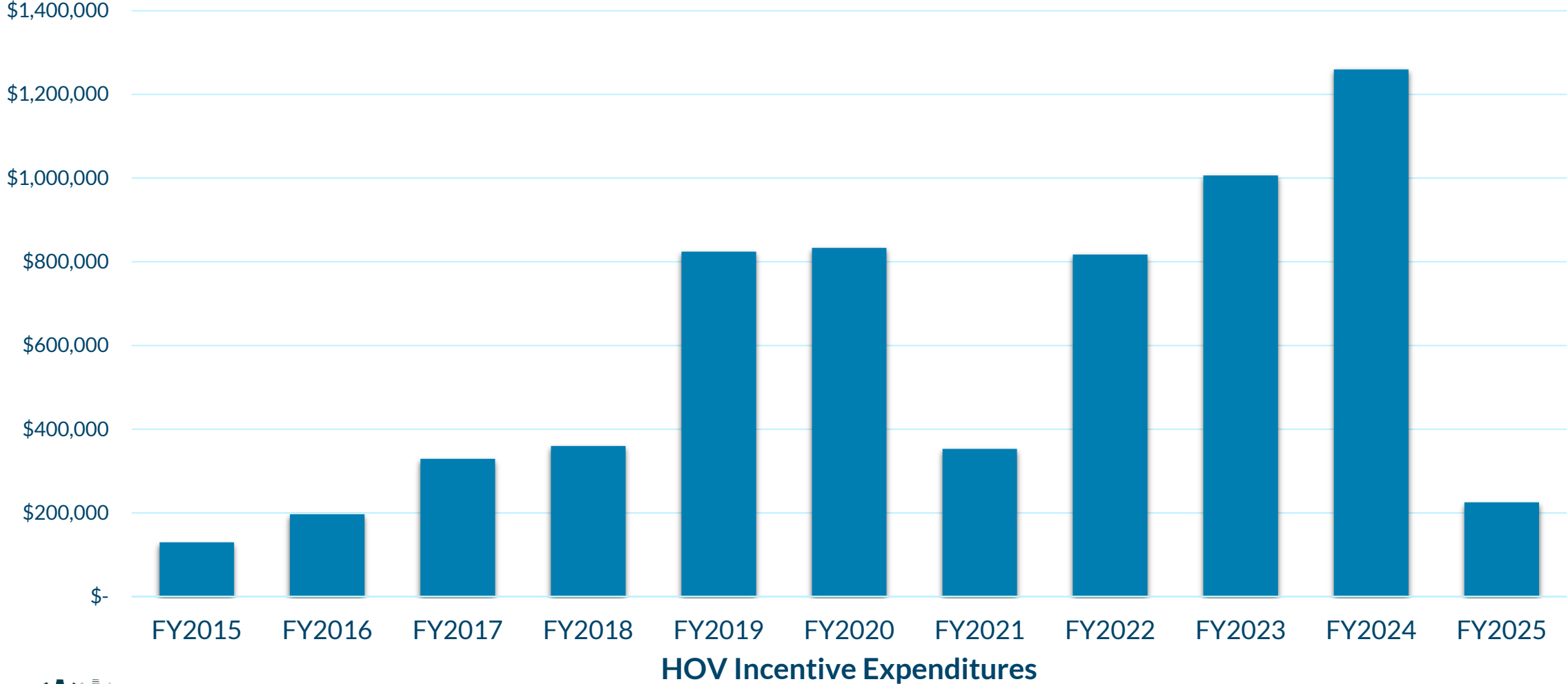
North Texas Reliable Electric Vehicle Infrastructure Project: Charging Stations Not Recommended for Funding

Site Details										Screening Criteria: FHWA Program Requirements		Screening Criteria: Reasonable and Necessary Expenses	
City	Location	Station Name from FHWA Eligibility List	Address	Location Type	Public or Private Property	Current Charger Type	EV Network	Owner	Eligible to Upgrade to DCFC Station (within 1 mile of designated EV highway corridor)?	Access Type - Is this site publicly accessible (no gates, barriers, or signage restricting use)?	Parking Cost - Is the site in a parking lot that is free to use?	Changes in Site Status - Is the site equipment in similar condition (not already replaced, decommissioned) and/or is out of the warranty period?	Owner Interest - Is the site owner interested and able to provide the 20% cost share?
North Richland Hills	Cavalli at Iron Horse	Serial BAE605052	6490 Iron Horse Blvd	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
North Richland Hills	Cavalli at Iron Horse	Serial BAE605053	6490 Iron Horse Blvd	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
North Richland Hills	Cavalli at Iron Horse	Serial BAE605054	6490 Iron Horse Blvd	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
North Richland Hills	Cavalli at Iron Horse	Serial BAE605055	6490 Iron Horse Blvd	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	WHOLE FOODS MKT ADDISON ST1	WHOLE FOODS MKT ADDISON ST1	5100 Belt Line Rd	Shopping center	Private	Level 2	ChargePoint	Site Host	No	Yes	Yes	Not Evaluated	No
Plano	Home2 Suites by Hilton	MAGNOLIALODGING H2 PLANO RICH	401 Wynhurst Drive	Hotel	Private	Level 2	ChargePoint	Site Host	No	Yes	Yes	Not Evaluated	No
Richardson	Cue Galatyn Station	Cue Galatyn Station	2305 Plaza Blvd	Residential	Private	Level 2	Blink	EV network	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	FOURTEEN5 West Garage	FOURTEEN5 West Garage	14555 Dallas Parkway Suite 140	Office space	Private	Level 2	Blink	Site Host	No	Yes	Yes	Not Evaluated	No
Highland Village	WHOLE FOODS MKT HIGHLAND STA1	WHOLE FOODS MKT HIGHLAND STA1	4041 The Shops at Highland VillageWaller Cree	Shopping center	Private	Level 2	ChargePoint	Site Host	No	Yes	Yes	Not Evaluated	No
Richardson	Chase Bank - 780 E Campbell Rd	Chase Bank - 780 E Campbell Rd	780 E Campbell Rd	Bank	Private	DCFC	EVgo	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Sachse	Linz at The Station Apartments Bldg. 1	Linz at The Station Apartments Bldg. 1	5300 The Station Blvd	Residential	Private	Level 2	Blink	EV network	No	Yes	Yes	Not Evaluated	No
Dallas	TOLLWAY CENTER NORTH UNIT	TOLLWAY CENTER NORTH UNIT	14675 Dallas Pkwy	Office space	Private	Level 2	ChargePoint	Site Host	No	Yes	Yes	Not Evaluated	No
Rockwall	Walgreens	Walgreens	2911 Ridge Rd	Shopping center	Private	Level 2	EVgo	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Plano	Metro West	Metro West	8055 Windrose Ave	Residential	Private	Level 2	Blink	Site Host	No	Yes	Yes	Not Evaluated	No
Plano	Mercedes-Benz of Plano	MB PLANO STATION #1	6455 Dallas Pkwy	Car dealership	Private	Level 2	ChargePoint	Site Host	No	Yes	Yes	Not Evaluated	No
Southlake	Westin Southlake	Westin Southlake	1200 E State Hwy 114	Hotel	Private	Level 2	EV Connect	To be Determined	No	Yes	Yes	Not Evaluated	Non Responsive
Frisco	HONDA SHOP 02	HONDA SHOP 02	1601 Dallas Pkwy	Car dealership	Private	Level 2	ChargePoint	Site Host	No	Yes	Yes	Not Evaluated	No
Waco	Road Ranger	Store 276 Waco - 6615 North Interstate Highway 35	6615 North Interstate Highway 35	Gas Station	Private	DCFC	EV Connect	To be Determined	Yes	Yes	Yes	Not Evaluated	Non Responsive
Dallas	The Victor Dallas	The Victor Dallas	3039 Nowitzki Way	Shopping center	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Westworth Village	Sam's Club 8277 - Westworth Village, TX	Sam's Club 8277 - Westworth Village, TX	6760 Westworth Blvd	Shopping center	Private	DCFC	Electrify America	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Plano	Instrata at Legacy West	3rd level Station 1.	7850 Communications Pkwy	Residential	Private	Level 2	Blink	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated

DCFC = Direct Current Fast Charger

Expenditures on North Tarrant Express Managed Lane HOV Incentive

as of December 2024



Progress on Federal Discretionary Grants

Funding Agency	Project Name	Executed? Yes/No	Obligated? Yes/No	Agreement Amount (Total = Federal + Match)
Department of Defense	Community Noise Mitigation Program Grants	No	No	\$4,047,999
Federal Highway Administration	4 Stations	No	No	\$37,500,000
Federal Highway Administration	Safe Streets for All CrossDFW	No	No	\$6,000,000
Federal Transit Administration	VA Station	No	Pre-award Authorized	\$11,897,600
Federal Transit Administration	Pilot Planning Grant Centerline	No	No	\$1,000,000
Federal Highway Administration	North Texas Equitable Electric Vehicle Infrastructure	Yes	Partial, \$14m obligated	\$17,990,529
Federal Highway Administration	Texas Hydrogen and Electric Freight Infrastructure Project	Yes	Partial, \$31m obligated	\$87,500,000
Federal Highway Administration	East Lancaster Avenue Complete Streets and Transit Technology Project	No	No	\$20,000,000
Federal Highway Administration	Alliance Inland Port Project	No	No	\$80,000,000
Department of Energy	Houston to Los Angeles on Hydrogen Fuel	Yes	Yes, Stop Work Order	\$107,000
TOTAL				\$266,043,128
<i>Projects will be removed when an Agreement is fully executed and obligated.</i>				

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March 10, 2025

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

Re: NCTCOG misleading misstatements regarding alleged impact of preliminary illustrations of a Dallas station for the separate possible future Dallas-to-Houston high-speed rail route – aggressively pushing for the legally precluded alignment “2(b)” based on an objectively false premise

Dear Mr. Kirkpatrick:

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

The limited purpose of this correspondence is to further expose the continuing apparent intentional misleading misstatements by representatives of the North Central Texas Council of Governments (the “NCTCOG”), including through its representative Michael Morris, relating to the legally precluded alignment “2(b)” regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail.

NCTCOG continues to falsely mislead that the *preliminary* illustrations for the possible future location and dimensions of a possible future Dallas station – referenced in a now over five-year old environmental impact statement (the “Five-Year Old EIS”) – regarding possible future Dallas-to-Houston high-speed rail route, supposedly control and require the legally precluded alignment “2(b)” to unlawfully careen above-ground through Downtown Dallas causing massive and generational economic and environmental damage.

We have previously and conclusively debunked this brazen misleading misdirection, including without limitation, in our correspondence related to NCTCOG’s so-called “one-seat ride” imaginations. *See, e.g.*, December 2, 2022 Letter to NCTCOG General Counsel. In today’s letter, we further unstain the public record.

More specifically, after the Five-Year Old EIS was released in May 2020, NCTCOG claims it conducted a Phase I Alternative Analysis regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail. *See* NCTCOG May 2023 Phase 1 Alternative Analysis Final Report, p. 2. Its conclusions are found in the Phase 1 Alternative

Ken Kirkpatrick
General Counsel
March 10, 2025
Page 2

Analysis Final Report (the “Phase 1 Final Report”) that NCTCOG issued to the public in May 2023 – three years after receiving the now Five-Year Old EIS.

In that “analysis,” NCTCOG alleges to have studied *five* different potential technologies, which it calls “modes,” for a possible future Dallas-to-Arlington Entertainment District-to-Fort Worth route. These included (1) conventional rail, (2) higher-speed rail, (3) high-speed rail, (4) Maglev, and (5) Hyperloop. According to NCTCOG, only *one* of these five technologies, high-speed rail, would allow for a “one-seat ride” using the preliminary illustrations for the possible future Dallas station regarding the Dallas-to-Houston route. Stated alternatively, NCTCOG knew at all relevant times during its study (and, for emphasis, at the time NCTCOG released its 2023 Final Report) that four of the five technology modes it was assessing would *not* allow for the so-named “one-seat ride.”

Armed with this knowledge, NCTCOG nonetheless purposefully moved forward with four of these five modes (all but conventional rail). Phase 1 Final Report, p. 49. For emphasis, notwithstanding that three of the four remaining modes (higher-speed rail, Maglev and Hyperloop) were stated by NCTCOG as completely incompatible with supposed “one-seat ride,” NCTCOG intentionally and with this actual awareness, finally determined that *none* of these three technology modes were “fatally flawed” and even affirmatively “advanced” each of them (along with high-speed rail) into the Level 2 analysis. *Id.* As a notable example on this point, Hyperloop technology not only advanced through the Level 3 analysis, but NCTCOG offensively “recommend[ed]” that it “advance into Phase 2” alongside “high-speed rail” technology. Phase 1 Final Report, p. 69.

Even beyond specifically not finding that incompatibility with “one-seat ride” was a fatal flaw, NCTCOG (again, in actual possession of the Five-Year Old EIS), unequivocally and bindingly admitted in its own study:

“All modes offer a convenient transfer to the planned Dallas to Houston high-speed rail”

Phase 1 Alternatives Analysis Final Report, p. 49 (emphases added). NCTCOG necessarily and inescapably concedes through this quoted conclusion that an alignment need not be compatible with “one-seat ride” to be “convenient.”

NCTCOG’s frivolous “one-seat ride” argument, by its own stated admissions, is instantly (and further) eviscerated.

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

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

or

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

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

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

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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March 17, 2025

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

Re: NCTCOG now owns up that the purpose of alignment “2(b)” is not to connect Dallas and Fort Worth – after misrepresenting exactly otherwise to a federal government agency in obtaining official action (that is legally void)

Dear Mr. Kirkpatrick:

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

The limited purpose of this correspondence is to expose another misleading misstatement by NCTCOG to a federal government agency (seeking official government action) as part of its improper “at all costs” attempts to force through the legally precluded alignment “2(b).”

The North Central Council of Governments (the “NCTCOG”), including through its authorized representative Michael Morris, expressly represented to the Federal Transit Administration (the “FTA”), as part of a request for official government action, that:

“the purpose of [possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail] is to . . . “connect[]” the two largest downtowns in the fourth largest metropolitan area in the United States.”

August 25, 2023 Letter from Michael Morris to FTA (Enclosure 3 to Letter) (emphasis added). That representation proximately led to an official action by the FTA, a federal government agency that relied upon this representation in issuing its March 4, 2024 Class of Action Determination Letter.

NCTCOG has since admitted that this express representation was false.

More specifically, Brendon Wheeler (another authorized representative of NCTCOG), is directly quoted as acknowledging the fact that:

“the purpose of the project isn’t to connect Dallas to Fort Worth.”

September 9, 2024 Recorded Audio of Statements by Brendon Wheeler; *see also* Surface Transportation Technical Committee Agenda, Electronic Item 8.5 (emphasis added).

This latest quote by Brendon Wheeler states exactly the opposite of what his NCTCOG colleague Michael Morris expressly represented to the FTA in an official document, which proximately led the FTA to provide legally insupportable and void relief. The FTA would not have taken that official action if this or other material misrepresentations had not been made (not to mention the material omissions, including those we have raised in writing).

Of course, this is just one more in the long list of examples of legal infirmities and misstatements to the FTA associated with the so-named “environmental assessment” regarding alignment “2(b),” including but not limited to those we have plainly shown in prior correspondence with you (and may supplement in future correspondence showing additional legal bars and misbehavior).

Upon information and belief, NCTCOG has taken no action to attempt to correct this misinformation and other multiple material omissions to the FTA. Upon further information and belief, requisite disclosure of the numerous fatally flawed legal problems associated with alignment “2(b)” has not been made to either the Members of the Regional Transportation Council or the NCTCOG Executive Board as required by NCTCOG’s own policies as well as fiduciary obligations under applicable law.

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

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

or

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

Ken Kirkpatrick
General Counsel
March 17, 2025
Page 3

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

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

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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March 24, 2025

Ken Kirkpatrick
General Counsel
North Central Texas Council of Governments
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Arlington, Texas 76011

Re: Morris has bindingly admitted that “there’s no reason” necessitating alignment “2(b)”

Mr. Kirkpatrick:

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

The limited purpose of this correspondence is to highlight the quoted concession by the North Central Texas Council of Governments’ (the “NCTCOG”) representative Michael Morris that *“there’s no reason” that alignment “2(b)” needs to careen above-ground through Hotel Street in Downtown Dallas* – which would undeniably inflict several billions of dollars in damage. Directly quoting Morris regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail:

“there’s no fatal flaw . . . to go west of the Hyatt Regency. There’s no reason the rail line has to go between the Hyatt Regency and Union Station.”

March 6, 2024 Statement by Michael Morris to the Dallas City Council (emphases added).

In the face of this legally binding admission, NCTCOG’s (including through its agent Michael Morris) persisting gross waste of many millions of dollars in public monies in the aggressive pursuit of the legally precluded and admittedly impossible alignment “2(b)” provides cumulative *prima facie* (and bluntly, incontrovertible) proof of the element of actual intent in this continuing and cognizable misconduct.

Unfortunately, upon information and belief, neither the Executive Board of NCTCOG, the Members of the Regional Transportation Council, nor the NCTCOG Surface Transportation Technical Committee (not to mention multiple federal government agencies, including the Federal Transit Administration, the Federal Railroad Administration and the Surface Transportation Board as well as the public) have been requisitely informed (but have, upon information and belief been materially and chronically misinformed) on these matters.

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

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

or

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

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

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

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

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

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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March 31, 2025

Ken Kirkpatrick
General Counsel
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616 Six Flags Drive
Arlington, Texas 76011

Re: Contrary to NCTCOG representations at the March 13 Regional Transportation Council meeting, NCTCOG has previously concluded and does know that the Trinity Railway Express can be upgraded to achieve travel times competitive with the fatally-flawed and legally precluded alignment “2(b)”

Dear Mr. Kirkpatrick:

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

The purpose of this correspondence is limited to memorializing yet another instance of disturbing dehortment by the North Central Texas Council of Governments (the “NCTCOG”), through certain of its authorized representatives including Michael Morris.

This latest chapter of misdirection occurred at the March 13, 2025 meeting of the Regional Transportation Council (the “RTC”). At that meeting, NCTCOG Transportation Planner Michael Johnson gave a presentation, including relating to potential upgrades to the Trinity Railway Express (the “TRE”), such as double-tracking that would facilitate express service (including through skip-stop operations) between Downtown Dallas and Downtown Fort Worth.

At the conclusion of that March 13, 2025 presentation, a Member of the RTC asked Michael Johnson for “the reduction in [travel] time” between Downtown Dallas and Downtown Fort Worth that would result if improvements to the TRE were completed.

NCTCOG’s Michael Johnson responded by alleging that NCTCOG “ha[s] not looked at [that] for the entire [Dallas to Fort Worth] corridor” and that it was “hard[] to know.” Michael Morris then interjected himself, likewise representing to the Members of the RTC that “we do not know the answer to that” (and adding for good measure that it is “a very complicated question”).

Of course, these representations do not align with previous representations and admissions by NCTCOG, through its authorized representatives, regarding its own studies and professed direct knowledge of the reduction in travel time as a result of TRE improvements. Making matters

markedly worse, I recently pointed out these express representations and acknowledgments by NCTCOG in my February 17, 2025 letter to you, in your capacity as NCTCOG's chief lawyer.

For example, as recited in that February 17, 2025 correspondence, when NCTCOG was previously asked by a member of the public whether **“the existing TRE rail [] could be upgraded for much less of an additional investment to operate near the 20 minute travel time,”** NCTCOG's own Program Manager confirmed: **“you're correct in that there is a way to do that** maybe on the TRE corridor [between Downtown Dallas and Downtown Fort Worth].” January 27, 2021 NCTCOG Public Meeting (emphases added).

As a second example, it is *NCTCOG* that concluded in a *“Final Report”* it *“coordinated”* that the **“travel time achievable” between Downtown Dallas and Downtown Fort Worth on the TRE Corridor can be reduced to “35 minutes.”** Dallas-Fort Worth Core Express Service Alternative Analysis Final Report (the *“NCTCOG-Coordinated Final Report”*), p. 39 (emphases added).

NCTCOG, contrary to its representations at the March 13 RTC Meeting, *“has looked at”* and *“does know”* that the TRE Express can be upgraded to compete with the otherwise fatally flawed and legally precluded alignment *“2(b)”* regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail.

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

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

or

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

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

Ken Kirkpatrick
General Counsel
March 31, 2025
Page 3

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

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

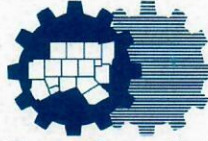
NCTCOG’s continued action involving the so-called “Alignment 2(b)” is in defiance and disregard of the Resolution passed unanimously by the City Council of the City of Dallas on June 12, 2024.

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

Sincerely,

/s/ Eric Gambrell

Eric Gambrell



North Central Texas Council of Governments

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

DATE: March 14, 2025

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

SUBJECT: Announcement for the Spring 2025 North Central Texas Council of Governments
 Traffic Incident Management Executive Level Course

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2024, the 16-county Dallas-Fort Worth region experienced 122,395 total reportable crashes, of which 41,715 were injury crashes, and 825 were fatal crashes. These statistics prove that regional training for agencies responsible for managing and clearing traffic incidents continues to be extremely important and is needed to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.

Since February 2003, 143 classes have been offered at the first responder level to 3,838 students in the areas of police, fire, department of public safety, towing, Emergency Medical Service (EMS), Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 38 classes have been offered at the executive level to 1,433 decision and policy makers. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by Federal Highway Administration (FHWA); However, the NCTCOG course content is specific to the North Central Texas region. NCTCOG TIM Training Course participants can also earn continuing education credit for Texas Commission on Law Enforcement (TCOLE), Track Type II Fire, and Texas Department of State Health Services for EMS. For your reference, summaries of the regional attendance levels for the NCTCOG's First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training Program web page at www.nctcog.org/TIMTraining.

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

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

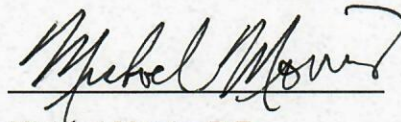
March 14, 2025

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

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

You are invited to attend the Traffic Incident Management Executive Level Course scheduled for Thursday, May 1, 2025, from 10 am to 12 pm. The course will be held in the Transportation Council Room at NCTCOG offices at 616 Six Flags Dr. Arlington 76011. There is no charge for this event.

Please register for the upcoming Executive Level Course at www.nctcog.org/TIMTraining or contact Charlene Collins of NCTCOG at ccollins2@nctcog.org or 817/608-2330 by Friday, April 25, 2025. We look forward to your participation on May 1, 2025.



Michael Morris, P.E.

CF:cc

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



EXECUTIVE LEVEL INCIDENT MANAGEMENT TRAINING OPPORTUNITY

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

MAY 1, 2025 | 10AM - 12PM | IN-PERSON MEETING

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

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

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

Goals of the Traffic Incident Management Executive Level Course:

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

Register at: www.nctcog.org/TIMTraining

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



**Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - January 2025**

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
City of Allen	Fire Department		0			City of Corinth	Fire Department		0		
	Police Department		23				Police Department		6		
City of Alvarado	Fire Department		0			City of Corsicana	Fire Department		1		
	Police Department		6				Police Department		0		
City of Amarillo	Fire Department		0			City of Cresson	Fire Department		1		
	Police Department		3				Police Department		0		
City of Argyle	Fire Department		0			City of Cross Roads	Fire Department		0		
	Police Department		3				Police Department		3		
City of Arlington	Fire Department		1			City of Dallas	Fire Department		6		
	Police Department		35				Police Department		8		
City of Aubrey	Fire Department		5			City of Decatur	Fire Department		0		
	Police Department		0				Police Department		3		
City of Azle	Fire Department		0			City of Denton	Fire Department		1		
	Police Department		1				Police Department		20		
City of Balch Springs	Fire Department		1			City of Desoto	Fire Department		0		
	Police Department		1				Police Department		1		
City of Bedford	Fire Department		0			City of Duncanville	Fire Department		1		
	Police Department		6				Police Department		4		
City of Benbrook	Fire Department		1			City of Ennis	Fire Department		0		
	Police Department		26				Police Department		4		
City of Boyd	Fire Department		0			City of Euless	Fire Department		3		
	Police Department		2				Police Department		6		
City of Bridgeport	Fire Department		0			City of Farmer's Branch	Fire Department		0		
	Police Department		1				Police Department		6		
City of Burleson	Fire Department		0			Town of Flower Mound	Fire Department		0		
	Police Department		6				Police Department		1		
City of Caddo Mills	Fire Department		0			City of Forest Hill	Fire Department		0		
	Police Department		1				Police Department		7		
City of Carrollton	Fire Department		3			City of Forney	Fire Department		18		
	Police Department		12				Police Department		13		
City of Cedar Hill	Fire Department		0			City of Fort Worth	Fire Department		0		
	Police Department		2				Police Department		19		
City of Celina	Fire Department		0			City of Frisco	Fire Department		2		
	Police Department		2				Police Department		2		
City of Cleburne	Fire Department		1			City of Garland	Fire Department		2		
	Police Department		6				Police Department		1		
City of Colleyville	Fire Department		0			City of Glenn Heights	Fire Department		2		
	Police Department		5				Police Department		10		
City of Coppell	Fire Department		0			City of Granbury	Fire Department		0		
	Police Department		6				Police Department		7		

**Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - January 2025**

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Grand Prairie	Fire Department	0
	Police Department	1
City of Grapevine	Fire Department	1
	Police Department	10
City of Greenville	Fire Department	0
	Police Department	5
City of Hickory Creek	Fire Department	0
	Police Department	5
City of Highland Park	Fire Department	0
	Police Department	1
City of Hurst	Fire Department	0
	Police Department	15
City of Hutchins	Fire Department	0
	Police Department	1
City of Irving	Fire Department	6
	Police Department	9
City of Josephine	Fire Department	0
	Police Department	1
City of Joshua	Fire Department	0
	Police Department	2
City of Keene	Fire Department	9
	Police Department	4
City of Keller	Fire Department	0
	Police Department	15
City of Kennedale	Fire Department	0
	Police Department	3
Town of Krum	Fire Department	0
	Police Department	1
Lake Cities	Fire Department	0
	Police Department	4
City of Lake Worth	Fire Department	2
	Police Department	7
City of Lavon	Fire Department	1
	Police Department	0
City of Lewisville	Fire Department	9
	Police Department	12
City of Little Elm	Fire Department	1
	Police Department	3
City of Mansfield	Fire Department	0
	Police Department	3

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Maypearl	Fire Department	0
	Police Department	1
City of McKinney	Fire Department	1
	Police Department	1
City of Melissa	Fire Department	0
	Police Department	3
City of Mesquite	Fire Department	1
	Police Department	0
City of Midlothian	Fire Department	0
	Police Department	17
City of North Richland Hills	Fire Department	3
	Police Department	27
Town of Northlake	Fire Department	0
	Police Department	1
City of Oak Point	Fire Department	0
	Police Department	2
City of Pantego	Fire Department	1
	Police Department	0
City of Plano	Fire Department	1
	Police Department	49
City of Ponder	Fire Department	1
	Police Department	0
City of Princeton	Fire Department	0
	Police Department	4
City of Prosper	Fire Department	2
	Police Department	0
City of Reno	Fire Department	0
	Police Department	1
City of Rhome	Fire Department	0
	Police Department	1
City of Richardson	Fire Department	0
	Police Department	2
City of Richland Hills	Fire Department	0
	Police Department	6
City of Rio Vista	Fire Department	1
	Police Department	0
City of Roanoke / Marshall Creek	Fire Department	6
	Police Department	0
City of Rockwall	Fire Department	0
	Police Department	4

**Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - January 2025**

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Sachse	Fire Department	0
	Police Department	7
City of Sanger	Fire Department	9
	Police Department	11
City of Seagoville	Fire Department	1
	Police Department	7
City of Southlake	Fire Department	0
	Police Department	1
City of Springtown	Fire Department	0
	Police Department	1
Town of Sunnyvale	Fire Department	0
	Police Department	9
City of Terrell	Fire Department	0
	Police Department	3
City of University Park	Fire Department	0
	Police Department	2
City of Venus	Fire Department	0
	Police Department	19

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Waxahachie	Fire Department	0
	Police Department	16
City of Weatherford	Fire Department	5
	Police Department	7
City of Willow Park	Fire Department	2
	Police Department	1
City of Wilmer	Fire Department	2
	Police Department	13

**Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - January 2025**

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
COUNTIES						OTHER AGENCIES					
Collin County	Fire Department			0		TxDOT - Dallas District	Mobility Assistance			17	
	Sheriff's Department			5							
Dallas County	Fire Department			161		TxDOT - Fort Worth District	Mobility Assistance			31	
	Sheriff's Department			9							
Erath County	Fire Department			0		Brownsville	Other			1	
	Sheriff's Department			1							
Hood County	Fire Department			0		Bryan	Police Department			2	
	Sheriff's Department			1							
Hunt County	Fire Department			0		Dallas/Fort Worth Int'l Airport	Fire Department			0	
	Sheriff's Department			2			Police Department			21	
							DPS			2	
Johnson County	Fire Department			1		LBJ Infrastructure Group	Other			31	
	Sheriff's Department			7							
Rockwall County	Fire Department			0		Lindsey Transportation	HOV			16	
	Sheriff's Department			43							
Tarrant County	Fire Marshal			1		Lockheed Martin Fire Department	Fire			1	
	Sheriff's Department			49							
	Mobility Assistance			42							
Wise County	Fire Department			0		MedStar	EMS			20	
	Sheriff's Department			2							
						NTE Mobility Partners	Other			48	
						North Texas Tollway Authority	Transportation			99	
						Protect Environmental	Other			3	
						State of Texas	DPS			134	
						Texarkana	Police Department			1	
						Trinity Metro	Other			5	
						Towing	Wrecker Services			21	

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

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								FIM Instructors (not included in total)	Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		
CITIES/TOWNS										
Town of Addison	1				1					2
City of Allen	2									2
City of Alvarado	3	5								8
City of Anna	2				1					3
Town of Argyle	1		1							2
City of Arlington	5	2	2							9
City of Azle	1	1								2
City of Balch Springs	6	1	1					1		9
City of Bedford	5				1					6
City of Benbrook	2	5								7
City of Burleson	2	1					1			4
City of Caddo Mills	1		1							2
City of Carrollton	2	2			1					5
City of Cedar Hill	3	1			2					6
City of Celina		1								1
City of Cleburne	5	1						1		7
City of Cockrell Hill		1								1
City of Combine	1									1
City of Commerce		1								1
City of Coppell	1	1								2
City of Corinth		3								3
City of Crowley	3									3
City of Dallas	4	6	3		8					21
City of Decatur		1								1
City of Denton	3							1		4
City of DeSoto	1	1								2
City of Duncanville	1	1	1							3
Town of Edgecliff Village		1								1
City of Ennis	2	1	2							5
City of Euless	4	11	1				1			17
City of Everman		1								1
City of Farmersville	2	1								3
City of Farmers Branch				1	1					2
City of Ferris	5	5								10
Town of Flower Mound	4	3						1	4	12
City of Forest Hill			4							4

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

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (not included in total)	
City of Parker	2									2
City of Pilot Point	2									2
City of Plano	4	1	1	1				1	5	13
City of Ponder		3								3
City of Princeton		2								2
City of Prosper		2							2	4
City of Red Oak	2	4								6
City of Reno	1									1
City of Rhome	1	1								2
City of Richardson	9				4					13
City of Richland Hills	2	1			1					4
City of Roanoke	3	1								4
City of Rockwall	7	1								8
City of Rowlett					1					1
City of Royse City		2								2
City of Sachse		1								1
City of Sanger		1								1
City of Sansom Park	2									2
City of Seagoville	3	2								5
City of Southlake	2	1								3
City of Springtown	1									1
City of Stephenville		1								1
Town of Sunnyvale	2									2
City of Terrell	6									6
City of The Colony	2							1	2	5
City of University Park	1									1
City of Venus	5	2								7
City of Waxahachie	2	1								3
City of Weatherford	1	3						2		6
Town of Westlake		2								2
City of White Settlement	6									6
City of Willow Park	2	2								4
City of Wilmer		2								2
City of Wylie	3	6			2					11
COUNTIES										
Collin County	2						1			3

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

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (not included in total)	
Dallas County	43				2	2		3	23	73
Denton County				1						1
Ellis County								3		3
Erath County							2			2
Kaufman County							2			2
Rockwall County	9									9
Tarrant County	3				2					5
OTHER AGENCIES										
Dallas Area Rapid Transit	5									5
DFW Airport	1						1			2
FHWA					7					7
Kimley-Horn Associates								1		1
LBJ Express								3		3
Lee Engineering								1		1
Methodist Dallas Medical Center							2			2
NCTCOG					83				36	119
NTTA					4				1	5
Protect Environmental								44		44
Trinity Metro Services					3					3
TxDOT - Austin								4		4
TxDOT - Dallas								10		10
TxDOT - Fort Worth								34		34
TxDOT - Johnson								2		2
TxDOT - Waco								1		1
Wrecker Services									4	4
Total	306	168	25	4	137	3	12	124	87	779

Schedule of Revised PM2.5 Primary Annual Standard

TCEQ considers recommending nonattainment designations for Dallas and Tarrant Counties (plus 2 other counties elsewhere in Texas)

Dec. 18, 2024: TCEQ Commission considers designation package (no action taken)

February 6, 2025: Governor recommends to EPA all counties in attainment (letter attached)

February 7, 2025: State's designations to EPA due

EPA sends 120-day letter by October 2025 indicating intended designations

State opportunity to respond prior to EPA finalizing designations in 2026

NOTE: March 12, 2025: EPA Administrator announced reconsideration of PM Standards





GOVERNOR GREG ABBOTT

February 6, 2025

The Honorable Lee Zeldin
 Administrator
 U.S. Environmental Protection Agency
 William Jefferson Clinton Building
 1200 Pennsylvania Avenue, N.W.
 Washington, D.C. 20760

Re: State Designations for the 2024 Revised Primary Annual Fine Particulate Matter National Ambient Air Quality Standard (NAAQS or Standard)

Dear Administrator Zeldin:

On February 7, 2024, the Biden–Harris Administration’s U.S. Environmental Protection Agency (EPA) authorized a substantial lowering of the primary annual fine particulate matter (PM_{2.5}) NAAQS by pointing to alleged public health benefits. Ironically, the legally required scientific evidence used to support the revision was nearly identical to the evidence the Trump Administration used in 2020 to conclude that the 2020 PM_{2.5} NAAQS was protective of public health.

The State of Texas, along with numerous other states, private entities, and interest groups filed suit challenging the revised PM_{2.5} Standard. The petitioners correctly state that the revised PM_{2.5} NAAQS is unlawful, violates the federal Clean Air Act (FCAA), and should be vacated. *See Commonwealth of Kentucky and State of West Virginia, et al. v. EPA*, D.C. Cir. Dkt. No. 24-1050 (consolidated with 24-1051, 24-1052, 24-1073, and 24-1091). Rather than revising the PM_{2.5} NAAQS pursuant to the FCAA’s explicit authorization—to focus on “public health”—the previous EPA seems to have heavily relied on President Biden’s policies of advancing environmental justice. This is supported by the fact that this is the first time in history EPA has ever voluntarily initiated and effectuated a reconsideration of a NAAQS outside the normal statutory review period. Even though the case remains pending, I reiterate Texas’ view that the previous Trump Administration’s 2020 decision should be reinstated. I additionally urge EPA to reconsider the 2024 PM_{2.5} NAAQS.

The consequences of arbitrarily revising the PM_{2.5} Standard are significant and far reaching. Designating areas as “nonattainment” results in staggering economic costs and complex permitting requirements. One study estimated the costs to implement the 2015 eight-hour ozone NAAQS to be between \$3.2 and \$36.2 billion dollars for one nonattainment county.¹ These costs include increased expenses for pre-construction permitting (new source review), general and transportation conformity, and other regulatory hurdles for air quality planning. Additionally, there are potential national

¹ Nivin, Steven R. Ph.D., LLC for Alamo Area Council of Governments, Potential Cost of Nonattainment in the San Antonio Metropolitan Area, February 21, 2017, <https://aacog.gov/sites/default/files/2022-07/Potential%20Cost%20of%20Nonattainment%20in%20the%20San%20Antonio%20Metropolitan%20Area%20%28Report%29.pdf>

The Honorable Lee Zeldin

February 6, 2025

Page 2

security implications for areas with military and Department of Defense operations due to delays in, or the constricting of, critical military defense operations.

Section 107(d) of the FCAA requires the governor of each state to submit to EPA a list of all areas with a designation of attainment, nonattainment, or unclassifiable, within one year of the promulgation of a new or revised NAAQS. Because of the Biden–Harris Administration’s arbitrary and unlawful adoption of the revised PM_{2.5} NAAQS, I urge EPA to defer all designations. Alternatively, because the FCAA requires that governors submit designations to EPA, I am designating all counties within the State of Texas with regulatory monitors and complete data meeting the 2024 PM_{2.5} NAAQS as attainment, and all remaining counties will continue to be designated as “attainment/unclassifiable.”

Sincerely,

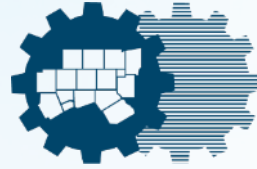
A handwritten signature in black ink, appearing to read "Greg Abbott", written in a cursive style.

Greg Abbott
Governor

GA:bhd

cc: The Honorable John Cornyn, United States Senator
The Honorable Ted Cruz, United States Senator

W. Scott Mason IV, EPA Administrator for Region 6
Brooke Paup, Chairwoman, Texas Commission on Environmental Quality
Kelly Keel, Executive Director, Texas Commission on Environmental Quality







NCTCOG PRESENTATION

Start of the 2025 Ozone Season



**CHRIS KLAUS | REGIONAL TRANSPORTATION COUNCIL
| 4.10.2025**

Regulatory Ozone Monitors - Design Value 2024

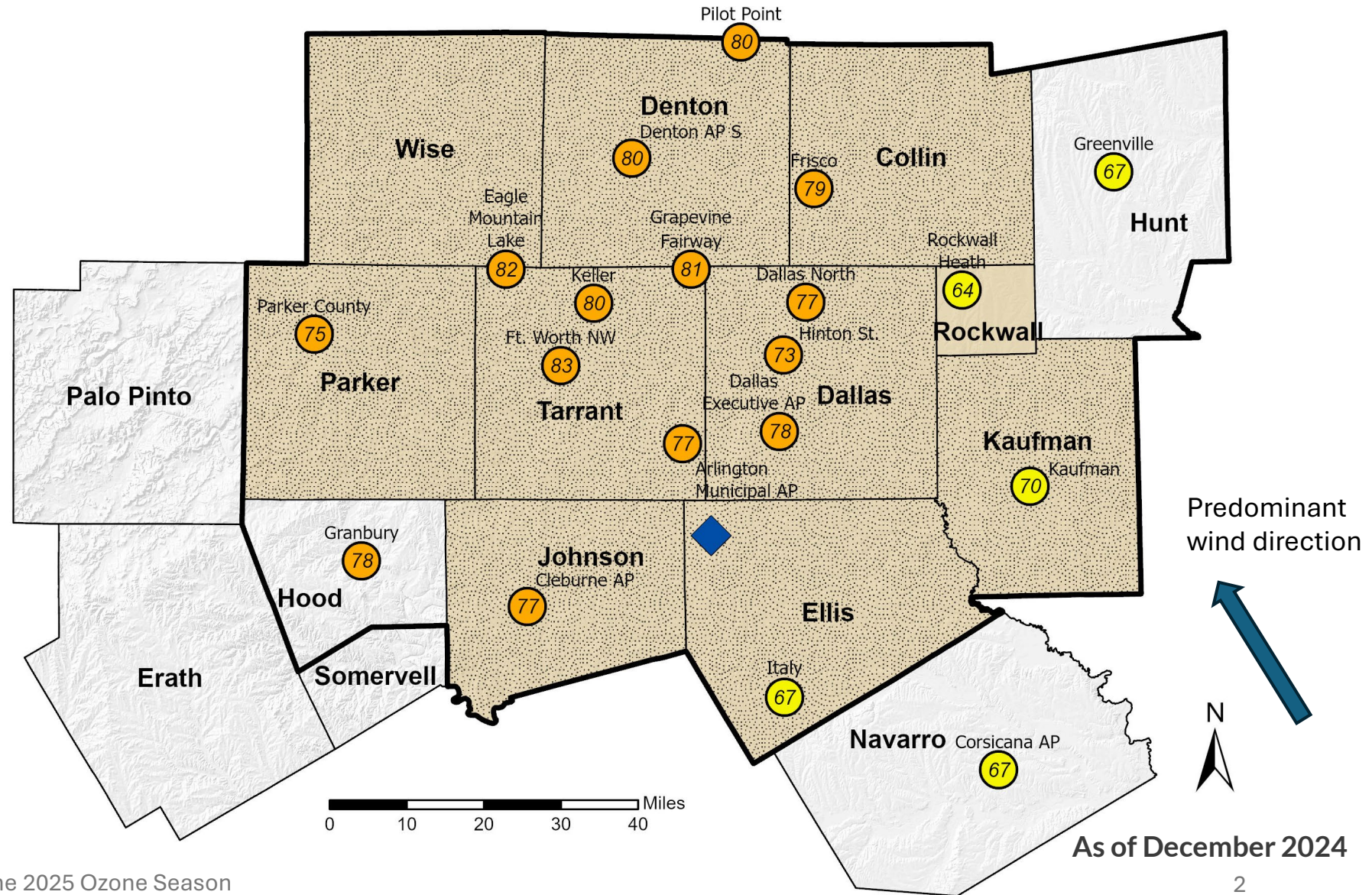
Legend

-  Metropolitan Planning Area
- Counties Designated Nonattainment Under 2015 8-Hour Ozone NAAQS 
- Counties Designated Nonattainment Under 2008 8-Hour Ozone NAAQS 
-  Temporarily Out of Service

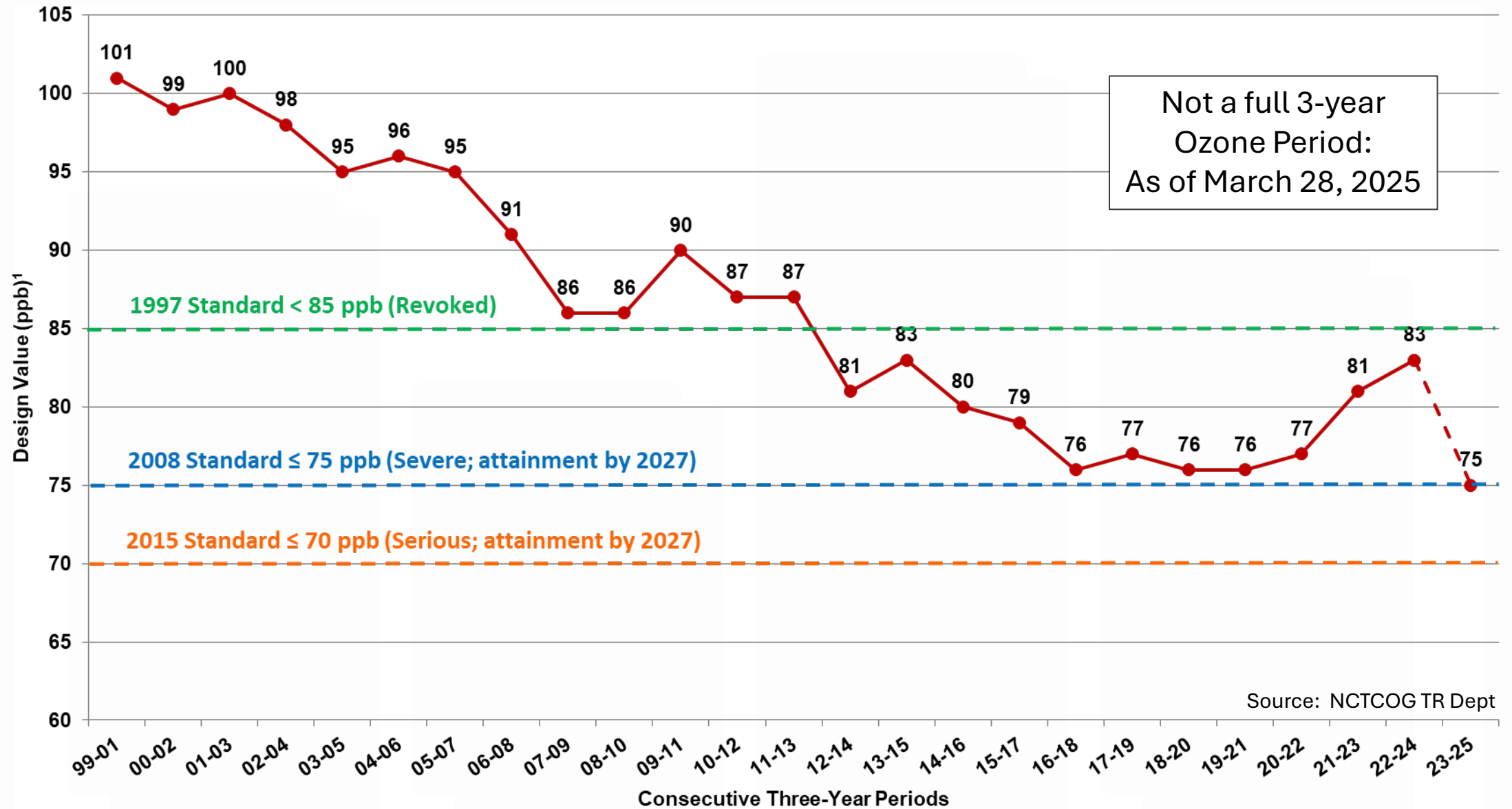
Sept 2024

-  62 - 70
-  71 - 85

Colors represent Air Quality Index Breakpoints



8-Hour Ozone Design Value Trends



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

2008 Ozone National Ambient Air Quality Standards Attainment Scenario (75ppb)

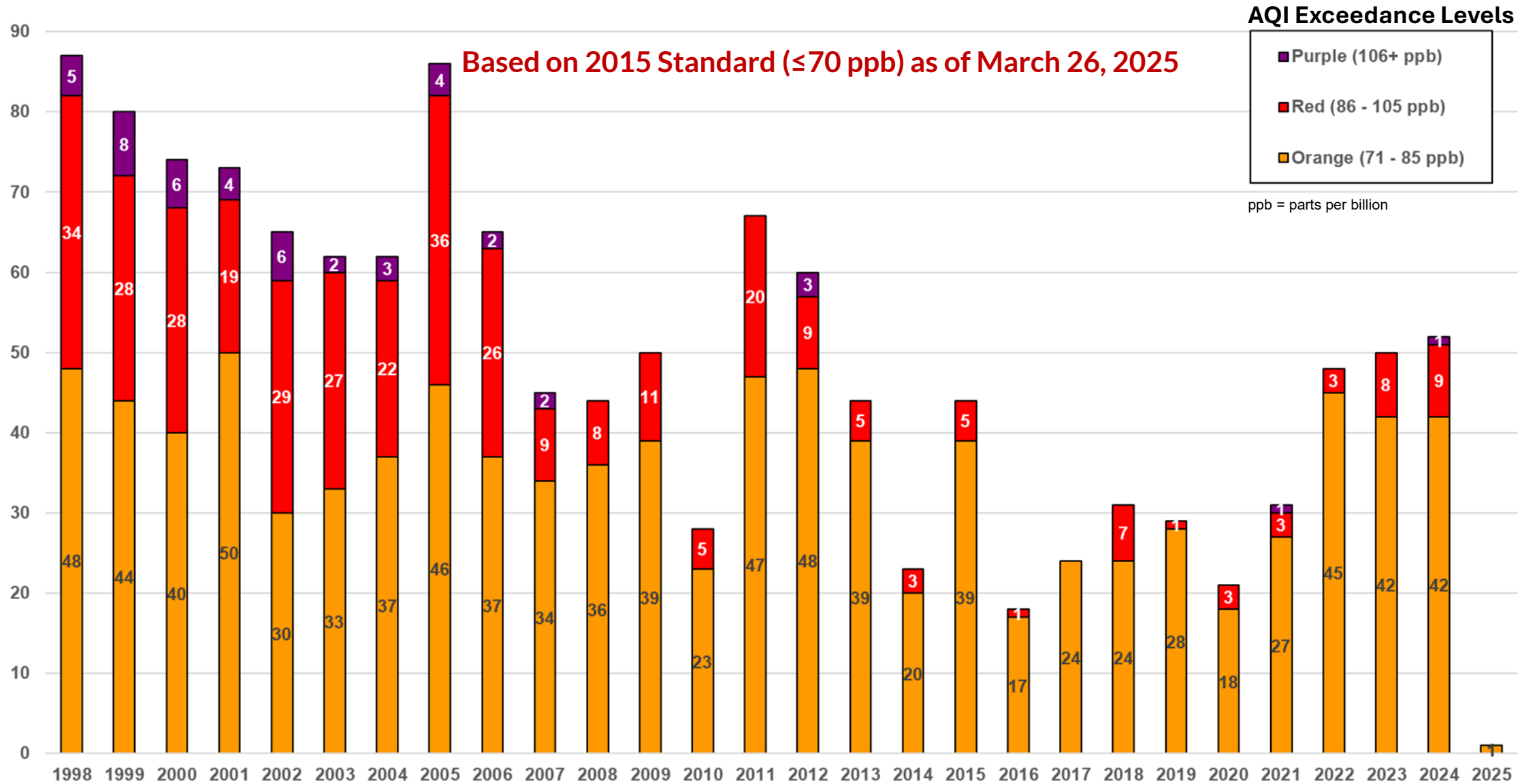
Monitor Values as of March 26, 2025 – Start of the Ozone Season March 1

Five Highest Monitors	4 th Highest Value for Season			Current 2025 Ozone Season Design Value
	2023	2024	2025	
Eagle Mountain Lake	81	89	52	75
Keller	80	88	52	74
Fort Worth Northwest	84	85	47	74
Grapevine Fairway	84	81	57	74
Pilot Point	81	83	55	73

Based on 2023-2025 TCEQ Ozone Regulatory Monitor Data



Regulatory 8-Hour Ozone NAAQS - Exceedance Trends

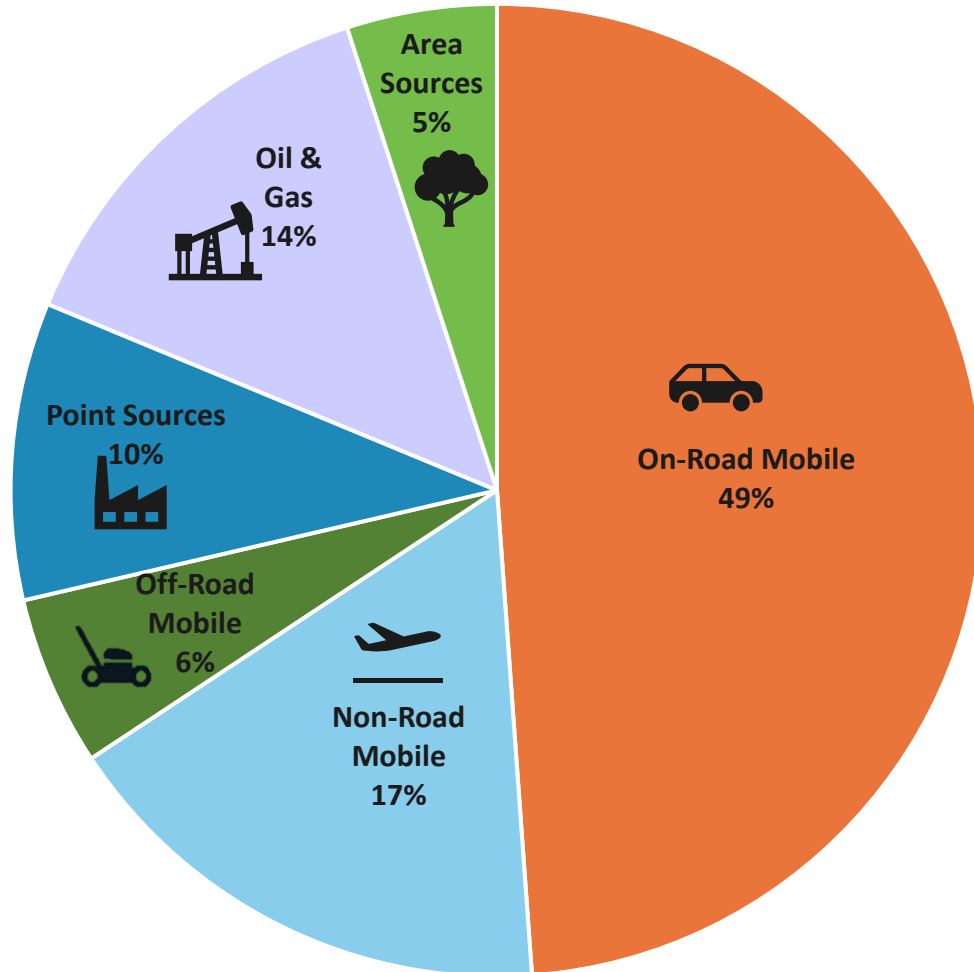


Exceedance Level indicates daily maximum eight-hour average ozone concentration.
 Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

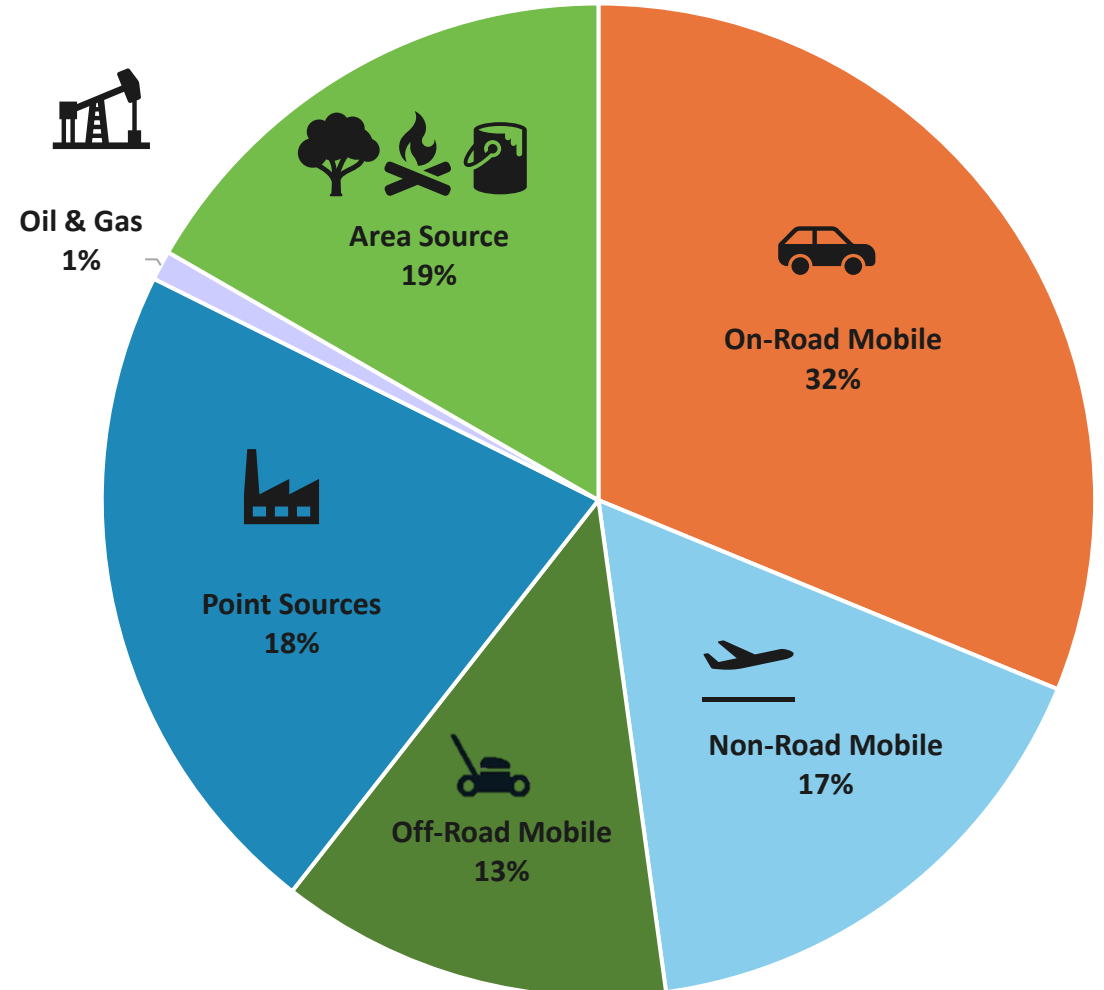
Source: TCEQ http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl

Ground-Level Ozone: Precursor NO_x

2006 Inventory of Nitrogen Oxides (NO_x) – 581.9 t/d



2026 Inventory of Nitrogen Oxides (NO_x) – 187.5 t/d



Consequences of Not Reaching Attainment

Transportation Sector

Possible freeze of projects in Multi-Modal Transportation Plan
More congestion and higher travel time

Public Health

Prolonged health impacts

Financial/ Economic Impacts

Section 185 Major Source Emissions Fees
Approximately \$45 Million
Public and Private

Population & Employment Development

Potential impacts due to air quality requirements



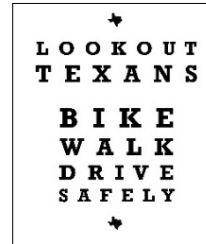
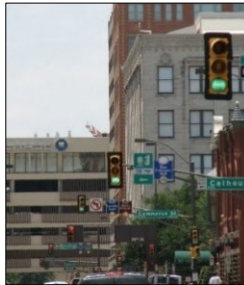
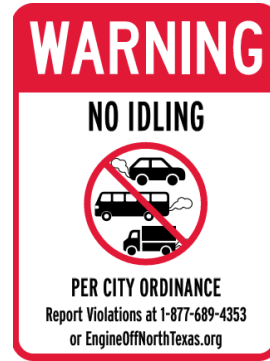
Current Local Air Quality Programs



Rideshare. Record. Reward.



Dallas-Fort Worth
CLEAN CITIES



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

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

Public Meeting Purpose and Topics

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

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

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

Summary of Presentations

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

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

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

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

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

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

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

Community Noise Mitigation Program Grant presentation:

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

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

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

2025 Strategic Transportation Funding Program presentation:

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

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

Major projects being recommended to receive funding include the following:

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

Summary of Online Review and Comment Topics

Proposed Modifications to the List of Funded Projects handout:

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

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

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

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

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

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

COMMENTS RECEIVED DURING THE MEETING

Federal/State Partnerships for the Intercity Passenger Rail Program

Phyllis Silver, Citizen

A. Trinity Railway Express (TRE) service

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

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

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas

Phyllis Silver, Citizen

A. Definition of off-street pathways

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

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

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

Community Noise Mitigation Program Grant

Chuck Ozemeke, DCCM/ATG

A. Funding requirements

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

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

Other

Frank Wise, The Burrell Group

A. Impact of Executive Orders

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

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

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

Zubin Segal, Shell Recharge

A. Impact of Executive Orders

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

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

Steve Babick, Citizen

A. Hybrid meeting format

Comment: Thanks for accommodating virtual attendance.

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

Email

Thomas Wall Simons, Citizen

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

Summary of response by NCTCOG Transportation Staff

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

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

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

Response from NCTCOG staff follows.

North Central Texas Council of Governments

Comments/Questions Public Meeting

Tuesday, February 11, 2025

Federal/State Partnership for the Intercity Passenger Rail Program

Ag. 2 - Comment - I am very much in favor of your purpose statement. Keeping our passenger rail system in a state of good repair, improving performance and reliability, and expanding or establishing new intercity passenger rail service is extremely important to our region.

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas

Ag. 7. Comment - I concur with the three main concerns

- unsafe cyclist and pedestrian conditions
- roadway congestion and commute times
- rising demand for expanded public transportation.

→ Special Comment for Gwen Dorko.

Thank you for your phone message clarifying pathways, roadways, and related concepts ←

Community Noise Mitigation Program Grant

Overall Comment: This is an excellent initiative - I realize that my following comment is out of the scope of the CNMP Grant Project, however I would like to see the following be introduced in another program:

My wish is to expand the noise integration program beyond military aviation noise. At Addison Airport, sometimes a plane "rears up" for approximately one hour, creating a deafening noise as you walk on the trails within Addison Circle Park, across Addison Road from the Airport. I understand that Love Field has a noise mitigation program. I would like this to be introduced at other airports also. It is my

understanding that the Love Field Noise Mitigation Program is to ease the burden on the residential and Commercial communities in their area.

2025 Strategic Transportation Funding Program

Pg 3 - comment - Traffic signals and pedestrian improvements to enhance safety and safe crossings for pedestrians are important to me. I have been sending in my comments about this topic to NCTCOG, most recently in November 2024 with my comments on the October 2024 Public Meeting. Specifically, I have been addressing the pedestrian crossings at the shopping centers at Preston/Forest and Preston/Royal. I directed my comments to Vickie Morris

This month, I am writing to Vickie Morris suggesting that an example of better pedestrian crossings are in Addison on Belt Line Road at Business Avenue (east of Marsh on Belt Line). Traffic signals are timed, allowing safe passage for pedestrians. The only deficiency that I can detect here is the difficult accessibility of the walk button for pedestrians/bicyclists to press.

I am aware that it is up to the cities to implement the protective traffic signals. Perhaps COG can work as partners with the cities to achieve safe crossings.

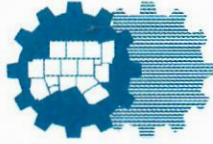
Pg 8 - Comments/question - FIFA World Cup Transportation

Comment/question - I take it that Parking Lot H services the Arlington Entertainment District and the stadiums. Is that correct?

additional comment/question - I realize that the scope of this project is only for the FIFA World Cup events, however I would like to see an outgrowth of this to have permanent operation of buses from the TCE CentrePoint Station to Parking Lot H when there are events. Would this be possible? It would be nice to attend events and ballgames with public transportation..

Phyllis Blum

3/7/2025



North Central Texas Council of Governments

March 25, 2025

Ms. Phyllis Silver
15720 Artist Way, Apt 4912
Addison TX 75001

Dear Ms. Silver:

Thank you for participating in the North Central Texas Council of Governments' (NCTCOG) public meeting in February. Your comments and questions regarding FIFA World Cup Transportation were forwarded to me.

Regarding Parking Lot H, it does service the Arlington Entertainment District and the stadiums. The plan is for those attendees who will use the rail service to Centreport Station to have shuttle/charter buses move between Centreport Station and Lot H as the drop-off location in the Entertainment District during the World Cup events.

Your suggestion that the shuttle bus service becoming a permanent feature after the World Cup events is very insightful. NCTCOG staff will flag this for the City of Arlington and see if it is something they are interested in exploring. The Dallas Sports Commission is paying for the shuttle service in this limited capacity during World Cup events, but it may be something the City and their partners (the Texas Rangers and Dallas Cowboys) would want to consider moving forward.

Thank you again for your questions and comments. NCTCOG is excited to be a part of FIFA World Cup event planning, and we appreciate your interest and input.

Sincerely,

Karla Windsor
Senior Program Manager

KW:bw

MINUTES

**REGIONAL TRANSPORTATION COUNCIL
PUBLIC MEETING**

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas

Start of 2025 Ozone Season

Title VI 2025 Program Update

Funding Recommendations to Upgrade Existing EV Charging Stations

Transit 2.0: Initial Draft Reports

Regional Transit Partnerships and Federal Discretionary Grant Funding Update

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, March 10, 2025, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogMar25. Chris Klaus, Senior Program Manager, moderated the meeting attended by 103 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 Nov. 10, 2022. Staff presented information about the following:

- Mobility 2050: The Metropolitan Transportation Plan for North Central Texas – **presented by Gwen Dorko**
- Start of 2025 Ozone Season – **presented by Daniela Tower**
- Title VI 2025 Program Update – **presented by Emily Beckham**
- Funding Recommendations to Upgrade Existing EV Charging Stations – **presented by Maggie Quinn**

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/nctcogMar25.

Summary of Presentations

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas presentation:
<https://nctcog.org/getmedia/53520a77-0830-43f1-814f-a1acd6434455/Mobility-2050.pdf>

The Metropolitan Transportation Plan (MTP) defines a long-term vision for the region's transportation system and guides spending of federal and State transportation funds. This includes

funding for highways, transit, bicycle and pedestrian facilities and other programs that reduce congestion and improve air quality.

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

To assist planning staff in understanding how the transportation system works for the public, visit: www.publicinput.com/Mobility2050.

Start of the 2025 Ozone Season presentation: <https://nctcog.org/getmedia/9c7249a0-a14b-461e-8e60-c496a82b95de/Start-of-2025-Ozone-Season.pdf>

Ozone is a gas composed of three atoms of oxygen and occurs both in the Earth's upper atmosphere and at ground level. Ground-level ozone is commonly referred to as "bad ozone" and forms when emission sources emit nitrogen oxides and/or volatile organic compounds that react in the presence of sunlight. Ozone can make it more difficult to breathe, aggravates lungs and can inflame and damage the airway.

North Texas is currently in violation of two ozone standards, one for 2008 and one for 2015. The current classification under the 2015 standard is serious, with an attainment date of July 20, 2027 and severe under the 2008 standard, with an attainment date of August 3, 2027.

For more information on regional air quality, visit <https://www.nctcog.org/trans/quality/air/ozone>.

Title VI 2025 Program Update presentation: <https://nctcog.org/getmedia/3b490720-0aec-4072-97f0-f7c2fa1a3202/Title-VI-Policy-2025-Update.pdf>

The Title VI Program documents how NCTCOG considers civil rights in planning and includes procedures individuals can use to file a complaint of discrimination. It is evaluated and updated by NCTCOG staff every three years.

Significant updates during the current cycle include a summary of outreach efforts since the last submission, a list of transit-related Title VI investigations and complaints, a schedule of subrecipient Title VI submissions and impacts of the distribution of State and federal funds for public transportation projects.

The RTC is expected to take action on the Title VI 2025 Program Update on May 8, 2025.

Funding Recommendations to Upgrade Existing EV Charging Stations presentation: <https://nctcog.org/getmedia/d916455e-548f-4e75-80fe-fc7393e85ece/Funding-Recommendations-to-Upgrade-Existing-EV-Charging-Stations.pdf>

The North Texas Reliable Electric Vehicle Infrastructure project aims to repair and replace all existing, non-operational electric vehicle charging stations in the region to increase reliability.

Approximately \$3.66 million in federal funding was awarded to repair and replace 138 stations. Of those 138 stations, 64 of them passed the Federal Highway Administration's (FHWA) eligibility screening, and 12 individual site owners expressed interest and willingness to provide cost shares for the infrastructure upgrades. Due to various factors, including noncompliant equipment, NCTCOG staff is recommending all sites be fully upgraded.

For more information on the National Electric Vehicle Infrastructure (NEVI) Formula Program, visit https://www.fhwa.dot.gov/environment/nevi/evc_ raa/.

The RTC is expected to take action on funding recommendations for the North Texas Reliable Electric Vehicle Infrastructure project on April 10, 2025.

Summary of Online Review and Comment Topics

Transit 2.0: Initial Draft Reports:

Task 3 Draft Report: Develop Strategies to Increase Transit Authority Membership:

https://nctcog.org/getmedia/7eb8b3cb-b575-4a70-b8ed-a91d32ef1f17/R-C_Transit-2-0-Task-3-Draft-Report_Strategies-to-Increase-TA-Membership.pdf

Task 4 Draft Report: Initiate Collaboration Between Existing Transit Authorities:

https://nctcog.org/getmedia/92c77fad-138d-4798-b927-87b29624f111/R-C_Transit-2-0-Task-4-Draft-Report_Develop-Collaborations-Between-TAs.pdf

The North Central Texas Regional Transit 2.0: Planning for Year 2050 Study includes developing strategies for fostering partnerships and effective collaboration amongst North Texas transit authorities and city leaders. In advance of final Transit 2.0 recommendations, Task 3 and Task 4 draft reports were posted at www.publicinput.com/nctcogMar25 in the files tab near the bottom of the page for public review and comment.

Regional Transit Partnerships and Federal Discretionary Grant Funding Update:

https://nctcog.org/getmedia/8f41db19-2bfe-41c6-824a-99512b54dd90/R-C_Regional-Transit-Partnerships-Federal-Grants-Update.pdf

An update on regional transit partnership projects was posted at www.publicinput.com/nctcogMar25 for public review and comment. This update includes funding requests for FY2020 BUILD grant projects, Victory Station Pedestrian Crossing, TRE Signal Improvements and Silver Line Construction.

COMMENTS RECEIVED DURING THE MEETING

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas

Phyllis Silver, Citizen

A. NCTCOG response to Mobility 2050 survey results

Comment: My comment is for Gwen Dorko. Gwen, I applaud you and your team for quantifying the views of the people who were responding to these surveys and providing input on whether or not

transit, roadways and other factors are viable and also whether they are meeting their needs. I think it's great to have that quantified. But what I'd like to know is, does anybody at COG, either your group or elsewhere, take this and try to make improvements? It's very disheartening but understandable just in talking to other people that they don't find transit to be a good means of transportation to jobs, shopping and other destinations. Is there anything that's being done to work with the transit agencies to get these things improved, so that the numbers can be more favorable for transit?

Summary of response by Gwen Dorko: The team will be made aware of the concerns. A lot of the comments were about station availability and safety while riding. All comments are being recorded, and they're also distributed throughout our department as we meet with different program areas.

Summary of response by Chris Klaus: During the pandemic, transit ridership significantly decreased, and it's been one of the last modes of transportation to make a full recovery. There were some lessons learned during that period, and we want to continue to increase awareness around regional transit services as well as costs and subsidies, so we're able to maintain the participation and ridership levels we've currently been experiencing.

COMMENTS SUBMITTED VIA EMAIL, SOCIAL MEDIA, WEBSITE & MAIL

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas

Email

Japheth Pace, Citizen

1. Hi, thank you for today's public meeting and the opportunity to hear current topics and ask questions. As a follow up to the question asked about opportunities to expand transit options so that it can be a choice for more people, what's the status with any previous, ongoing or planned discussions with the cities of Arlington, Grand Prairie—and possibly now Mansfield—with being connected to the regional public mass transit grid in the near- and long-term future? These cities have exponentially expanded residential, public attractions, retail and employment centers in recent years with more to come. Connecting to/from the growing number of points of interest in these areas continue to be daunting, time-consuming, inefficient or expensive even with the growth of ride share alternatives. This lack of connection to regional transportation systems (including DFW Airport) has led to never-ending road construction/reconstruction, unfrequented stretches of toll roads and major congestion points in the region's midpoint flow of traffic—both east-west, north-south. I realize Arlington residents continue to reject taxation and tax dollars spent toward use of intra-city, DART or Trinity transit cooperation.

Additionally, it's my understanding that Union Pacific has no interest in sharing rights of way on existing rail lines. And those old tracks that run along the Great Southwest Pkwy north-south corridor are in complete disrepair. Is that accurate? But now it appears the area may become a major impediment to a comprehensive regional transit network, especially in planning for 2050 (not to mention several upcoming global events on the calendars for 2025 and 2026). Is there any indication that adding mass transit along the interstate corridors might relieve US183, SH114, I30

and 20 road traffic congestion. While light rail opportunities may be severely restricted or financially inaccessible if the state is unwilling to provide access via the Interstate corridors, and the downtown/entertainment district real estate may be too valuable to use for rail stations, are there opportunities for intermodal way stations near these areas where users would at least be able catch and transfer to/between DART, Trinity, Arlington trolley, a direct access shuttle to DFW airport, taxi, bike/scooter et al, or Vía and other rideshare alternatives?

Additionally, I've noticed the difficulty of using public mass transit to several parts of outer DFW Airport space (parts outside the secured area and terminals). There's an expanding number of large employer businesses setting up shop along the airport's outer access roads and property map. While the Irving side has a couple of DART bus stops in the area that connect people to the greater DART network, there's nothing on the Euless side. There's not an easy way to get to/from the airport terminals to these outer rim businesses, many of whom are air industry related and may be contributing to business passenger traffic. Nor is there a TRE Centreport/Trinity connection or shuttle for people working in these areas to use to reach mass transit options. Has DFW Airport considered expanding public mass transit ground mobility for its property outside of the airport's traffic secured space—not just the light rail connections to the terminals—and working to connect/expand that ground transit so people can use nearby bus and circulator systems to access the airport's business corridors. Thank you for your review and sharing.

North Central Texas Council of Governments - Transportation
Dept. - March 2025 Public Meeting

Mobility 2050 - the Metropolitan Transportation Plan for
North Central Texas

Comment - Pages 4-7

It is disappointing and disheartening, but not surprising, that despite all the money and effort that has been going into improving transit that a large percentage of respondents indicate that transit does not meet their needs or is not a viable option. This is for destinations such as work, education, health care, and food access. Given these responses, I think that changing people's perceptions about transit needs to be a priority. People need to realize that transit is not just for the poor or disadvantaged - it's there to assist everyone with their travel needs. Just as there has been recent advertising on television to increase awareness that we need to drive friendly, perhaps advertising showing everyday people enjoying their transit trip might start people thinking about transit as a - option.

Question - page 4-7 - so that I can better understand the specifics of these graphs, I'd like to ask:

- 1) the left side of each graph is the "does not meet" needs or "not a viable option" portion. (Graph is brownish / orange in color)
 - a) what does the dark brownish portion of the graph indicate? Does this darker shade mean only "does not meet needs"?
 - b) what does the lighter shade of brownish on the graph indicate? Does this lighter shade represent the respondents who say it's "not a viable option"?
- 2) The right side of the graph is the "meets needs" or "somewhat meets needs" portion.
 - a) what does the lighter blue portion of the bar indicate? Does it mean "meets needs"?
 - b) what does the darker blue shade mean? Does it mean "somewhat meets needs"?

3) Are the Percentages the Overall Percentages for each Category? - For example, on page 6, it shows that 73% of respondents say transit "does not meet needs or not a viable option." Am I interpreting this percentage correctly by understanding that it represents both (combination) of the not meeting needs and not a viable option?

Start of the 2025 Ozone Season

Question page 3. The question "Since 2006 the DFW Region has reduced its NOx emission by almost 2/3's, yet the ozone DV is going up round years (DV 2022), Why?"
Is this a rhetorical question or do we know the answer?

Funding Recommendations to Upgrade Existing EV Charging Stations

Questions

page 7 - ① IS DC direct current?
② What is Level 2?

Phyllis Silver

3/27/2025

Page 2 of 2

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

Purpose

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

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

Additionally, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. This tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 30 new comments related to bicycle and pedestrian, roadway and transit conditions. You can view these new comments as well as past comments by visiting <http://nctcogis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

About Us

Facebook –

1. Our #TopicOfTheMonth series rolls on! This week, we're exploring how the North Central Texas Council of Governments' local, state and federal partners are making a real difference in our communities. Learn how these collaborations are positively impacting regional transportation, air quality, environmental sustainability and other key areas:

<https://www.nctcog.org/.../about/educate/topic-of-the-month>. – NCTCOG Transportation Department



And yet you backed the TexPress lanes that have impoverished people – WM Atkins

LinkedIn –

1. Every breakthrough in transportation begins with a good idea. And those ideas come from the people who've devoted their lives and careers to moving us, whether it's around the block

or across the country. This month, our #TopicOfTheMonth dives into the human element of transportation, exploring the roles of planners, partner governments, the public and – kicking things off today – policymakers. Learn more about the Regional Transportation Council here: <https://lnkd.in/gyx4PuRx> #transportation #planning #policy #innovation



Very true. Love this! – Brandon Krzynefski

Public Involvement

Facebook –

1. Long-range transportation plan, ozone season and more for review/comment.



Yawn. – Rob Dentremont

Well, given that some of the members on this Council are engaging in conflicts of interest with DCTA, I think that the meeting will be prematurely biased without concern for community input..... Doesn't Mr. Gilmore, a member of the NTCOG board and Mayor of Lewisville, also serve as Chairman of the Board for DCTA? – Bonni Crisfulli

Hector G. Bas Jr – Edward W Braun Jr

Hey, once again, why is a transportation meeting happening in a city with no public transportation? – Matthew Banks

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 817-573-1719 or email hwitcher@nctcog.org. – NCTCOG Transportation Department

You did not answer my question. Once. Again. Why is a meeting about transit in Texas happening in the largest city in the country with no public transit? – Matthew Banks

Additionally, for those unable to attend in person, the meeting will be streamed live at publicinput.com/nctcogMar25. Participants can also join the discussion by calling (855) 925-2801 and entering code 11112. A video recording will also be made available afterward. As well, public comments will be accepted until Tuesday, April 8, 2025, at 11:59 p.m. – NCTCOG Transportation Department

And will the tough questions/issues be heard, or will they be censored and removed like they are during the council meetings at the city which one of your board members is Mayor? – Bonni Crisfulli

All public comments and questions are collected before, during and after the meeting and are provided to the RTC following the meeting. – NCTCOG Transportation Department

I wonder if those grouching on this thread will attend this meeting to try to learn anything. They sound like they just enjoy being suspicious and disdainng those who serve to help the public. I wonder if anyone complaining on this thread has ever worked in public service. – Laurie Blue Lundberg

Additional public comments made on this social media post can be viewed at: <https://www.facebook.com/NCTCOGtrans/posts/pfbid02PqaiJNndrDGCggSp2VMxqL9y6gHnufo4xbHESTiN7kNKS4zHR2LCEt9YVgtuPH98I>

RTC

1. At yesterday's @NCTCOGtrans RTC meeting, we had an interesting presentation on regional sales tax impact, a discussion on DART legislation and transparency on a funding request, and an important project approved for continued TRE double tracking efforts. – Cara Mendelsohn

12-County Sales Tax Impact Region/State Comparison

Item	2013	2024
Region Population	6,796,661	8,342,425
Texas Population	26,446,193	31,290,831
% Region Population	25.7%	26.7%
Region Total Sales Tax	\$7,488,461,971	\$13,719,801,309
State Total Sales Tax	\$25,944,000,000	\$47,160,000,000
% Region Sales Tax	27.7%	29.3%
State Donor Impact (1,091-1,078) * \$47,160,000	1,078	1,091
		\$452 million/year

Source: State Comptroller of Public Accounts, 11/2013; Census Bureau, 2013
 *Based on 2013 sales tax rate of 6.75% (Comptroller's Summary Report: https://comptroller.texas.gov/finance/2013/summary/2013.pdf)
 State Sales Tax: Based on 2013 sales tax rate of 6.75% (Comptroller's Summary Report: https://comptroller.texas.gov/finance/2013/summary/2013.pdf)
 The numbers are estimates only. The publisher or its providers assume no liability for any errors or omissions. All data was verified with our original source.

Safety

Nextdoor -

1. Staying in DFW for Spring Break? Check out our newly updated 511 DFW Traveler Information System to plan your staycation activities! When it comes time to seeking help from a mapping website, there are many options that will lead drivers to their destinations. The updated 511DFW provides Dallas-Fort Worth residents and visitors with a local resource to get where they are going, whether they choose to drive or take transit. The website was recently upgraded to improve the user experience and it's available in either English or Spanish. With 511DFW, users can quickly access free information on traffic and transit conditions in North Texas before beginning their daily commute or other trip. Real-time information is available on the website, www.511dfw.org. The website includes a Trip Planner designed to help travelers make better decisions about their mode of transportation, time of travel and route. The Trip Planner allows users to plan trips via car, transit, bicycling or walking. The app is available for Apple and Android devices. Read the fact sheet at NCTCOG.org/factsheets –NCTCOG Transportation Department



Is this a free app? What is it used for? – Sherry W.

Yes, it is a free app! It's a map and travel resource, with live traffic information, roadside assistance and other helpful tools. Here's a detailed fact sheet with more

information: <https://nctcog.org/getmedia/0cb53673-4f03-4971-9fc9-e3f0a83ac9d6/511facts2025.pdf> – NCTCOG Transportation Department

Transit

1. Do you depend on public transportation? Help us identify your transit needs at an in-person meeting on March 20 at the Ella Mae Shamblee Library in Fort Worth at 6pm. Register at AccessNorthTexas.org You are also invited to take our survey, available in English and Spanish, on our website. Access North Texas is the regional public transportation coordination plan for the 16-county North Central Texas area and documents the transportation needs of older adults, individuals with disabilities and individuals with lower incomes across the region. The most updated version of the plan was approved by the Regional Transportation Council and endorsed by the Executive Board in October 2022. For more information, visit AccessNorthTexas.org – NCTCOG Transportation Department



No network to get one to the train. The HEB area, TRE runs from Dallas to FTW, but how do you get to the Train Station? – Vernon C.

Arlington via is \$3 – Hailey P.

Facebook –

1. ¿Dependes del transporte público? Ayúdanos a identificar tus necesidades de transporte en una de las próximas reuniones.

Translation: Do you depend on public transport? Help us identify your transportation needs at one of the upcoming meetings. – NCTCOG Transportation Department



Safety, safety, and ... safety. Eso es todo. **Translation:** That is all. – Daniel Muller

2. Do you depend on public transportation? Help us identify your transit needs at one of our upcoming meetings. – NCTCOG Transportation Department



Nobody from the NCTCOG Transportation Department depends on public transportation.
 – Rob Dentremont

NO MORE HIGHWAY LANES! MORE TRAINS!!! – BulletTrains USA.com

3. Do you depend on public transportation? Help us identify your transit needs at one of our upcoming meetings. – NCTCOG Transportation Department



Yes. Public transit helps everyone, especially drivers, by taking care of the road. What if you actually invested in it though? It'd be crazy.
 – Matthew Banks

4. Do you depend on public transportation? Help us identify your transit needs at one of our upcoming meetings. – NCTCOG Transportation Department



When do they propose these projects to be completed? – Joe Valdez

PublicInput.com Website –

1. What is the total budget divided by the number of riders? – Matt Reed

2. Hola me pregunto cuales son los planes claros para la FIFA 2026? ¿Y si hay algún plan de implementar transporte público en el area de Arlington que nos conecte con el transporte regional como TRE? Gracias

Translation: Hi, I'm wondering what the clear plans are for FIFA 2026? And if there is any plan to implement public transportation in the Arlington area that connects us with regional transportation like TRE? Thanks. – Rogelio Meixueiro

The 2026 FIFA World Cup transportation plan NCTCOG staff is currently working on does plan to provide public transportation for match days to the Stadium in Arlington. If you are interested in public transportation for Arlington residents on a recurring basis, our staff recommend contacting the City of Arlington to discuss. – NCTCOG Transportation Department Staff

3. What are plans for US80 corridor East of DFW (Forney, Terrell etc.)? – Paul Sampson

4. What is the average subsidy per rider for On-Demand rides (GoLink, Via) vs buses, rail or other modes of transportation? How do these costs look when taking the whole picture of capital + operating + overhead costs in the long term, as in multiple life cycles? Just as a monorail in a rural area doesn't make sense, On-Demand in the city often doesn't make sense either. – C Green

Thank you for your comment! Below is a table displaying the subsidy amount per passenger by mode for the Dallas Area Rapid Transit system (DART). DART has the widest range of modes of all of our local transit providers, which allows for easier cost comparison. It includes both the budgeted amounts from the last three years as well as the projected costs for the current year and the next four years.

Mode	FY22 (Actual)	FY23 (Actual)	FY24 (Budget)	FY25 (Projected)	FY26 (Proj.)	FY27 (Proj.)	FY28 (Proj.)	FY29 (Proj.)
Bus	\$10.39	\$10.95	\$11.94	\$10.11	\$9.71	\$9.76	\$9.75	\$9.89
Light Rail	9.61	8.55	8.34	7.71	7.44	7.41	7.41	7.51
GoLink	21.62	17.43	17.12	12.29	12.49	12.97	13.48	14.06
Trinity Railway Express	34.16	26.57	30.40	31.14	29.26	29.54	29.83	30.62
Silver Line	N/A	N/A	N/A	N/A	14.04	14.25	14.24	14.57
Streetcar	11.37	3.36	4.16	5.83	5.67	5.67	5.66	5.78
Paratransit	49.01	45.57	49.49	58.54	59.69	62.30	64.87	66.76

- The amounts were calculated with this formula: (Operating Expenses - Operating Revenues) / Passenger Boardings
- These amounts account for all operating revenues associated with each mode, including fares, ad sales, rent revenue, and other sources of revenue.
- The subsidy per passenger amount did go up in Fiscal Years (FY) 2020-2021 because the total number of passengers, and therefore revenue, went down due to COVID-19. The effects of this can be seen in the earlier years included on this table, but costs for some modes are lowering as ridership returns to or exceeds pre-COVID-19 numbers.

For more information on the long-term impacts and plans associated with these costs, as well as more details on how these amounts were calculated, we would recommend reviewing the latest FY25 budget plans and financial reports adopted by DART and other local transit providers.

- For more information about DART’s adopted budget and financial plan, visit their website [here](#).
- For more information about Trinity Metro’s adopted budget and financial plan, visit their website [here](#).
- For more information about DCTA’s adopted budget and financial plan, visit their website [here](#).

For more information about City of Arlington’s adopted budget and financial plan, visit their website [here](#). – NCTCOG Transportation Department Staff

5. Transportation to & From Cedar Hill TX To & From Carrollton TX – Tammy Medina

Email –

1. I just moved into Cedar Hill TX. Just wondering what public transportation there is to & from Dallas, Houston. And What transportation is there for people that can’t drive. – Tammy Medina

2. Need Cedar Hill to Mansfield to Service Road 360 North. Just Need Bus Route Services Please – Tammy Medina

Thank you for reaching out, Tammy! The North Central Texas Council of Governments (NCTCOG) is not a transportation service provider, but we are happy to help identify transportation options and assistance resources that may fit your needs.

There is no public transportation that runs between Dallas and Houston, but there are several private options that you may find useful.

- [Flixbus/Greyhound](#) runs between Dallas and Houston several times a day.
- [Red Coach](#) also runs between Dallas and Houston a couple of times a day.

Within the Dallas-Fort Worth Metroplex, there are many public transportation options you can use. **Cedar Hill and Carrollton** are connected by STAR Transit in Cedar Hill and the Dallas Area Rapid Transit system (DART) in Dallas.

- You would first need to either call STAR to schedule a ride (877-631-5278) or use the same-day STARNow service, offered in the GoPass App or through its own STARNow app, to travel from Cedar Hill to a DART station. The specific DART stations that STAR Transit can drop you off at are the UNT Dallas Station, Red Bird Transit Center, and Glenn Heights Park & Ride. All of these stations have bus or light rail service that connects to Downtown Dallas.
- Akard Station in downtown can serve as a good connection point to transfer to the Green Line, which is a light rail that will take you to downtown Carrollton. There are several bus lines and on-demand microtransit zones that can then bring you to your destination in Carrollton.

More information about STAR Transit in Cedar Hill can be found on their website [here](#) or by calling their customer service line at 877-631-5278. More information about DART can be found on their website [here](#) or by calling their customer service line at 214-979-1111. DART

also offers additional assistance through their **Mobility Ambassador program**. A Mobility Ambassador can help you learn how to plan a trip on transit, purchase a ticket, and safely travel to your destination. More information on this program can be found on the DART website [here](#), or you can call during regular business hours at 214-828-8588.

There is unfortunately not any bus service available between Cedar Hill, Mansfield, and Service Road 360 North. However, you can still travel through these areas using the Trinity Railway Express and several on-demand services offered.

To get from **Cedar Hill to Arlington** (Service Road 360 North) and back, you will follow the same steps listed above to get to Downtown Dallas.

- Once in Downtown, you will transfer to the Trinity Railway Express (TRE), a train that runs between Dallas and Fort Worth. You can catch the TRE at EBJ Union Station or at Victory Station.
- If you ride the TRE from Downtown Dallas to the CentrePort Station, you will then be able to connect to locations along Service Road 360 in Arlington using the Arlington On-Demand app, or by calling 817-784-7382 to book your ride.

For assistance with the trip to Downtown Dallas and the TRE, please reach out to DART using the information listed above. For more information and assistance with Arlington On-Demand, contact support-arn@ridewithvia.com or call their customer line at 817-784-7382.

To get to and from **Cedar Hill to Mansfield**, you will follow the same steps to get from Cedar Hill to Arlington.

- Once in Arlington, use Arlington On-Demand to book a ride to Tarrant Community College's Southeast campus (2100 Southeast Pkwy, Arlington, TX 76018).
- From there, you can use Trinity Metro's on-demand service to book a ride from the campus to any location in Mansfield. You can book a ride through the GoPass App or through its own Trinity Metro On-Demand app.

For more information and assistance with the Trinity Metro On-Demand trip from Arlington to Mansfield, you can visit their website [here](#), or contact their customer support line at 817-215-8600.

If you have any additional questions, or if you would prefer to discuss this request further by phone, please feel free to reach out again*. Thank you again for your comment! — NCTCOG Transportation Department



North Central Texas
Council of Governments

TRANSPORTATION PUBLIC MEETING

APRIL 7 | NOON | 616 SIX FLAGS DR. ARLINGTON, TX 76011

PRESENTATIONS

MOBILITY 2050: THE METROPOLITAN TRANSPORTATION PLAN FOR NORTH CENTRAL TEXAS

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

REGIONAL TRANSIT PERFORMANCE MEASURES UPDATE AND DRAFT TARGETS

As the MPO for Dallas-Fort Worth, NCTCOG is required to set and measure performance toward regional targets for transportation assets and systems. This presentation will include an update on regional performance for two groups of transit measures: Transit Asset Management (TAM) and Public Transit Agency Safety Plan (PTASP). Staff will also present new draft PTASP performance measure targets for public input, as new targets need to be approved and adopted by the Regional Transportation Council by the end of Fiscal Year 2025.

TRANSPORTATION ALTERNATIVES PROGRAM CALL FOR PROJECTS: RECOMMENDED FUNDING AWARDS

Staff will provide information on the Transportation Alternatives Program, an overview of submitted applications and the evaluation process. Projects eligible for funding under this program include the construction of on- and off-road pedestrian and bicycle facilities, multimodal connections to public transit and pedestrian/bicycle infrastructure and planning

associated with Safe Routes to School projects. Staff will provide an overview of the projects being recommended to receive funding.

RURAL RAIL CORRIDOR PROJECT

The Northeast Texas Rural Rail Transportation District (NETEX) Rail Corridor is important to future transportation initiatives in North Texas. The corridor currently requires updates, including improvements to tracks, bridges and other infrastructure on the existing operational line. Right-of-way purchases will also be initiated to help preserve the corridor for future use.

ONLINE REVIEW + COMMENT REGIONAL BICYCLE SAFETY ACTION PLAN SURVEY

No in-person presentation. Survey will be linked online at www.publicinput.com/Apr25.

RESOURCES + INFORMATION

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

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

Try Parking It
www.TryParkingIt.com

GoCarma Celebrates 3 Million HOV Discounts in DFW
www.gocarma.com/dfw

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

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

Attend in person, watch the presentations live at publicinput.com/nctcogApr25 or participate via phone by dialing 855-925-2801 then code 11203.

[f](#) [@](#) [X](#) [in](#) @nctcogtrans

DALLAS OBSERVER

DART WARNS OF DRAMATIC STAFF, SERVICE REDUCTIONS AS STATE CONSIDERS CUTS

By Emma Ruby

March 3, 2025

Dallas Area Rapid Transit (DART) authorities issued a dire warning Friday: years of post-pandemic improvements made to the system's buses and rail lines could be negated if a series of state bills proposing cuts to the agency's funding are approved.

Two identical bills — [House Bill 3187](#) filed by Matt Shaheen of Plano and [Senate Bill 1557](#), filed by a coalition of state senators representing McKinney, Denton and Flower Mound — would allow DART member cities to reduce their contribution to the agency by 25%. DART funding currently relies on a 1-cent sales and use tax from the 13 North Texas cities included in the agency's footprint.

The proposals come on the heels of [several DART member cities asking to reduce their contribution](#) to the transit group. If passed into law, the funding shift would be implemented Sept. 1.

Dramatic Reductions in DART Staffing Levels

In a briefing given to the DART board of directors, DART Chief Financial Officer Jamie Adelman said the proposed funding cuts could [lead to a workforce reduction of 960 positions](#). Nearly 500 of those positions would belong to rail and bus operators, affecting the system's service frequency and breadth.

While Adelman said the number of DART police officers is not expected to be reduced, fare enforcement and transit security positions would likely be cut. The organization would also likely return to night-only cleanings for light rail cars, Adelman said.

"What we're doing here with the 25% is unraveling a lot of that work that we have done over the last three years," Adelman said. "The cleanliness of the system has been a big attraction for riders and they've noticed it. ... We really would be seeing a reversal in these positive trends that we've created."

Adelman also warned the dip in funding would likely result in the agency's credit rating taking a hit from agencies like S&P and Moody's.

Silver Line Impacted Before it Begins

The funding woes [could also impact the DART Silver Line](#), a commuter rail line that has been in the works since 2019. The rail is planned to connect North Texas cities from Plano to the Dallas-Fort Worth International Airport.

While DART had planned to launch the Silver Line later this year, DART board Chairman Gary Slagel said earlier last week the agency may only be able to operate the Silver Line for "a month and a half" if the funding reduction is approved by the Legislature. In Friday's update, Adelman confirmed planned service for the highly anticipated line would be hurt.

“We haven't even started service yet, but it would be a reduction for what was planned originally for that service line,” Adelman said.

Emma Breuster, a 25-year-old resident of downtown Plano, told the *Observer* she was “really disappointed” to learn the rail line could be reduced from what was promised. Watching the Silver Line construction progress, she has looked forward to walking to the station near her apartment and riding the line into downtown Carrollton, where a group of friends meet weekly at a brewery for trivia games.

“We've all been super excited about this for years,” Breuster said. “This would just really suck.”

Slashed Services Ahead of the FIFA World Cup

The filed bills propose the 25% funding reduction be redirected towards a general mobility program for cities whose financial contributions to DART are not equivalent to services offered. Under the general mobility program, Adelman said the Trinity Railway Express (TRE), which runs between Dallas and Fort Worth and is owned and operated by DART, would be fully eliminated.

“The TRE is one of the primary modes that was advertised to get the FIFA World Cup here in Dallas,” Adelman said. “That would be a significant impact to the region's plan to support such a large event.”

AT&T Stadium in Arlington is [scheduled to host nine World Cup matches](#) in 2026, the most of any host city.

Around \$40 million in costs are associated with the TRE each year, and while officials discussed keeping the rail line open through the World Cup, Adelman pointed to additional bus and rail reductions that would be required to “make up that difference.”

“The World Cup service is not limited only to the service to Arlington. There is a lot of activity that will be happening at Fair Park, which we would also not be able to meet with the reduction in service,” DART CEO Nadine Lee said. “I want to make sure people understand that this is a tremendous impact.”

MURPHY MONITOR

NCTCOG SEEKS PUBLIC INPUT ON REGIONAL TRANSPORTATION PLAN

By Staff

March 4, 2025

The North Central Texas Council of Governments is set to update Access North Texas, the regional public transportation coordination plan, over the next year. Updated every four years, the plan identifies transportation needs for older adults, people with disabilities, individuals with lower incomes, and others facing mobility challenges.

To gather community input, NCTCOG will host a Collin County stakeholder meeting at 6 p.m. on March 6, 2025, at the John and Judy Gay Library in McKinney. Residents are encouraged to attend and share their public transportation concerns and suggestions.

For more information or to register for the meeting, visit www.accessnorthtexas.org.

For more stories about the Murphy community see the next print, or digital edition of the [Murphy Monitor](#). [Subscribe](#) today and support local journalism.

WITH LEGISLATION LOOMING, DART BOARD TAKES STOCK OF POTENTIAL OPTIONS

The agency might have to reduce bus routes, tolerate longer light rail waits, and eliminate the TRE – all as the World Cup is set to arrive in North Texas

By Alex Wolford
March 3, 2025



Photo: D Magazine

This past Friday, Dallas Area Rapid Transit stared down the legislation that could kill it. On the morning of February 28, DART's board of directors held a workshop to, among other things, review the set of bills that could take millions from Dallas' 40-year-old public transit agency. But the meeting marked just one moment in what has been a nine-month squabble between the agency and some of its member cities.

Starting with [Plano](#) in June and continuing through the summer, [six of DART's 13 member cities](#) passed resolutions stating that the current amount of revenue they pay into DART is too high. To be a part of the agency, a city must allow DART to charge a sales tax of 1 cent on the dollar, consuming half of the 2 cents cities are allowed to charge.

DART attempted to mollify the cities by discussing the expansion of micro-transit services and the implementation of circulator services, but it was to no avail. [Two identical bills](#), HB3187 and SB1557, were filed in the state Legislature earlier in February. The bills are complex, but, in short, they would allow cities to take back 25 percent of the money they currently give DART

and put it in a “general mobility fund,” which could then be used to spend money on various non-transit-related mobility projects. The bills would eventually reduce the sales tax rate DART can impose, and they would make it harder for DART to borrow money and easier for cities to leave the organization.

So what are DART’s options if these bills are passed and the 25 percent general mobility cut goes into effect? Executive Vice President and CFO Jamie Adelman laid out the board’s options Friday.

To start, DART would immediately begin slashing spending. Plans call for a 23 percent cut in bus funding, a 32 percent cut in light-rail funding, and ceasing funding for the Trinity Railway Express altogether, eliminating the service outright, among other cuts. DART expects such a severe drop-off in ridership that it would lead to a 42 percent reduction in operating revenue, most of which comes from fares. The agency also anticipates a 29 percent reduction in federal funding and additional losses in other discretionary federal funding.

For riders, it would mean a 30 percent reduction in bus service, headways on the light rail doubling to 30 minutes or more, and the ceasing of operations of the Trinity Railway Express. It would look like eliminating seven out of the 34 GoLink zones, where riders can call an Uber-like point-to-point service, and cutting remaining GoLink services by 30 percent, as well as cutting 17 percent of paratransit trips. Adelman told the board that 125,000 residents will lose access to bus and rail service entirely, and a third of seniors, youth, and other vulnerable residents will lose access to 15-minute peak service. She also noted that a reduction in service this severe could result in significant Title VI compliance concerns. (Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin in programs or activities that receive federal money.)

The cuts would also mean layoffs. Adelman estimated that 960 people at DART would lose their jobs, including 495 operators. Two thousand jobs tied directly to DART’s capital projects would be cut. It would result in the reduction of funding for maintenance and repairs by 32 percent or more, leading to the deterioration of DART’s aging infrastructure. Negative impacts on the agency’s credit rating are also expected. All in all, DART estimates it would lose \$6.3 billion over the next 20 years if these bills go through.

These are still broad estimates; the specifics of what they would cut and where have not yet been determined. For example, Adelman mentioned how eliminating TRE may not be possible due to “FTA federal interests” and conflicts with the [FIFA World Cup](#), but if the TRE were to stay online, it would just lead to cuts in other places.

The situation would get even worse further down the line when, in addition to the general mobility fund, the legislation filed last month would lower the amount of sales tax DART can collect. In other words, once DART’s debt gets paid off, estimated to occur in 2057, these 25 percent cuts become 44 percent cuts. “So this [25 percent cut] is the best-case scenario then?” board member Enrique MacGregor grimly quipped.

If DART funding were to go, it could lead to other knock-on effects for Dallas, as Michael Morris, the transportation director of the North Central Texas Council of Governments, explained to the board. “It opens up the region to freeway sanctions; a lot of your transit system is in the Clean Air Act as a transportation control measure,” he said. In short, DART service deterioration would

lead to more cars on the road, leading to worse air, meaning the federal government would be less willing to assist Dallas in mobility projects.

The FIFA World Cup was also a frequent point of discussion for Morris. Dallas' hosting multiple World Cup events was predicated on the city having a robust transit system, especially the TRE. But it now appears that the transit system those plans were made on is under threat, throwing a wrench in the city's designs for how to move such a large number of people. As Morris put it, "Our transit plan is at risk."

DART has always struggled to keep the city councils in each of its member cities happy, but that's not entirely its fault, nor is it entirely a bad thing. DART is and always has been a regional transportation agency that thinks beyond the interests of any individual city; member cities might not get every project they want, but they get enough value to stay in the organization.

This is the trade-off of regionalism, of thinking beyond the city, and this is the trade-off voters in member cities had chosen at the ballot box when they signed on to the DART system back in the 1980s. The cities give up a piece of their autonomy and revenue, but in return, they reap the kinds of rewards and build the kinds of projects that can only be created when cities are willing to cooperate.

Maintaining this balance that has kept DART going despite the headwinds. It has gotten the agency as far as having one of the largest light-rail systems in the nation; it has gotten the agency as far as moving some 220,000 people a day in one of the most sprawling cities in the nation. DART remains a flawed system for numerous reasons, but is ripping hundreds of millions of dollars away from the agency the best solution to resolving those issues?

The cooperative spirit that has held DART together for so long looks to have fallen apart. DART faces legislation that would hollow out its funding from Austin, and cities such as Plano remain insistent that the status quo cannot continue. Even if these bills don't pass, the fight will likely continue.

As the meeting ended, DART board chair (and 30-year veteran of North Texas politics) Gary Slagel questioned whether the agency could survive if Austin does its worst. "I think this is the end of DART if we do it," he said. "Fairly straightforward, but that's where I think we go. ... I don't know how we survive if we do this, so let's hope that we do not have to do it."

DART FUNDING CUT COULD RISK 2026 WORLD CUP TRANSIT PLANS

By Pablo Arauz Pena

March 4, 2025

Transportation leaders say North Texas may not be prepared for the FIFA 2026 World Cup games in Arlington if legislation to reduce funding for Dallas Area Rapid Transit becomes law.

During a special meeting of the DART board of directors Friday, regional transportation director Michael Morris told board members the plan to transport people to and from AT&T Stadium using the Trinity Railway Express (TRE) train line and a “bus bridge” could be impacted.

Lawmakers have filed two identical bills that [could cut the funding DART receives](#) from its member cities by 25%.

“Our transit plan is at risk if anything happens between now and the delivery of that 18 months from now, which could have significant consequences to the commitments we've made for that particular plan moving forward,” Morris said.

The FIFA 2026 World Cup is expected to bring millions of soccer fans to North Texas next summer, according to [WFAA](#).

Last year, Morris [credited the Regional Transportation Council's plan](#) to use existing transit — as well as a system of charter buses, Morris' "special sauce" — for the summer 2026 games as a reason why the region was able to score nine games at the Arlington stadium.

The TRE is jointly owned and operated by DART and Trinity Metro, the transit agency for Tarrant County.

Paul Wageman, who represents Plano on the DART board, has [previously proposed cuts to the TRE](#). Morris said he's uncertain of what impact that would have on the RTC's plans for the games.

“I have no idea what you'd be forced to do with regard to the commitments to the TRE as the backbone of our delivery of FIFA,” Morris said. “I think it's fair to talk about the unintended consequences.”

He added a risk to the World Cup is just one of those consequences to reduced funding for DART. The region could also face potential roadway sanctions for failing to meet clean air standards and lose federal grants “under a financial risk situation.”

Morris said he hopes DART and cities can resolve the issue locally through mediation at the RTC.

Irving Mayor and DART board member Rick Stopfer suggested DART could bring in new member cities paying less than current cities do, which could offset the cost of cuts.

“It's unfair to have all these things that Michael just talked about, that we're going to be responsible if we screw up and we're carrying that all on our back,” Stopfer said.

Irving is one of the DART member cities that [passed a resolution last year](#) to support cutting DART's funding.

Morris told the board he expects RTC's chair and Dallas County Judge Clay Lewis Jenkins to call a special meeting of the regional council to address DART's legislative dilemma or it will be addressed at the council's next meeting on March 13.

FORT WORTH PROPOSES URBAN RAIL SYSTEM EMANATING FROM DOWNTOWN

By Eric Garcia

March 4, 2025



The city unveiled a promotional streetcar in downtown Fort Worth, Nov. 18, 2010. (Photo courtesy | Fort Worth Streetcar)

An urban rail system that emanates from downtown Fort Worth and extends to the city's rapidly growing areas to the north, south and west is among the sweeping transit recommendations a committee of city leaders led by Mayor Mattie Parker proposed Tuesday.

The project — which could cost at least \$800 million if fully built out and take up to 10 years to go from planning stages to operation — picks up on significant transit corridors first identified in a 2010 city streetcar study aimed at relieving traffic congestion. A starter rail system could extend about three miles in three directions from the downtown center with potential for extensions as the city grows, according to a study by the [Mayor's Urban Rail Committee Supporting Economic Development and Tourism](#).

The city and Trinity Metro, the Fort Worth area transit agency, will work together to pursue a separate study of urban rail alternatives to recommend a transportation mode, routes and preliminary stations. One of the three routes would be built first, with initial costs starting around \$220 million to \$295 million.

Parker said the committee members — which included consultant Jay Chapa, now Fort Worth's city manager, and then-Fort Worth Hispanic Chamber president Anette Landeros, now of Trinity Metro — brought different business perspectives to the table.

Their conversations centered around a “buzzword,” Parker said: strategic exploration.

“What does that mean? How do you create better connectivity that also stimulates economic development and growth, and in many ways enhances our traditional modes of transportation and transit here in the city of Fort Worth, but also moves a step forward to what urban rail could look like,” the mayor said. “Once we got a consensus around the table, then it was obvious to us our next step is really around the feasibility study and (to) help us explore what a good urban rail start would look like in Fort Worth.”

The project would include consideration of establishing a transportation reinvestment zone, tax increment financing, federal and state grants, and commercial and philanthropic sponsors. A future referendum on the project could be put forward to voters, as other Texas cities, including Austin and San Antonio, have done for transit proposals.

Rail system would connect destinations like Stockyards, Cultural District

If approved and funded, the system could eventually reach Fort Worth's major attractions and destinations — including the Stockyards, the Cultural District and the Near Southside neighborhood — that are popular with residents and tourists alike. The system, which would consider future population and job growth in those areas, could see ridership start at 21,000 with potential to eventually reach hundreds of thousands as 363,924 jobs are forecast in the targeted areas by 2045.

The rail system, which would become part of Trinity Metro, would incorporate more than 260 acres of vacant land and 153 acres of parking lots, according to the study presented to the Fort Worth City Council Tuesday.

Annual operations and maintenance costs could run between \$4 million and \$6.5 million for each area.

The 21-page study offers options for the city to consider — bus rapid transit, streetcars, light rail, heavy rail and commuter rail.

The cheapest options are bus rapid transit — essentially faster-than-normal bus service — and streetcars. BRT would have an average construction cost of \$28 million per mile while the streetcar option would cost an average of about \$40 million per mile.

Rail options are pricier. Extensions of current commuter rail lines would cost an average of \$73 million per mile while a light-rail system similar to the one operated by Dallas Area Rapid Transit would cost an average of \$186 million per mile. A system using existing heavy rail lines would cost an average of \$963 million per mile.

The committee's study estimates that the three targeted areas could each reach a population of about 20,000 each by 2045, allowing for expansion in those areas as well as to the east side of town.

Parker said the study focused on the city's entertainment districts as those on the north, west and south sides are growing, coupled with Trinity Metro's efforts to boost ridership on its rail and bus systems.

She said it was important to be really conservative and to look at costs to make the projects a reality. The project would initially start on a small scale, Parker said.

"We're talking about a really efficient network, an innovative system that is unique to Fort Worth," said Richard Andreski, president and CEO of Trinity Metro. He added that the starter system would be able to connect with other areas of the city because they are close to downtown.

"We can be really efficient on how we build out this infrastructure," he said. "I think there's a rather unique opportunity to Fort Worth in terms of how this potential network gets developed over the coming years. We're a long way from identifying exactly what that looks like. There's a good bit of work that has to happen in terms of ridership opportunity, in terms of how these investments could stimulate further economic activity so there's a lot of work that has to be done."

Proposed rail lines

Northside line

The proposed route to the Northside neighborhood would be about three miles long to service Panther Island and the Stockyards via 9th Street and North Main Street, similar to the Orange Line bus route that Trinity Metro launched last year. The Northside route — estimated to cost between \$285 million and \$350 million — would include five of the city's most congested areas, as redevelopment of the Stockyards is underway. Available land would include 169 acres of vacant land and 44 acres of parking lots.

Near Southside line

Another proposed line — estimated to cost between \$220 million and \$265 million — would go from the downtown Central Station to West Magnolia Avenue via Jennings Avenue and West Vickery Boulevard, a 1.9-mile route. That route could use 65 acres of vacant land and 54 acres of parking lots.

Cultural District

The third spur of the proposed line would go from Central Station to 7th Street and Montgomery Street/Camp Bowie Boulevard. That route could cost between \$295 million and \$360 million and run 3.2 miles. That route would incorporate 32 acres of vacant land and 55 acres of parking lots.

Research shows 'extraordinary support' for transit in Fort Worth area

The committee, composed of dozens of Fort Worth leaders, met four times in September and October, to develop recommendations. The meetings weren't public, so committee members could speak honestly about the city's needs, Parker said.

The need for transit solutions comes as data shows traffic congestion in the downtown, Northside and Alliance areas as well as pockets of the city's far east and west sides. North

Central Texas Council of Governments data shows that highway initiatives near downtown — Interstate 30 and 35W and U.S. Highway 287 — spurred development in those areas.

Residents use their vehicles for 84% of trips in the city, resulting in an average commute time of 31 minutes. Most morning travel within Fort Worth is located west or northeast of downtown, especially as people travel to adjacent municipalities such as Trophy Club, Westlake, Keller and Watauga.

Trinity Metro, which has a service area of 404 square miles in Fort Worth and Tarrant County, is among the lowest funded transit agencies of Texas' largest cities. Fort Worth, the state's fourth most populous city, receives less transit funding than agencies in the Dallas, Austin, Houston and San Antonio areas.

Research by Trinity Metro shows that there is "extraordinary support" for public transit as three in four respondents said they wanted more investment in bus, rail, ride share and other mobility programs. The study found that Trinity Metro has an annual economic impact of \$705 million that supports 3,700 jobs in the community.

The agency is preparing a five-year strategic plan to identify ways to enhance services and increase ridership as it creates a long-term vision for transit in Tarrant County.

Parker said the city isn't hampered by having a legacy system in place "so we can start from scratch" and identify the right corridors for the system.

"It's not just about moving people from place to place. You're also creating new economic activity along the route," Parker said.

WACO HIT-AND-RUN DEATH SPOTLIGHTS ONGOING PEDESTRIAN SAFETY RISKS IN TEXAS

By Blake Hollingsworth

March 4, 2025

Waco police officers responded to a “man down” call in Waco on Feb. 24, where they found 45-year-old Daniel Mansen deceased. Investigators later determined he was struck in a crash that had gone unreported, and the driver fled without rendering aid.

As special crimes detectives work to identify the suspect, the tragedy spotlights ongoing safety risks for pedestrians in Waco. In the past decade, about 800 hit-and-run crashes have occurred in Waco each year, according to Jay Crossley, executive director of [Farm&City](#), a nonprofit organization focused on improving the quality of living in Texas.

To prevent tragedies similar to this one, Farm&City leads [Vision Zero Texas](#), an initiative dedicated to protecting both drivers and pedestrians in Texas. This includes working with local and regional governments and the [Texas Department of Transportation](#) to adopt policies which reduce the number of people hurt and killed in traffic crashes across Texas, Crossley said.

“We have designed Texas streets and roads to be extraordinarily dangerous, and the results are terrible,” Crossley said. “We have much higher rates of traffic deaths than other places. Essentially, elected officials have promised that they’re going to make it easier for you to drive faster, and that has been a deadly promise. We instead should switch to a new promise of ‘We’re going to make it safe for you to get where you want to go.’”

Furthermore, Crossley said Waco should invest a portion of transportation spending on walkability, including pedestrian infrastructure like sidewalks, crosswalks and [ramps](#) that meet the guidelines of the Americans with Disabilities Act.

Additionally, Crossley said that Texas should emphasize roundabout usage, calling it “way safer” than traditional red lights.

“In Texas, you’re not really used to that,” Crossley said. “It’s going to be weird the first several times. However, it’s better to feel weird and drive slowly than to get in a crash at a red light.”

Waco pedestrians can help protect themselves by following safety tips from [Lookout Texans](#), a campaign led by [North Central Texas Council of Governments](#), according to Senior Program Manager Karla Windsor.

“Making sure you’re wearing bright colors in the dark ... The response rate of a motorist is dramatically increased if someone wears yellow or white,” Windsor said. “I always tell people if you’re crossing the street and cars are coming, you need to make eye contact with that driver. Don’t assume that they see you.”

WHAT WILL FORT WORTH LOOK LIKE IN 2050?

From a swelling population to expanding city limits and a shift toward walkable neighborhoods, Fort Worth's future is unfolding at breakneck speed. Will Cowtown embrace its evolution into a world-class city, or will growing pains get in the way?

By Brian Kendall
March 5, 2025

In hindsight, Nostradamus, the famous prognosticator from the 16th century, might have had it easy. He wrote his predictions in rhyming, cryptic quatrains, which included only vague assertions as to what would happen — “global conflict,” “natural disasters,” “technological breakthroughs,” “economic turmoil” ... pick a year, they all apply.

We are taking no such shortcuts in this article.

When one wants to know what the future holds, they want specifics, and they want specifics that are not in rhyming quatrains — we hope.

How much will artificial intelligence change the world? Will we have flying cars? Will said flying cars come with a hybrid option? Will the Cowboys make it to the NFC Championship? You want answers, and we're going to try to give them to you.

Except, in this piece, we're going to keep our predictions within city limits — limits that will likely grow by 2050. That said, predicting Fort Worth's future is no easy task.

It's been repeated many times and for many years: Fort Worth is at a crossroads. A rapidly growing city trying to cling to the quaintness that differentiates it from the town to the east, the next turn Fort Worth takes is one that will define it for decades.

In June 2024, the city government hosted the Reimagine Fort Worth-2050 Comprehensive Plan Vision Summit. The two-hour meeting included presentations and brief discussions about planning for Fort Worth's future. What would an ideal Fort Worth look like in 2050? In July, the planning division launched a website (connectfw.com/comprehensive-plan) asking for contributions from the public. The objective of the 2050 Comprehensive Plan is to create a road map for Fort Worth to “establish a shared vision for the city.”

While this plan, which the city will likely release sometime this year, might have an effect on Fort Worth's direction, we're going to confer with our proverbial crystal ball before receiving such assistance and predict 2050. After all, city leadership has been pretty transparent about where they see the city going. And, no surprise, it's a combination of progress and preservation.

As an aside, we will warn that the following predictions have a generally positive bent. So, we apologize to those seeking prognostications that might reference extreme turmoil. We just happen to be natural optimists.

IN THE YEAR 2050, FORT WORTH ('S)...

POPULATION WILL EXCEED 1.4 MILLION

(GROWTH)

For you claustrophobic types, this prognostication could be concerning: Things will start getting a little crowded in Cowtown. But such a prediction shouldn't come as a shock to the system. After all, this is the trajectory Fort Worth has been on since 2000, and news about the city's rapid climb up the rankings of most populated cities continues to make headlines.

Fort Worthians gave a collective hoorah in early December when the Texas Demographic Center showed the city had officially jumped those pesky Austinites in population, becoming the fourth most populous city in Texas and 11th in the country.

It's a bit of a flex and favorite pastime of Fort Worth locals to tout our city's growth over the last several years — perhaps to further distinguish ourselves from our neighbor to the east. And here's the kicker: It ain't slowing down anytime soon.

Jacksonville? San Diego? Dallas? We're coming for ya.

According to the U.S. Census Bureau, Fort Worth will hit the "Population: 1,000,000" mark by 2028 and surpass Dallas by 2045. That's right. In 20 years, Dallas will become Fort Worth's little brother — so long as we keep population density out of the discussion. That said, the DFW metroplex, as a whole, is also projected to surpass the size of Chicago's metroplex sometime in the 2030s. This will make our consolidated area the third largest in the nation.

Like Edwin Hubble said of the cosmos, this town is going to expand on a near perpetual level. And the source of this growth isn't Fort Worthians birthing new Fort Worthians. In fact, Mr. Stork will have very little to do with the population increase. Instead, the city will continue luring out-of-towners with its jobs, vast options for higher education, opportunities in diverse industries, relatively — at the moment — low cost of living, and a welcoming culture that embraces newcomers. And, as these transplants flood the town like a broken spigot, the population will also continue to get younger and more diverse. With population shares of Hispanic and Asian Americans doubling over the last 30 years, and Fort Worth's median age clocking in at five years under the national average, one can expect these trends to continue.

But what does this growth mean for prices, politics, infrastructure, and utilities? Ultimately, this continued boom of new Fort Worthians will have the greatest effect on everything that follows in this article.

NAYSAYING NOSTRADAMUS SAYS:

- *More people means heavier traffic, pressure on the grid, and maybe even a third area code. But we all know what matters most: your pocketbook. It's going to get pricey to live in this town.*

THE ROSE-COLORED OUTLOOK:

- *As Fort Worth grows, it will also embrace growth in the right ways, leading to Cowtown's designation a world-class city.*

GEOGRAPHIC FOOTPRINT WILL CONTINUE TO EXPAND

(ANNEXATIONS)

In this version of “The Twilight Zone,” I’m traveling west of the Loop, across the vast open skies of what was once Amon Carter’s domain, where the *Fort Worth Star-Telegram* boasted an extensive distribution network — throwing newspapers to homes and at pump jacks in West Texas’ major population centers on the rolling plains, including Lubbock, Midland-Odessa, and Amarillo.

Much of this is now Fort Worth in 2050.

OK, yes, this alternate reality is more an imagination run amok.

However, the city’s geographic footprint will expand in the generation to come, much as it has over the preceding 25 years, moving even more significantly into Parker, Johnson, Wise, and Denton counties through the city’s extraterritorial jurisdiction, the 5-mile-wide zone that borders the city limits in unincorporated areas.

In 1997, the city was 296 square miles. Today, the city is 347 square miles, an increase made through the annexation of its extraterritorial jurisdiction. There’s still a significant amount of ETJ remaining before incorporated suburbs start encroaching on Fort Worth.

Today, the city’s ETJ is 265 square miles. So, Fort Worth will outgrow its brother Dallas — 385 square miles and nowhere to grow — in terms of square miles by 2050.

Fort Worth in the 1980s and 1990s gobbled up ETJ in the Alliance corridor along Interstate 35, one of the city’s most forward-thinking decisions, rivaling those of any of its most visionary leaders in its history.

Fort Worth has always kept its options open on expansion, a mindset completely different from what Dallas did in the 1970s, when that city declined to annex northward. Plano cut them off.

City leaders grappling with unprecedented population growth will likely continue on the path of expanding its borders.

The city’s projected urban sprawl will eventually impact to an even greater degree its edge cities, like Aledo, Benbrook, and Haslet. As Fort Worth expands outward to accommodate population growth, corporate relocations, and infrastructure improvements, the suburbs north, west, southwest, and continuing to the south — did you know Burleson has a population over 50,000? — will be poised to evolve into urban center cities themselves with a blend of business hubs, residential areas, and retail spaces.

NAYSAYING NOSTRADAMUS SAYS:

- *An expanding city must extend utilities, roads, public transit — more traffic! — and emergency services to newly incorporated areas. Upgrades are — surprise — costly.*

THE ROSE-COLORED OUTLOOK:

- *Conversely, an expanded city will increase the tax base, generating more revenue for public services, infrastructure, and schools. New commercial development increases economic activity, attracting businesses and creating more jobs.*

NEIGHBORHOODS WILL BECOME MORE WALKABLE

(CITY PLANNING)

As Fort Worth gobbles up land like a Pac-Man ingesting ZIP codes, the city and its residents will fight their natural urge to fall into the trappings of the urban sprawl. This inclination to build out instead of up is a common habit among cities in the Central Time Zone. But it's a pattern Fort Worth will break.

Instead of space making — an obsession with five-figure-square-footage homes and large acreage lots that place extra burdens on the grid and water supplies — the city's residents, both new and old, will embrace placemaking. New communities with condos, apartments, townhomes, grocery stores, retailers, movie theaters, concert venues, coffee shops, bars, restaurants, and, most importantly, sidewalks will start to sprout up. Diverse groups of people who earn a wide range of incomes will inhabit these densely populated areas, where they can work, eat, sleep, and play without adding pressure to the city's infrastructure.

In fact, such pockets of hyper-convenience are already beginning to take shape. The South Main Village in the city's Near Southside is priming itself to be an example that future communities can follow. Located within walking distance of T&P Station and the fancy new digs of Texas A&M School of Law, the area has multistory buildings filled with 500-square-foot studio apartments as well as larger complexes that offer multiroom condos and amenities out the wazoo. And multiple coffee shops, bars, restaurants, breweries, concert venues, an apothecary, and even a bodega with great sandwiches reside within walking distance of anyone who calls this village home. We aren't exaggerating when we say one could reside in this community and have every one of their needs met without having to own a car. Dare we say, "No car? How un-Texas of South Main Village."

It might sound like an against-the-grain idea that flies in the face of Fort Worth's wide-open West and a cowboy's inherent need to "own land," but for the city to achieve sustainable growth and become an inviting place for young talent, such urban communities will exist in multiples. Yes, even in the Stockyards.

NAYSAYING NOSTRADAMUS SAYS:

- *Urban density will strip Fort Worth of its "big city with a small-town feel" charm, leading to a metropolitan area overrun by young, overcaffeinated techies who've never milked a cow in their lives.*

THE ROSE-COLORED OUTLOOK:

- *Successfully combating the spawl, the city's advocacy for placemaking has resulted in Fort Worth becoming a haven for young, skilled workers, and three Fortune 500 companies are considering a move to Cowtown.*

WILL HAVE STREETCARS AND LESS CAR CARS

(PUBLIC TRANSIT AND INFRASTRUCTURE)



Illustrations by Lauren Deitzer

In this seesawing political climate, we wouldn't dare share any conjectures on the future of electric vehicles or previously promised federal funding for public transit projects. We can, however, say with certainty that exponentially more Fort Worthians will be hopping around the city via some form of public transit in 2050.

Despite more homegrown oil drilling and dipping into the billions upon billions of barrels of U.S. oil reserves, gas prices are likely to continue to outrage, and the city's penchant for widening highways, byways, and country roads won't have the slightest effect on decreasing congestion. Sick of high prices and a concrete infrastructure that never had a chance to keep up with population growth, it's likely that some folks will take refuge in the public transit system — whether by the soon-to-expand TEXRail, bus, or rideshare. And as ridership increases, the demand for a more robust public transit system could become the order of the day. And with

densely populated urban villages now speckled throughout the city, natural stops for a streetcar line have emerged.

The city is no stranger to streetcars, having once been home to over 40 miles of streetcar lines that operated throughout the city between 1876 and 1937. And in 2010, the City Council revisited the streetcar but ultimately voted down a proposed line that once seemed likely to pass.

Ideal for tourists and locals alike, the 2050 line will connect most of the city's inner residential and entertainment districts, and we suspect young Fort Worthians will have already embraced the system as a popular alternative for work commutes; museum days; Stock Show events; and night-time treks for dining out, concerts, Bass Hall performances, and social gatherings.

Now, with more streetcars and fewer car cars, congestion will decrease, making any additional concrete driving paths unnecessary. Thus, the fight for an improved infrastructure will shift from roads to rails. And with an increased population, rise in median income, and the potential for a city budget that prioritizes transit, Trinity Metro, Fort Worth's transit agency, could obtain the funding necessary for a light rail. While it's wishful thinking that such a scenario could unfold before 2050, it's not out of the question. After all, this is an area in which Fort Worth is playing catch-up.

Add to this the proposed \$30 billion high-speed rail line connecting Fort Worth to Dallas and carrying on to Houston, come 2050, the way Fort Worthians get around will be unrecognizable.

NAYSAYING NOSTRADAMUS SAYS:

- *Streetcars and light rail systems that resulted from the uptick in urban villages won't service anyone in the suburbs, so most people are paying for something they never use.*

THE ROSE-COLORED OUTLOOK:

- *A robust public transit system does far more than provide affordable transportation for urban dwellers, it will also improve Fort Worth's air quality, increase property value resulting in higher revenue for the city, and attract young talent to the city.*

WILL BECOME THE SILICON VALLEY OF THE AEROSPACE INDUSTRY

(TRIED AND TRUE INDUSTRY)

They're still testing aircraft near the old Carswell Air Force Base, but that's no longer the F-35 you hear screaming through the sky, but a different jet fighter altogether. Something we suspect causes a sigh of relief.

Not long after President Donald Trump's reelection, his then-recent appointee to head the newly christened Department of Government Efficiency (DOGE), Elon Musk, put Fort Worth into a frenzy when he suggested the Department of Defense put an end to the F-35 program. For those who don't know, the F-35 is a fifth-generation combat aircraft made right here in Fort Worth by Lockheed Martin. While his criticisms were not directed at the craftsmanship of our fellow Fort Worthians, his suggestion that the aircraft amounted to little more than wasteful spending put at risk the jobs of 16,400 Lockheed Martin employees at its Fort Worth facility.

While this shows the potential for tumult due to political winds, regardless of what happens to the F-35 program — very unlikely to be canceled, by the way — Fort Worth will remain a mecca for the aviation and aerospace industries. In addition to Musk’s punching bag, there’s another aircraft soon to come equipped with a “Made in Cowtown” sticker. In December 2024, Fort Worth-based Bell Helicopter announced plans to construct a \$632 million factory in Alliance to build the Army’s next-generation assault helicopter, the V-280 Valor.

If you’re keeping score, that means Fort Worth will soon be the manufacturing hub of the two preeminent combat aircraft for all branches of service — the Air Force, Navy, and Marines all use the F-35.

In the coming years, the U.S. Army will deploy the V-280 in 2031, and government purchases of the F-35 are set to end in 2044 — though the aircraft will operate through 2070. However, decades before the aircraft retires, a sixth-generation fighter will already be on deck to take its place. And with China threatening to become the first nation with a sixth-generation fighter, the Navy and Air Force are on a consolidated plan to select an aircraft in the next few years. Lockheed Martin, which won the last two government contracts for combat fighters, might be the odds-on favorite to come out on top.

Whether the F-40-somethings are manufactured in Fort Worth or elsewhere, a win for Lockheed is still a win for Fort Worth.

NAYSAYING NOSTRADAMUS SAYS:

- *Fort Worth continuing to thrive in the era of the military industrial complex is not the best of looks.*

THE ROSE-COLORED OUTLOOK:

- *Fort Worth’s research and development tax credit will lead to an expansive and diverse field of aerospace companies calling Cowtown home.*

WILL BECOME THE HOLLYWOOD OF TEXAS

(NEW INDUSTRY)



Illustrations by Lauren Deitzer

According to his Wikipedia page, which we have on record is entirely inaccurate, Taylor Sheridan will be 80 years old in 2050. While many successful writers and directors continue to work, sometimes even at a prolific rate, into their golden years — Scorsese, Eastwood, Spielberg, and Coppola to name recent examples — we'd say it's fair to avoid putting the weight of an entire city's film industry on the shoulders of someone entering their ninth decade of life.

And while Sheridan could feasibly be amid another batch of popular shows streaming on whatever service is bound to have replaced Paramount+ — are we going to follow John Dutton II into a war-torn 1942? — by now, he would have built a sturdy-enough foundation and lured multiple filmmakers into producing films almost exclusively in Fort Worth.

But, for this to happen, a key domino must fall.

In the Texas film world, a lot is happening right now — the state senate is proposing a \$500 million investment into incentives for Texas-based film productions, more than doubling the current incentive program; Matthew McConaughey is headlining Super Bowl commercials in favor of said incentive program; and devastating wildfires are bound to leave Southern California reeling for some time.

Concerning the investment, a number that would exceed the annual \$330 million cap in California, those who proposed the bill aren't mincing their words. Their objective is to make Texas the "motion picture capital of the world." Yet, budget-conscious lawmakers aren't thrilled about the high price tag — no matter how charmingly persuasive McConaughey might appear.

Perhaps a better way to convince such legislators is to point to Sheridan's impact on the Fort Worth economy — \$700 million since 2015. Of note, Sheridan along with Mayor Mattie Parker spoke to the Texas Senate in October 2024, urging for more incentives.

Our crystal ball is saying the senate passes the bill, opening the flood gates of filmmaking to the Lone Star State. And with a likely gold rush for filmmakers to carve out a piece of that \$500 million investment, we suspect many will be keen on choosing the city where the state's most well-known showrunner filmed the most-watched Paramount+ show ever. Yes, we're talking about Fort Worth.

In 2050, don't be shocked if clapboards become a familiar sight.

NAYSAYING NOSTRADAMUS SAYS:

- *That's a lot of my hard-earned money going to the "Hollywood elite." I thought we were trying to keep Cali out.*

THE ROSE-COLORED OUTLOOK:

- *More jobs, more tax revenue thanks to the expenditures of cast and crew, and few things bring more attention to a city than a popular motion picture. Why wouldn't we want more of those made here?*

DATA CENTERS WILL OUTNUMBER GROCERY STORES

(TECHNOLOGY AND ARTIFICIAL INTELLIGENCE)

Not sure if you're aware, but artificial intelligence (AI for short) is taking over the world. And the world happens to include Fort Worth; you do the math.

The possible outcomes of such a wrinkle, one that movie directors and cynics long anticipated, are innumerable and mind-boggling. But we can say with 100% certainty that AI and generative AI — the tool most now use to generate "original" text, images, and videos — will have a massive effect on our lives and the city we call home.

We suspect there are two distinct and dissimilar ways in which this new technology will most impact Cowtown.

First, Fort Worth — and by Fort Worth, we mean every facet of the city and how it operates, from police to utilities to waste management — will harness artificial intelligence to improve its residents' quality of life. Getting assistance from AI to monitor and collect massive amounts of data around traffic flow, air quality, energy usage, criminal activity, and just about everything in-between, the city will become privy to patterns that will greatly influence every decision the city makes, down to the number of nanoseconds a light remains green.

No longer will any ineptitude of city services be chalked up to the very human quirk of making mistakes. Rather, any city errors will be the consequence of software malfunctions or spotty Wi-Fi. No more human brains operating on whims or half-guesses, y'all.

But how does all this artificial intelligence get powered and generated? That brings us to the second way artificial intelligence will change the landscape of Fort Worth.

Over the next two decades, the demand for data centers, facilities full of computing infrastructure necessary for such technology to exist, will continue to increase, and the Dallas/Fort Worth metroplex will become a hub of these massive, power-hungry facilities. In fact, the writing is on the wall.

With dozens already in the area and two new data centers now under construction, the metroplex is the second-largest data center market in the U.S. And with Texas' friendliness toward the energy industry unlikely to wane, North Texas will become Data Capital, USA. In other words, as Houston is to oil, Dallas/Fort Worth will be to data.

Even more jarring, with the popularity of online shopping extending to our food, grocery stores will become fewer and more niche. And, in 2050, those data centers powering your online shopping will outnumber physical grocery stores in Fort Worth.

NAYSAYING NOSTRADAMUS SAYS:

- *Have you not seen "The Terminator"?*

THE ROSE-COLORED OUTLOOK:

- *While our reliance on the digital can be depressing, the city will become more efficient, and the new data centers will also employ Fort Worthians and pay taxes, generating revenue for the city.*

ECONOMIC GROWTH WILL OCCUR ON BOTH SIDES OF I-35 WITH MINIMAL DISPLACEMENT

(GENTRIFICATION)

One of the biggest concerns when one speaks of economic growth directly east of I-35 is gentrification. When new businesses arrive, new developments get green-lit, new housing gets built, and property values increase and rent prices go up. Suddenly priced out of their residences, lower-income and disadvantaged families and individuals are forced to leave. While this is a natural cycle and evolution of neighborhoods, there are ways to boost economic growth within a particular neighborhood while minimizing displacement.

And Fort Worth might already have the blueprint.

A new urban village at Evans and Rosedale is set to reshape a large chunk of the Historic Southside and Hillside neighborhoods of Fort Worth. However, the developer had to meet certain stipulations defined by the city, such as the inclusion of affordable housing and use of minority subcontractors. According to the upcoming urban village's Milwaukee-based developer, Royal Capital, the final design of the Evans and Rosedale development included significant input from the community.

Ultimately, a development with mixed-income housing and shops, eateries, and entertainment options tailored to the community that exists instead of one they're trying to attract, could provide new options and opportunities for locals, lower crime rates, and improve infrastructure without significant increases in cost of living. Yes, Fort Worth is having its cake and eating it, too.

In this prediction of the future, this handsome and walkable urban village will become a shining example of how to develop a neighborhood with a disadvantaged population. And you'll see several more developments just like it throughout the city.

NAYSAYING NOSTRADAMUS SAYS:

- *Putting such stipulations on new developments will only stymie growth. And with no increase in property taxes, the city is getting no additional revenue for its trouble.*

THE ROSE-COLORED OUTLOOK:

- *Some types of growth needn't be stretched beyond certain boundaries. And staying within those limitations will centralize growth and promote population density, which is precisely what the city needs.*

WILL EMBRACE ENERGY IN ALL ITS FORMS

(OIL AND GAS AND RENEWABLES)

Fort Worth was once home to an office of every major oil company, had seven oil refineries, and reaped massive benefits from the seven-year boom of the Barnett Shale. This boom, which once provided 40% of the natural gas in the U.S., kicked off the shale revolution in the early aughts and led to the U.S. becoming self-sufficient in oil and gas. There are no two ways about it, Cowtown wasn't just an oil and gas town, it was at the center of the industry.

Eventually, the Barnett Shale gas production slowed — it now accounts for less than 2% of U.S. natural gas — the oil refineries closed shop, and many oil and gas companies left town. But with alternative forms of energy becoming more necessary and reliance on oil and gas decreasing, Fort Worth has a unique opportunity to reclaim its title and become a hub of new forms of energy.

We suspect, by 2050, that Fort Worth's old moniker of being an "oil and gas town" will expand to the much broader "energy town." And, according to the Fort Worth Economic Development Partnership, the city is already taking the steps necessary "to build an ecosystem that spans the full energy spectrum — from generation and production, to distribution, storage and other downstream applications."

On the docket is a new facility by Siemens that will produce the low-voltage switchgear that will power those previously mentioned data centers. Elsewhere, a rare earth manufacturing factory is near completion in North Fort Worth, which will produce materials critical to power electric vehicles. And, speaking of EVs, in January 2024, LG opened its first U.S. factory to produce EV charging stations.

NAYSAYING NOSTRADAMUS SAYS:

- *Alternative forms of energy might remain just that, alternative forms of energy. Fort Worth might be building an ecosystem for something that people simply don't want.*

THE ROSE-COLORED OUTLOOK:

- *With little return from the shale these days, Fort Worth is better off embracing new forms of energy. The upside, getting a leg up in the industry, is far greater than any downside.*
-

CONSERVATION OF UTILITIES WILL BE FRONT OF MIND

(WATER AND THE GRID)

By 2050, your utility prices will go up. Way up. Sorry, but the inevitable increase in population will lead to the inevitable increase in the cost of utilities. Increased demand = increased prices.

But beyond the basic economics of the issue, Fort Worth will soon have to address hurdles with water and electricity supply. Tarrant Regional Water District, which covers 11 counties, operates the four reservoirs from which Fort Worth gets most of its drinking water (Lake Bridgeport, Eagle Mountain Lake, Cedar Creek Lake, and Richland-Chambers Lake). But if Fort Worth's growing population continues to expand outward into high-water-usage areas, new water restrictions could become a city ordinance.

While TRWD has taken steps to combat the potential for water shortages, including the 150-mile integrated pipeline that taps into existing reservoirs outside TRWD's service area, the region will require 1.3 million acres of water supply by 2080 to meet water demand. Fortunately, the potential for two new reservoirs, both to be completed by 2050, could put a dent in that.

On the electricity side, demand in Texas is expected to double — the result of population increase and the potential for greater EV use. Such projections have put state officials in a tizzy to incentivize the development of new natural gas-powered generation plants. While natural gas isn't renewable, these plants could be a necessity if the state and ERCOT want to avoid the frequent brown outs like those experienced in California.

NAYSAYING NOSTRADAMUS SAYS:

- *The unreliable grid will remain just that, unreliable. Let us not forget the freeze of 2021.*

THE ROSE-COLORED OUTLOOK:

- *The TRWD remains a proactive, forward-thinking water district with great foresight and has earned trust. But long-term solutions for Texas' grid remain to be seen.*
-

WILL TURN BLUE. POLITICALLY, THAT IS

(LOCAL GOVERNMENT AND POLITICS)

With migration to Fort Worth occurring at a record pace, it stands to reason the population — projected to be around 1.5 million by 2050 — will reflect an increased diversity.

That will naturally lead to more diversity of thought and an electorate comprising a larger percentage of Hispanic, African American, and Asian voters, groups that historically lean Democratic.

Add to that an expected surge in young voters with Fort Worth and Tarrant County fast becoming a hub for research and university offerings and you likely have a blue city, a trend that has already begun with statewide candidates.

U.S. Sen. Ted Cruz hasn't won Tarrant County since 2012. Donald Trump is two for three. In other words, if turnout is high, it's a struggle.

Those downtown and urban neighborhoods, already Democratic, will likely become even more solidly blue as the population density increases and young professionals, students, and diverse communities are predominant in those areas.

The suburbs in the county still lean heavy Republican. Those areas are what got Republican Betsy Price beat in her primary against County Judge Tim O'Hare in 2022. Will there be a shift? More than likely. Urban sprawl will make them more competitive. Moreover, new suburbs may develop more diverse, middle-class populations that tend to favor more centrist politics, pushing these areas toward a purple hue.

Four factors will in all likelihood significantly impact the political direction: climate change and sustainability, and water scarcity. Two, affordable housing. And, three, policies surrounding public transportation. Lastly, public education.

National political dynamics will also serve to influence where we all stand in 2050.

NAYSAYING NOSTRADAMUS SAYS:

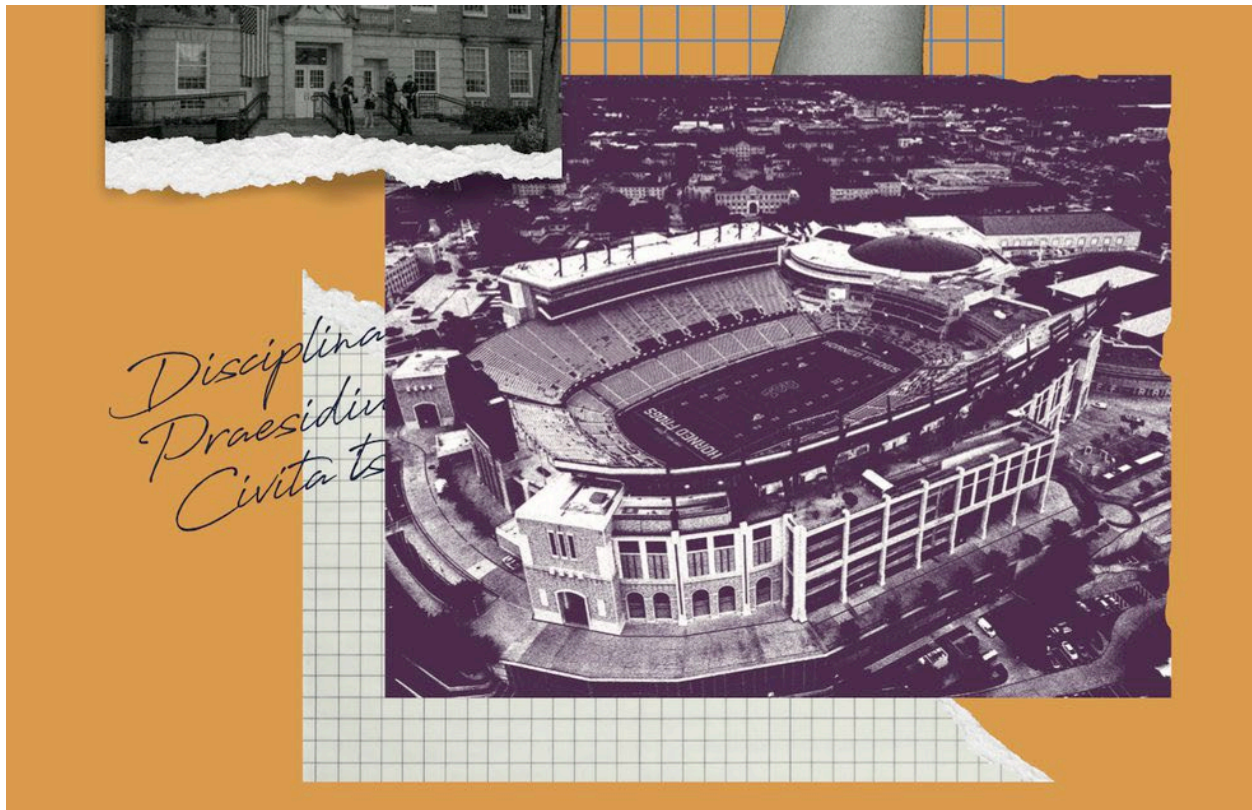
- *Does a Democratic-led city that knows how to deal with all the issues of urbanity exist? Housing, homelessness and social services strains, crime and public safety, and business and tax policy. If they're out there, they hide very well.*

THE ROSE-COLORED OUTLOOK:

- *Blue cities tend to be economic powerhouses, attracting tech, finance, health care, and creative industries. See Austin and Silicon Valley.*

WILL GET EDUCATED ON EDUCATION

(SCHOOLS AND UNIVERSITIES)



Illustrations by Lauren Deitzer

Texas A&M's emerging campus on the southeast side of the downtown — once so desolate and sleepy a place, I saw a panther hibernating down there ... I swear — is representative of our own little renaissance on the Western frontier.

The transformation of that quiet corner into full bloom as the campus of Fort Worth-Texas A&M is something much more than that. Business and innovation have already begun to invest and locate to Fort Worth because of what is happening down there.

That's not all that's going on.

TCU's medical school is off the ground and running, doing its part to see that the burgeoning Medical District expands into a regional health care leader with cutting-edge hospitals and research facilities. Theirs and A&M's presence will lead to biotech companies looking for a home here. Texas Wesleyan is refining course offerings to better suit professionals in search of additional education. And UT Arlington, seeing the demographic writing on the wall, is making a huge investment in Fort Worth, plotting to build a 51-acre campus to serve a booming portion of North Texas region to serve up to 10,000 students when finally built out.

By 2100, Aledo, with a population of 6,200, as of 2023, is expected to be the population center of the region. Egads!

They'll have a choice to go to school nearby.

Tarrant County College, too, will continue to ramp up offerings for those whose not on a traditional college path. Its HVAC program is already one of the best in the state.

The expanded educational presence will foster a more educated workforce and ensure Fort Worth's future is one as a hub for research and innovation.

Primary and second education? Only the good Lord knows. We're hopeful the kids can start reading and doing the maths at grade level in Fort Worth. It will likely depend on the social issues, namely, familial units with strong leadership.

Our fingers are crossed.

NAYSAYING NOSTRADAMUS SAYS:

- *Finding a negative is difficult, unless, of course, the public schools don't get their stuff together.*

THE ROSE-COLORED OUTLOOK:

- *Fort Worth becomes something akin to Florence and Venice on the Western frontier, producing a ready workforce for all the industry clamoring for space.*

NEWS OUTLETS (HOWEVER THEY EXIST) WILL CONTINUE TO DO THEIR JOBS

(MEDIA)

Twenty-five years ago, a somewhat sensible person could have logically predicted daily newspapers would have gone the way of the Tasmanian tiger by now. At the forefront of digital communication — a new, shiny thing at the time — it seemed possible that the online blog wouldn't just take a bite out of traditional news, but completely supplant it.

Of course, any such predictions would have been very wrong. While we're saddened to admit that journalism and city dailies are far from thriving — this isn't the *Star-Telegram* of the Amon G. Carter days — we are, however, surviving. And if the last 25 years is any proof of the media's resiliency, news outlets will continue to evolve, adapt, and survive.

While it's difficult to predict digital trends, it is likely that social media, and this includes all the never-ending global feeds of infinite and instantaneous content, will somehow become even more prevalent in our daily lives. These channels will morph into the ecosystems by which we do absolutely everything — work, communicate, pay bills, learn, shop, watch TV, listen to music, etc.; their algorithms feeding you everything you want to see and hear. And media — newspapers, magazines, broadcast channels, and digital news outlets — no matter the medium, will be right there vying for your attention.

While the *Star-Telegram* has taken some hits and no longer prints daily, we're not counting them out in the year 2050 quite yet. It's still a name that carries emotional weight in Cowtown, and we suspect someone will carry on the *Star-Telegram* title. It's unlikely to go back to being a daily, and it might even go completely digital, but they'll remain in your social media feeds, or wherever you're consuming content.

NAYSAYING NOSTRADAMUS SAYS:

- *The bigger problem is the fact few trust major media sources anymore, and regaining that trust is essential for its survival.*

THE ROSE-COLORED OUTLOOK:

- *Glaring conflicts of interest aside, Jeff Bezos' ownership of The Washington Post is of high interest for two reasons. First, it's positive he sees potential growth. Second, how will that growth come?*
-

THE MEDICAL DISTRICT WILL ADD CUTTING-EDGE TO ITS LEXICON

(HEALTHCARE)

Fort Worth becoming a medical hub isn't a prediction awash in wishful thinking or niceties. No, Fort Worth becoming a medical hub is a necessity. After Cowtown eclipses Dallas in population, such a city shouldn't require anyone to leave town, even if only across the metroplex, for treatment or a medical procedure. While the city has a robust medical infrastructure and a nationally ranked public hospital system that ensures the long and healthy lives of its residents, where it falls behind is in medical research and cutting-edge technology and procedures.

Over the last half-dozen years, Fort Worth's health care industry has been on a growth trajectory that has largely kept up with its population boom. The astronomical growth of the UNT Health Science Center, the recent establishment of the Burnett School of Medicine at TCU, the opening of the Moncrief Cancer Institute, and the expansions of both JPS and Cook Children's Medical Center, are all positive developments and incredible institutions that serve a community. Over the next 25 years, one can expect Fort Worth's health care infrastructure to continue to grow as needed.

TCU's Burnett School of Medicine serves as the biggest opportunity for research and innovation in health care. Most cutting-edge medical advancements happen at clinics tied to well-regarded medical schools and, while the newness of TCU's program means it might take a while, the potential for it to become a major player in the medical industry can't be overstated. The school's current location in the Near Southside gives it great access to all the area's major hospitals to research and perform clinical work. And we posit that, one day, TCU will be slapping its name on one of those hospitals.

NAYSAYING NOSTRADAMUS SAYS:

- *Despite JPS's high national ranking, how is Fort Worth still home to the ZIP code (76104) with the state's lowest life expectancy?*

THE ROSE-COLORED OUTLOOK:

- *As TCU's Burnett School of Medicine becomes more recognized and its reputation continues to improve, the school will become a positive influence on an already strong medical district.*
-

CULINARY SCENE WILL ATTRACT FOOD TOURISTS FROM AROUND THE GLOBE

(RESTAURANTS AND ENTERTAINMENT)

It might take a few years, but those disappointed in Cowtown's lack of Michelin stars during the guidebook's visit to the Lone Star State will get their frowns turned upside down. Absorbing some culinary lessons, the city's chefs and restaurateurs will lead Fort Worth into a major dining boom.

This foodie revolution will be the result of a perfect storm of inspiring cuisines from local chefs, an influx of curious and cultured incoming residents willing to try wild dishes, and the city of Fort Worth making some revisions to its arduous 63-regulatory-step process to open a new restaurant — don't worry, the cuts won't affect food quality or health and safety.

While we predict this will happen long before 2050 rolls around, the newly minted world-class dining scene will have some staying power.

To date, no Fort Worth restaurant has ever been honored by the two most prestigious groups that make it their duty to judge eateries: James Beard Foundation and the Michelin Guide. While our crystal ball isn't granting us any exact figures, we do predict by 2050, Fort Worth will have multiple restaurants honored by both.

And, yes, Cowtown will still have the best barbecue.

NAYSAYING NOSTRADAMUS SAYS:

- *Can we please not lose the charm of our local dining scene by inviting foodie tourists to the table?*

THE ROSE-COLORED OUTLOOK:

- *A city's food scene is indicative of a city's diversity, energy, prosperity, and general good taste. Improving the quality of Fort Worth's restaurants cements its status as a world-class city.*

SUNDANCE SQUARE WILL BE AT FULL OCCUPANCY

(DOWNTOWN)

Just a few months ago, we never thought the magnificent Victorian street clock in front of the downtown location of Haltom's Jewelers would ever disappear. Nor did we suspect Haltom's Jewelers itself would ever close. And yet, the corner of Main and Third is now void of timepieces and jewelry stores.

Then again, it's easy to argue the shuttering of Haltom's shouldn't have come as a surprise. When it comes to Sundance Square, the 35-block jewel of Fort Worth's downtown, predicting vacancies and occupancies is a fool's errand. The area is a vortex where logic has no residency and leases have no staying power. It's become routine for long-standing and popular institutions to close their doors for good as quickly as it takes them to turn the lock.

As disturbing as the trend is, we don't see it lasting till 2050. And the reason is simple: It's bad business. Having that many vacancies and a revolving door of businesses would make one think this area is in a rough part of town, not one of the most walkable and highly trafficked areas of the 11th largest city in the United States. So, regardless of what's happening now, the

bottom line will eventually dictate getting great, popular tenants to occupy every available space in Sundance Square.

Concerning the rest of downtown, reuse and urbanization will result in more living spaces, office spaces, and maybe even a few new skyscrapers. Downtown will continue to push west, where you'll see vacant lots and single-story office spaces become high-rise office buildings, condos, and urban apartments.

NAYSAYING NOSTRADAMUS SAYS:

- *Sure, Sundance Square might be at full occupancy, but spaces full of obscure art galleries and plant shops aren't going to lure many downtown.*

THE ROSE-COLORED OUTLOOK:

- *Bass Performance Hall, Sundance Plaza, and the walk down Main Street. If those things still exist in 25 years, Fort Worth has one of the most incredible downtowns regardless of who occupies the spaces.*

PANTHER ISLAND WILL BE DELAYED, BUT IT WILL EXIST

(PANTHER ISLAND)

According to recent reports, those at the helm of the Central City federal flood control project, colloquially referred to as Panther Island, are still holding out hope for a 2032 completion date.

The project, which has been in the works since 2001, is a \$1.16 billion canalization of the Trinity River just north of downtown that will give way to a massive urban village on an 800-acre island. The new island will be the result of a bypass channel built by the U.S. Army Corps of Engineers that will reroute part of the Trinity. The bypass is also supposed to relieve stress on Fort Worth's 21 miles of levees and protect thousands of acres from flooding — hence how the city managed to secure the federal funding.

It's an ambitious project that has long been hindered by changes to the plan, changes to funding — Congress authorized over \$500 million in federal funding, but the project had received only \$62 million through 2022 — and changes in leadership.

If the channels are, in fact, completed by 2032, the island will now be visible and ripe for construction at a location that would have any developer licking their chops. The current plan calls for mixed-use buildings, green spaces, hotels, sports facilities, and a heck of a lot more. It's a dense urban village that will need a solid infrastructure of roads, potential rail lines, and utilities and will take years upon years to develop and build. Of course, the above plan is also sure to be tweaked.

At the moment, there's no set timeline for the island's eventual development. But with the Army Corps of Engineers promising completion of the bypass by 2032, we feel confident Panther Island will exist by 2050. And we'll go one step further and say that developments — apartments, restaurants, retailers, etc. — will exist, in some capacity, on the island. After taking so long to get the bypass done, we doubt anyone drags their feet to develop this prime piece of real estate.

NAYSAYING NOSTRADAMUS SAYS:

- *\$1.16 billion? So, is this the going rate for swamp land?*

THE ROSE-COLORED OUTLOOK:

- *Needing urban development, Panther Island provides 800 acres-worth of mixed-use development that will become one of the hottest spots in town.*

DFW AIRPORT WILL HAVE A TERMINAL G

(AIR TRAVEL)



Illustrations by Lauren Deitzer

Terminal F, Dallas/Fort Worth International Airport's sixth terminal that comes with a \$1.6 billion price tag, is set to open in 2027. And don't expect this to be the sole addition before 2050 rolls around.

According to forecasts from the Federal Aviation Association, DFW Airport's passenger traffic and airline flights could grow by as much as 80%. While the metroplex's population boom is partially to blame for this increase, most of the traffic will come via connecting passengers. As aviation becomes more accessible to the global population, the demand for flights will increase.

According to the International Civil Aviation Organization, air traffic is expected to double over the next 20 years. And, with Love Field legally constrained to 20 gates, no airport exists that can take the load off DFW. This, of course, means more gates — the airport likes to add them four

or five at a time into connecting areas between terminals — more Skylink stops — which itself will get a facelift — and likely another terminal. Terminal G.

The airport will also have some new electric-powered, or perhaps hybrid, planes taking off, landing, and parking. While Airbus' previous electric airliner program (E-Fan X) failed to achieve liftoff thanks to COVID, we wouldn't be shocked if they pick up the pieces, give it another go, and sell a couple planes to more adventurous airlines doing shorter trips.

Perhaps our most confident prediction for the airport in 2050 is a halt of all paper tickets to board planes. That's right, like everything else, the airport will fully embrace your touch-screen mobile device, making those tracing-paper-thin tickets only good for emergency tissue.

NAYSAYING NOSTRADAMUS SAYS:

- *The fact the airport will become 80% more crowded means DFW will be ground zero for the next pandemic and will give a large chunk of Fort Worth's population even more reason to avoid air travel.*

THE ROSE-COLORED OUTLOOK:

- *With two new terminals, this might also mean two more TGI Fridays.*

PROFESSIONAL SPORTS WILL REMAIN EAST OF FORT WORTH

(PRO SPORTS)

[NOTE: For the sake of this argument, we're electing to put aside the notion that most Fort Worthians likely consider any squad with Dallas in their name a "home team."]

The average lifespan of a professional sports team stadium is 30 years. If this statistic holds true, this means all four of the metroplex's major sports franchises (Cowboys, Rangers, Mavericks, Stars) will be playing in new arenas, domes, or ballparks by 2050 — with the Rangers set to debut their new digs.

With the prospect of a new stadium comes handwringing among city officials; there's always that slight threat a team could pack their bags and go elsewhere. It's no mistake that a team's lease with the city typically lasts 30 years.

So, let's imagine for a second that each of the four professional teams in the metroplex, upon completion of their 30-year leases, are considering a new home. Could Fort Worth, with its climb up the population rankings and acres upon acres of unused land, be an attractive option? There's no doubt the city could make a push for it. After all, snagging one of these teams that already exists within Fort Worth's media market might be the city's best chance to get a professional sports franchise.

While it's feasible the Rangers could make the leap to Fort Worth, despite their stadium being 30 years old in 2050, their lease with Arlington technically doesn't expire until 2054 due to their building the new park four years before their previous lease expired in 2024. Thus, their new 30-year lease goes to 2054. Also, the Rangers have had a long history in Arlington and are unlikely to leave town.

The Cowboys, perhaps still owned and managed by Jerry Jones in an iron lung, have never had a problem with switching up cities yet retaining the name “Dallas.” Their lease with Arlington expires in 2039, and some land in the exploding Alliance Corridor might make for a great new Jerry World. But it’s doubtful the Cowboys will want to move that far away from the metroplex’s main population center, which, even in 2050, will be Dallas. However, Jerry did take a glance at the Alliance Corridor 25 years ago.

The Mavericks, who sold their team to a family of Las Vegas natives and just traded away arguably the best player in the NBA, could very well move. Anything is possible. But, like the Stars, a move to Fort Worth doesn’t do anything for them.

Perhaps the best way for Cowtown to get professional ball is for the metroplex to grow to such an astronomical size that it warrants two franchises, and one of the leagues awards Fort Worth an expansion team — a la Los Angeles. This is not our prediction, mind you, but it is fun to imagine.

NAYSAYING NOSTRADAMUS SAYS:

- *At least require a team’s name to include the city in which they play, not the city next to it.*

THE ROSE-COLORED OUTLOOK:

- *With Arlington likely to remain the metroplex’s hotbed of professional sports, at least Fort Worthians won’t have to return to the days of traveling to Dallas for games.*

WILL REMAIN THE CAPITAL OF COWBOY CULTURE

(PRESERVING OUR ROOTS)

Some people say their greatest fear is public speaking. Others might say loneliness, rejection, or failure. Indiana Jones says it’s snakes. But for Fort Worthians, they fear losing their identity, losing the thing that distinguishes them from others — those charming cowboy yeehawisms carried down from generation to generation that make them uniquely Fort Worthian.

While this Fort Worth culture is rooted in its people, it’s also represented in things like the Stockyards, the Herd, Billy Bob’s Texas, and the Fort Worth Stock Show and Rodeo. So, when people catch wind of urban dwellings around the very un-urban Stockyards, or a fast-food joint rubbing up against Cattlemen’s Steakhouse, it’s only natural to get a little worried about the future of our hometown.

Truth is, these very un-Fort Worth developments — we call them un-Fort Worth because they fly in the face of our small-town vibe — are inevitable and ultimately important for the growth and sustainability of the city. The Stockyards are going to change. Some of the changes we’ll like, and others we won’t. But the Herd will still walk down the bricks of East Exchange Avenue twice a day and Billy Bob’s Texas will still have line dancing on Tuesday. Yes, both will be happening in 2050.

With cowboy fashion and the world of Western culture experiencing an en vogue renaissance, the fad of pearl snaps, Stetsons, and bandanas is likely to fade in the next few years. No, in 2050, rodeos won't be nearly as celebrated around the U.S. as they are right now, so enjoy.

But we also predict that in 2050, rodeos will be just as cool in Fort Worth as they have always been. Despite newcomers from every other state in the union and developers going scorched earth on Cowtown lore, Fort Worth isn't going to lose the things that made it Fort Worth.

NAYSAYING NOSTRADAMUS SAYS:

- *Urban apartments within one's eyeline while watching the Fort Worth Herd is just plain wrong no matter how you slice it.*

THE ROSE-COLORED OUTLOOK:

- *Successfully straddling the line between progress and preservation, Fort Worth graduates to world-class-city status while sticking to its Cowtown roots.*

CONCLUSION

The following might be obvious, but we're going to say it anyway: It's impossible to predict the future. New technologies, political strife, international conflict, asteroids threatening our very existence, or, if you're into astrology, specific planets in retrograde — we live in an erratic and uncertain world full of events that can affect the trajectory of our lives. Each of these predictions is simply a shot in the dark.

So, if in 25 years you find your robots dusting off your old *Fort Worth Magazines* and your AI pal reading aloud the words from this article, please don't judge these predictions too harshly. Like a 5-year-old writing about what they want to be when they grow up, we're approaching this with just enough knowledge to be dangerous. Perhaps we should have approached a modern-day seer as a subject matter expert, or maybe our grasp was limited by a refusal to use generative AI. Regardless, when we revisit this — whether in 10 or 25 years — we're open to the possibility that it could induce a mighty cringe. But such is the nature of predicting our future.

ADVOCATES ASK NORTH TEXAS RESIDENTS TO REDUCE CARBON FOOTPRINT AS OZONE SEASON STARTS

By Olla Mokhtar

March 6, 2025

As North Texas enters its months-long ozone season, environmental advocates are offering ways residents can reduce their impact.

Chris Klaus, manager of air quality programs at the North Central Texas Council of Governments, said the region has already exceeded federal air quality standards.

According to NCTCOG, vehicles, construction equipment, trains and aircraft account for more than half of emissions that contribute to ground-level ozone.

Klaus suggested people can cut their personal carbon footprint by ridesharing, carpooling, and filling up cars with gas at night instead of the morning since residual emissions add to the smog. He also recommends using electric lawn mowers and leaf blowers instead of gas-powered models.

“Be alert and be vigilant in terms of what you what you can do or consider,” he said. “Not everything will work for everybody.”

Dallas wanted to ban gas-powered lawn equipment but [had to scrap those plans](#) under a 2023 state law preventing municipalities from restricting the “use, sale, or lease of an engine based on its fuel source.”

The region’s 10 counties have exceeded the federal standard for air quality for years. That means the smog, or ozone layer that accumulates, can cause health problems, including coughing, throat irritation, lung pain and an increase in asthma attacks. It is especially dangerous for the elderly and young children.

If by 2027 the region isn’t below exceedance that could mean political sanctions and penalties on businesses, which Klaus said could drive prices up for consumers.

Some North Texas cities are taking steps to tackle pollution – Dallas and Denton have both approved rebate programs for people who purchase electric landscaping tools instead of gasoline-operated machines.

“We’ve made significant progress,” said Dallas City Council Member Kathy Stewart, who chairs the parks, trails and environment committee. “There’s still much work to be done to reduce ozone and pollution in our region.”

TRINITY RAILWAY EXPRESS COMMUTER TRAIN SERVICE COULD BE CUT IF LAWMAKERS REDUCE FUNDING

By Eric Garcia
March 6, 2025



The Trinity Railway Express train heads to downtown Dallas on April 5, 2024, from the Trinity Lakes Station. (Camilo Diaz | Fort Worth Report)

The Trinity Railway Express — the popular commuter rail line that connects Fort Worth and Dallas — could be eliminated if legislation to decrease transit funding is approved by Texas lawmakers.

The railway is threatened by two bills — [House Bill 3187](#) and [Senate Bill 1557](#) — that are targeting Dallas Area Rapid Transit funding. The nearly identical bills would reduce contributions from member cities by 25%.

Trinity Railway Express, which has an annual ridership of about 1.1 million, is jointly operated and owned by DART and Trinity Metro, the Fort Worth-area transit agency. If DART's funding is reduced, Trinity Metro said it would be unable to operate the rail service by itself. The Fort Worth agency receives less funding than DART, with a .5% portion of the local 8.25% sales tax. DART receives double that amount from local sales tax.

The train is seen as a vital link for the region as transportation officials [plan to use the service](#) to help transport sports fans to Arlington for FIFA 2026 World Cup games.

Michael Morris, transportation director for the North Central Texas Council of Governments, told DART board members Feb. 28 that the World Cup transportation plan “is at risk if anything happens between now and the delivery of that 18 months from now, which could have significant consequences to the commitments we’ve made for that particular plan moving forward.”

“It is too early to tell what the impact of reduced funding will have on TRE,” Anette Landeros, Trinity Metro’s chief strategic officer, said in a statement to the Fort Worth Report. “However, we are monitoring the progress of the bill and will work with DART to manage future impacts. Trinity Metro would not be able to take on the full operation of TRE without DART as a partner.”

In a statement to the Report, Morris said “a robust public transportation system is not a luxury but a critical necessity for the economic vitality and future growth of our region.”

“Our public transportation partners play a pivotal role in reliably connecting residents to jobs, education and healthcare,” he said. “The North Central Texas Council of Governments and the Regional Transportation Council are committed to working with our valued partners to find a funding solution that prioritizes the long-term transportation needs of our fast-growing region, which is expected to reach 12.4 million persons by 2050.”

Funding issues

DART gets most of its funding from a 1-cent sales and use tax from its 13 member cities, which adds up to millions of dollars, [KERA reported](#). Those dollars would be redirected to a mobility program that would address local infrastructure projects such as sidewalk and bike trail maintenance, streetlights and drainage improvements.

Jeamy Molina, DART’s chief communications officer, said the agency’s budget for fiscal year 2026 would be slashed by \$461 million if the legislation is approved.

If DART loses funding, Molina said, it would not be able to fund the Trinity Railway Express line, a route that includes a stop near Dallas Fort Worth International Airport. The decreased funding would also kill the agency’s plans to participate in the World Cup and lead to the loss of 1,000 agency jobs and decreased bus service.

“We would no longer have the capacity or access to operators and equipment to participate in any transportation plans,” she told the Fort Worth Report.

World Cup visitors, often from countries with complex transportation systems, would have to find their own way to Arlington — about 30 miles from the city centers of Fort Worth and Dallas — if TRE service is cut. The official broadcast hub for the event will be [in downtown Dallas](#).

In addition, the agency’s planned [Silver Line](#) — a 26-mile rail line that will go from Plano to DFW Airport and connect with Trinity Metro’s TEXRail line — would also be affected. That project, expected to launch in late 2025 or early 2026, is tied to federal funding and would be reduced from 60 planned trips to just one per day, Molina said.

DART’s board chair Gary Slagel said in a statement that the proposed legislation will dramatically reduce bus and rail service reliability, expansion plans and long-term infrastructure investments.

Money would be redirected

The House bill's author, Republican Rep. Matt Shaheen of Plano, told KERA in a statement that "HB 3187 gives cities, who are paying more into the DART system than the city is receiving in services, a 25% reimbursement of hard-earned taxpayer funds for the city to use for priority transportation projects to improve mobility for its residents."

Shaheen did not immediately respond to a request for comment from the Fort Worth Report.

The authors of the Senate bill — Republican state Sens. Angela Paxton of McKinney, Tan Parker of Flower Mound and Brent Hagenbuch of Denton — also did not respond to Fort Worth Report requests for comment. Parker represents a small portion of Tarrant County as well as Denton and Dallas counties.

About half of DART's member cities, including Plano and Irving, have passed resolutions in support of cutting their sales tax contributions — roughly \$870 million — citing years of poor service and a lack of transparency, The Dallas Morning News reported.

The Dallas City Council's transportation and infrastructure committee [recommends no cuts](#) in that city's funding contribution. The council will vote on a funding resolution March 26.

One member city, Rowlett, is now [reconsidering its support](#) for the legislation, KERA reported.

Tarrant concerns

Jeff Davis, chairman of the board for Trinity Metro, said thousands of Tarrant County riders, especially sports fans who use the service to ride to downtown Dallas, would be affected by funding cuts.

"This is very real and possible. ... Trinity Metro does not have the means to cover the entire cost," he said. "Last night I rode the TRE to a hockey game. I'm estimating (that) a thousand fans used that service."

Davis said Trinity Metro is relying on DART lobbying efforts to curtail the bills.

"Transit is the answer to everything" as more than 4 million people are expected to move to North Texas in the coming decades, Davis said.

Ann Zadeh, executive director of Community Design Fort Worth and a member of Mayor Mattie Parker's urban rail committee, said transit funding should not be cut since the service is used by riders from across North Texas and would have a negative impact on World Cup games in Arlington.

"In this fast-growing region, cutting funding and reducing service for public transportation is the opposite of what we should be doing," Zadeh said. "It's important to remember the 1 million riders who utilize this vital link between Fort Worth and Dallas in a regular year. This successful collaboration between DART and Trinity Metro should be expanded ... not reduced or eliminated."

OZONE SEASON HAS BEGUN IN NORTH TEXAS. WHAT THAT MEANS FOR LOCAL AIR QUALITY

By Lana Ferguson

March 6, 2025

Ozone season is [upon North Texas](#), meaning air quality will be top of mind for some residents.

The season — which marks the window when there's a greater risk of harmful amounts of ground-level ozone — is actually majority of the year in Dallas-Fort Worth, lasting from March 1 to November 30.

What is ozone?

Ozone is a gas formed in the atmosphere when three atoms of oxygen combine, according to the Texas Commission on Environmental Quality. Sometimes it's referred to as smog.

There are two categories of ozone: stratospheric and ground-level.

Stratospheric ozone is naturally found in the earth's atmosphere anywhere from 6 to 30 miles above ground. It acts as a protective layer shielding us from the sun's ultraviolet rays.

Ground-level ozone, also called tropospheric ozone, is a common air pollutant that can be harmful to human health. The pollutant forms when certain organic compounds interact with sunlight and intense heat.

While [ozone precursors come from multiple sources](#), vehicles, construction equipment, locomotives and aircraft account for about 60% of emissions, according to the North Central Texas Council of Governments.

Why does ozone season last so long in D-FW?

[Dallas-Fort Worth and Houston have the longest ozone seasons](#) among Texas cities, while areas like Austin, San Antonio and Corpus Christi have seasons that last two months shorter.

Weather patterns play a major role in air quality, so there's a higher risk of pollutants like ground-level ozone when there are higher temperatures and less wind.

Therefore, ozone levels typically rise during the day and peak in the late afternoon before decreasing after the sun sets, according to the National Weather Service.

North Texans tend to get a break from December to February, since temperatures usually cool off.

Do ozone exceedance days happen often in Dallas-Fort Worth?

Between May and September, there were [31 "exceedance days."](#) meaning the air quality became unhealthy for some people in North Texas, according to NCTCG data.

[Ozone pollution has improved in Dallas-Fort Worth since the 1990s](#) based on the number of high-ozone days, [American Lung Association](#) data show.

While overall air quality has improved over the last few decades, ozone levels continue to exceed federal standards.

How is air quality measured?

The Environmental Protection Agency developed the [Air Quality Index](#) to measure and categorize pollution levels. The index takes a range of pollutants into consideration but ozone is a key component.

There are six categories with corresponding colors, according to the EPA.

- **Green:** Ozone levels are low; air quality is good for everyone.
- **Yellow:** Moderate ozone levels; some sensitive groups may want to reduce time spent outside.
- **Orange:** Unhealthy ozone levels for sensitive groups; all sensitive groups should reduce the amount of time spent outside.
- **Red:** Unhealthy ozone levels for all; everyone should reduce time spent outside and sensitive groups should avoid it if possible.
- **Purple:** Very unhealthy ozone levels; the general public may feel serious effects.
- **Maroon:** Most serious rating, indicating hazardous ozone levels; the entire population is likely to be affected.

Who is considered part of a sensitive group?

[Sensitive groups](#) include children — because their lungs are still developing — adults older than 65, other adults with lung disease, such as asthma, or cardiovascular disease and people who are active outdoors including workers, according to Air Central Texas.

Air pollution has been linked to health problems such as coughing and wheezing. Sometimes the impacts are more severe, causing asthma, bronchitis or strokes.

Can you check air quality online in real time?

You can check the air quality and see if there are any warnings at [AirNow.gov](#) or the [Texas Commission on Environmental Quality](#) website.

Is there a way to improve the air quality?

Ozone formation is a regional issue, but Air North Texas officials say individual actions can make a difference.

Some [actions residents can take to help reduce the ozone pollution](#) include:

- **Driving less:** Carpool or take public transit when possible and be fuel-efficient when you are driving.
- **Limit idling:** Turn off your car when parked to reduce emissions.
- **Use eco-friendly products:** Choose products like paints, cleaners and lawn care products that have low volatile organic compound.

- Reduce energy usage where possible: Turn off lights and appliances when they aren't in use and set the air conditioning at a conservative range, especially when not home.

WFAA

WHAT TO DO, WHAT IT MEANS WHEN STORM SIRENS GO OFF

By Rachel Behrnt
March 10, 2025

Spring has already brought several [rounds of severe storms](#) to North Texas and severe weather season has just started.

That's why it's important to [remain weather-aware at all times](#) and know the steps you should take in response to severe weather. For many families, the sound of outdoor sirens is a key indicator of impending severe weather.

However, outdoor sirens, commonly, but mistakenly, known as tornado sirens, are NOT designed to alert people inside their homes to weather-related dangers. In fact, those sirens aren't just triggered by a tornado, but by two other kinds of severe storms.

The sirens are intended to alert anyone outside that severe storms are coming and to find shelter immediately.

WFAA's weather experts say you should not rely only on outdoor warning sirens for weather information and warnings. It's important to have multiple ways to receive severe weather warnings including apps such as WFAA's mobile app and streaming service WFAA+, TV and/or a weather radio.

Here's how you can get [weather alerts from WFAA](#) sent directly to your phone, and [tune into 24/7 live weather coverage](#) when severe storms are in the area.

When and why are outdoor sirens triggered?

Individual cities decide what triggers their outdoor sirens. The conditions that prompt the sirens to sound can vary slightly by city, but most are triggered by the same things, WFAA found.

The North Central Texas Council of Governments suggests communities activate emergency sirens when the following conditions are met:

- The National Weather Service issues a Tornado Warning
- The National Weather Service Issues a Severe Thunderstorm Warning and warns of the potential for destructive winds of 70 mph or greater
- Trained storm spotters have reported a tornado in the jurisdiction, or in a neighboring jurisdiction that has the potential to affect your community
- Observed hail of 1.5" in diameter or greater
- Other emergency as directed by the community's designated public safety officials

Some communities also activate sirens for other environmental disasters, such as hazardous materials being released into the atmosphere and emergencies that pose an immediate threat to safety such as a dam failure.

What should you do if you hear a siren? Why might you not hear a siren during severe weather events?

If you are outside when a siren sounds, you should seek shelter immediately, safety officials said. If shelter is not available, lie in a ditch, ravine culvert or other low-lying area. Cover your head and neck with your arms or a piece of clothing, the Dallas Office of Emergency Management said in a release.

If you are in a mobile home or vehicle when a siren sounds, you should abandon the mobile home or vehicle and lie flat in the nearest ditch or depression. Before a storm arrives, those living in an RV or mobile home should identify a designated shelter in their community or have a plan to evacuate to an off-site shelter location, safety officials said.

If you are inside a home or an apartment when a siren sounds, you should find shelter in a windowless, interior room.

If you don't hear a siren during a severe weather event, it may be because the sound was drowned out by the storm or noises inside your home. That is why sirens should not solely be relied upon for weather information, officials said.

North Texas cities often have several sirens stationed around the city to achieve full coverage. In Dallas, 173 sirens are strategically placed around the city. In Fort Worth, there are 159 sirens alerting residents to severe weather.

How do I know if the sirens around me are working? When are they tested?

Sirens are typically tested monthly. Communities will delay a test if weather contentions are stormy.

Some cities, such as Fort Worth, publish an [interactive map](#) showing which sirens may not be working. If you're concerned a siren in your neighborhood is not working, you should contact your city's Office of Emergency Management.

REGIONAL OFFICIALS WEIGHING POTENTIAL DART FUNDING CUTS

By Plamedie Ifasso
March 10, 2025

A regional transportation body of the North Central Texas Council of Governments this week will discuss the possibility that state legislators approve bills to [drastically defund Dallas Area Rapid Transit](#). The Regional Transportation Council will consider whether to formally oppose any legislation that cuts DART funding.

The transit agency has claimed the funding cuts could leave DART with a revenue reduction of 25% to 40%.

Meanwhile, RTC officials are also assisting in mediation between DART and member cities that have questioned whether they're getting their money's worth for DART services.

This meeting may also include discussion on the [most recent correspondence](#) from Hunt Realty's attorneys to the RTC officials related to their opposition to a [proposed high-speed train alignment through downtown](#). A new economic impact study from The Perryman Group is part of the correspondence.

RTC members will also mull funding priorities for upcoming projects and initiatives, including about \$24 million for transportation and infrastructure for the 2026 FIFA World Cup.

The meeting is scheduled for 10:30 a.m. March 13 at 3113 S. Carrier Pkwy. in Grand Prairie.

Regional transportation in focus

North Central Texas Council of Governments staff will present updates and next steps in Mobility 2050, the long-term plan that aims to guide transportation investments and address regional needs through 2050.

This meeting is set to begin at noon March 10 at 616 Six Flags Dr. in Arlington.

DART HOPES TO SWAY SKEPTICAL MEMBERS TO SETTLE FOR 5% FUNDING REBATE

Proposed legislation some member cities have pushed for would give them 25% back

By Amber Gaudet
March 11, 2025

The Dallas Area Rapid Transit board wants to convince member cities to settle for a much smaller rebate of the sales taxes they pay the agency, even as some push for a 25% giveback.

Board members on Tuesday discussed options to address requests from member cities locally, following the [filing of twin bills with the Texas Legislature last month](#) aimed at curbing DART funding.

The bills would implement key changes, including compelling the agency to create a general mobility fund that would make 25% of sales tax revenue contributed by member cities available for non-transit projects like street and sidewalk repairs.

Agency officials have said that high a rebate from tax revenues — the agency's largest funding source — [would have devastating effects on the agency](#), prompting sweeping service cuts and layoffs.

Instead, they hope to mollify member cities that have pushed for the legislation with a locally-created mobility fund that would redirect 5% of those dollars to eligible cities, the board discussed Tuesday.

Blasting a 'band aid' solution

Plano, among the strongest advocates for state legislative action, said the proposal doesn't go far enough.

"While we appreciate DART putting forward a proposal, it does not address the \$65 million dollar inequity" highlighted by a recent report detailing how the agency spends its money, Plano said in a statement.

"It's simply a 2-year band aid. We are seeking a permanent fix," the statement read. "Our hope was to have these discussions in the summer, after passing our original resolution. We will continue to work with our legislators to effect meaningful reform."

The 2026 allocation amount would be equal to 5% of the agency's total 2024 sales tax collections, or just over \$42 million.

A study by firm EY last year showed seven cities — Addison, Carrollton, Farmer's Branch, Highland Park, Richardson, Plano and University Park — contributed more to DART than they received in service cost allocations. Those cities would be eligible to receive an amount of the 5% proportional to the difference under the proposal.

Plano would receive over \$27 million, far more than any other city. But officials have said that's a fraction of what the EY report [showed the city contributed in excess. Plano contributed \\$109 million in 2023](#), while DART spent about \$44 million on service there, the data showed.

The draft resolution to establish the program discussed Tuesday is the latest in a series of attempted negotiations since six of DART's 13 member cities last year [publicly supported cutting funding to the agency](#).

Since its founding in 1983, DART has levied a 1-cent sales tax on participating cities.

Member cities hoping to reduce their contributions to DART have cited poor service and a lack of financial transparency as a source of frustration for years.

DART officials have recently held a series of meetings to hear city service requests, including adding circulator service, expanding on-demand ride share and addressing service issues in particular areas.

Those changes, if implemented, could [cost the agency as much as \\$18 million](#) in the first year.

The agency has made headways with some member cities since talks began. In a reversal of its vote last year supporting cutting funding to DART, the Rowlett City Council passed a resolution supporting full funding to the agency.

Dallas, which has been DART's largest and most vocal supporter, also [signaled support for keeping the agency intact](#).

Board members said cities would need to agree before moving forward with Tuesday's proposal but if they did, the agency hopes to find ways to fund it while limiting impacts on its budget.

Strategies could include securing funding from the Regional Transportation Council and working with local, regional and state stakeholders to develop a revenue replacement plan.

"How we get there does not necessarily mean we take all that money from the general fund," board member Randall Bryant said.

Several said the proposal came too late to make a meaningful difference.

"We should have been doing this half a year ago or more," Plano representative Paul Wageman said.

But change at the agency is necessary to maintain its current membership, Wageman warned.

"If we keep it the way it is, this is not sustainable and you will lose some of these cities," he said. "That's just the facts."

The resolution will likely come back before the DART board for a vote at a future meeting.

AS DART FUNDING SPAT ESCALATES, TRANSPORTATION PLANNERS MAY JOIN THE FRAY

Regional planners hope local mediation of the issue will prevent a fight already brewing in Austin

By Amber Gaudet
March 13, 2025

An [ongoing dispute between](#) Dallas Area Rapid Transit and some of its member cities could lead to intervention from regional transportation planners.

The North Central Texas Council of Governments' 45-member Regional Transportation Council, comprised of officials from both DART member cities and non-members, voted Thursday to postpone the question of whether the council will oppose legislation [aimed at curbing DART funding filed last month](#).

Transportation director Michael Morris and RTC chair Clay Jenkins will first sit in on meetings between the transit agency and mayors of some member cities set to begin Friday.

Twin bills filed with the state legislature would require DART to set aside 25% of tax revenue collected from member cities for a general mobility fund, but the NCTCOG argues that could have negative downstream effects on the region.

As envisioned, the legislation could jeopardize transit plans for the 2026 FIFA World Cup, stymie future growth planning, and lead to the loss or reduction of federal funds, according to Morris.

"I can't imagine a worse time to have a 25% cut when you're being asked to produce nine FIFA events in probably 15 months," Morris said.

DART has said the funding changes would [lead to widespread route cuts, poorer service and layoffs](#). Less transit would likely mean more cars on the road, which Morris has said could lead to sanctions for violations of the Clean Air Act.

Yet some DART board appointees have taken issue with Morris' position.

"I'm very frustrated that the 13 member cities here are being villainized by the region," Irving mayor and DART board member Rick Stopfer said during a DART committee meeting Tuesday. "If you read the comments that Michael [Morris] put out there, we may not be able to do the World Cup because you guys have to put your penny in, we may not be able to get air attainment because you all have to put your penny in."

"Sixteen counties, over 100 cities, and the 13 of us are carrying it on our back and it's going to fall apart if we don't put our full penny in? What about the other 100 cities?"

Paul Wageman, Plano's representative on the DART board, said the arguments ignore the issues repeatedly raised by the cities pushing for legislation.

"The characterization is that we have to continue with the full funding of the agency as agreed to, or the gates of hell will open and North Texas will become a downtrodden, desolate place," Wageman said during Tuesday's DART meeting.

“And in those discussions, no one ever wants to address the issues that these 5, 6, 7 cities have... That’s what has to be addressed, and we can do it without having North Texas become a different place, as it’s being alleged.”

Among the solutions NCTCOG staff floated in a presentation Thursday is the possibility of creating a four-county transportation authority with sub-regional boards and a possible break-out of regional rail. That would involve leveling sales tax collections by city.

The council is expected to revisit its official position on transit funding legislation during its April meeting.

DART AND MEMBER CITIES HEAD TO MEDIATION TO RESOLVE FUNDING, EQUITY ISSUES

By Pablo Arauz Pena

March 14, 2025

Regional leaders hope to settle differences between Dallas Area Rapid Transit and its member cities over equity and funding through mediation.

During a meeting of the Regional Transportation Council Thursday, council chair and Dallas County Judge Clay Lewis Jenkins asked city leaders and transit officials to vote on starting the talks as soon as Friday.

“I just want to see you guys get a deal, right? Honestly, all of you get a deal that all of you can live with,” Lewis Jenkins told the council. “Because otherwise somebody is going to be either back in the status quo that the cities were in or in a very bad situation where DART would be if that [legislation] passed.”

He was referring to two bills in the Texas House and Senate that would [reduce contributions from member cities by 25%](#). Another bill was filed earlier this week that would [restructure DART's board](#).

During the last RTC meeting, leaders from member cities clashed over whether to support the funding legislation as a region; after a sharply split vote, the council decided to stay [neutral on the matter](#). This time, council voted unanimously to move forward with mediation to resolve the issue locally.

“I am in favor of mediation,” said Carrollton Mayor Steve Babick. “I've suggested to Plano and to Irving that a small group needs to resolve this.”

Carrollton, Plano and Irving are among the six DART member cities that passed resolutions last year calling to reduce the agency's funding. One of those cities, Rowlett, [rescinded its resolution](#) last week and voted to support full DART funding.

DART has been in talks with member cities to address their concerns and service requests, which [could total as much as \\$18 million](#).

The council on Thursday also agreed to suspend discussion on the funding legislation until the next RTC meeting.

“The opportunity to have a discussion with the cities is exactly what we need to do,” said DART board chair Gary Slagel. “We're part of the discussion with our partners and that's where we have to look at it.”

Regional transportation director Michael Morris said the council will begin mediation Friday with an hour-long session to “find a path forward” and understand each party's requests.

DENTON COUNTY EARNS SIGNIFICANT RECOGNITION FOR COLLABORATION DURING MAJOR DISASTER

By Denton County Judge Andy Eads
March 14, 2025

It is with great pride that I reveal the upcoming announcement that our Denton County Office of Emergency Management is receiving the 2025 Excellence in Emergency Management Award from the Emergency Management Association of Texas (EMAT) during an upcoming EMAT Leadership Symposium in College Station.

The Denton County Office of Emergency Management (OEM) was nominated by the North Central Texas Council of Governments (NCTCOG) Emergency Preparedness Director Maribel Martinez. In addition to our OEM team, the nomination included our Denton County Voluntary Organizations Active in Disaster (VOAD), the Denton County Long Term Recovery Committee, and United Way of Denton County.

In the nomination form, Director Martinez wrote: "Their coordination and response in the aftermath of two consecutive tornadic/severe weather systems and the coordination of first responders, volunteers, damage assessment, recovery efforts, and formation of the Long Term Recovery Committee were not only an exemplary example of what emergency management should be, but they have been open and willing to teach others of lessons learned and best practices to further improve our profession."

Late in the evening on Saturday, May 25, 2024, five tornadoes ranging from EF-1 to EF-3 trailed through Montague, Cooke, Denton, Collin, Eastland and Hunt counties, causing several fatalities, a number of injuries and substantial damages in their wake. Several RV parks were destroyed, roofs torn from homes, a marina mangled, power lines downed across I-35, overturned 18 wheelers, and damaged businesses.

From 11 p.m. on May 25 to 5 a.m. on May 26, our Denton County Communications Center experienced a 139 percent surge of incoming radio traffic from field units and outgoing radio traffic from the Communications Center to field units.

Our Emergency Management team activated the EOC to handle response efforts and deployed our mobile command unit, Goliath, to assist with response in Cooke County and help patch communications between all the impacted jurisdictions. Deputies from our Denton County Sheriff's Office and our Denton County Fire Marshal's Office team checked homes, RV trailers, and mobile homes to help anyone needing assistance. Our Denton County Transportation and Engineering crews helped clear fallen trees from major roads. Throughout the county, first responders from Sanger, Flower Mound and Denton triaged and transported numerous individuals to area hospitals. Simply stated, Denton County came together in a time of need.

Then, a couple of days later, on Tuesday, May 28, we were hit again with another storm system bringing straight-line winds at 65-plus miles per hour and hail, causing more damage and widespread power outages, many caused by extensive downed trees.

Once again, Denton County responded, handling both short- and long-term recovery efforts. On June 5, a Disaster Resource Center was opened at Butterfield Elementary School in Sanger near Denton County victims, bringing under one roof area non-profit organizations, the Texas Department of Emergency Management, FEMA, Small Business Administration, and our VOAD teams. The resource center remained open through June 30 to support affected individuals. Records show a total of 295 damage reports were submitted to the TDEM individual State of Texas Assistance Tool (iSTAT).

The United Way of Denton County agreed to create a separate account to accept donations on behalf of the victims of both incidents. A total of \$67,406.26 was collected. A Denton County Long Term Recovery Committee, consisting of United Way, Rotary International District 5790, Service Denton, Disaster Aid USA and Giving Grace, was created to review requests to address the needs for residents affected by the storms. Giving Grace handled case management for several residents, including providing eyeglasses to one family member who had lost everything in the storm. The committee also partnered with Frenchy's Lawn and Tree Service to remove debris from five homes in Sanger where accumulated debris from the storms had become a potential fire hazard. With the remaining \$50,000 in funds, the committee approved allocating it to households in Denton County whose homes were destroyed or severely damaged.

Throughout these incidents, our Denton County teams as well as non-profit organizations, first responders, local business owners as well as local, state and federal agencies came together in a time of disaster to serve people in need. That's what we do in Denton County, and I am proud of everyone involved.

KRLD

NORTH TEXAS COULD SPEND UP TO \$24M ON TRANSPORTATION FOR WORLD CUP

By Alan Scaia
March 14, 2025

North Texas is set to host more World Cup matches next year than any other area, and transportation leaders say they have been preparing extensively for the influx of visitors.

The North Central Texas Council of Governments has submitted a comprehensive transportation plan to FIFA, outlining how to accommodate the anticipated crowds. The plan includes utilizing Trinity Railway Express trains and shuttle buses to transport fans to a new transit center near AT&T Stadium.

Christi Gotti, also with the council, said the region could spend up to \$24 million to enhance TRE trains, improve sidewalks, and develop the transit center. However, she noted that some of the costs are expected to be offset by revenue generated during the World Cup.

Local officials say the investments aim to ensure smooth and efficient travel for fans attending the matches, helping North Texas showcase its ability to host major international events.

WFAA

WHY ONE OF NORTH TEXAS' WEALTHIEST DEVELOPERS IS FIGHTING THE DALLAS-FORT WORTH BULLET TRAIN

By Rachel Snyder

March 14, 2025

More details are emerging about why one of the wealthiest developers in North Texas is fighting a potential high-speed bullet train route connecting Dallas and Fort Worth.

Dallas-based Hunt Realty Investments, one of the companies controlled by businessman Ray Hunt and his family, has sent multiple letters to the North Central Texas Council of Governments (NCTCOG) opposing one of the proposed routes.

The Dallas City Council greenlit [an economic development study](#) in October on a new high-speed rail route between Dallas and Fort Worth that would run west of Downtown Dallas between the Trinity River and South Riverfront Boulevard before cutting across Houston Street and I-35E before reaching a station in the Cedars.

Amtrak is in charge of the line connecting Dallas and Houston and officials hope if both the Dallas-to-Houston and Dallas-to-Fort Worth lines are built, [they'll be connected eventually](#).

Hunt Realty Investments, though, has sent a slate of letters to the NCTCOG calling on them to abandon any action on an earlier proposed route for the bullet train that went through Downtown Dallas. The Dallas City Council passed a resolution voting against that route last June after some council members expressed concerns it could interfere with those developments.

Here's an outline of Hunt Realty Investments' concerns.

Hunt Realty Investments' new issues with the bullet train route

Among the concerns Hunt Realty Investments raises in the letters obtained by WFAA was that the route could negatively impact Martyrs Park, the Trinity River Corridor, and some West Dallas neighborhoods and potentially even threaten the Texas electric grid.

The letters sent to NCTCOG on behalf of Hunt Realty Investments also cite a report from economist Ray Perryman that the route would cause billions of dollars in damages to the city.

Hunt Realty also argues in the letters that the bullet train would only travel 74 mph on average, wouldn't be faster than driving on I-30's TEXpress managed lanes and that the Trinity Railway Express is a better alternative to connect Dallas and Fort Worth.

"[The bullet train route] could not be considered 'high-speed rail' given the inability of a train to achieve and sustain the speed necessary to be considered 'high-speed' due to the short route and the proposed stop at the Arlington Entertainment District," a letter read. "NCTCOG admits that the Trinity Railway Express (the "TRE"), which Michael Morris [of NCTCOG] calls the 'backbone of the region,' can be advanced to achieve a time competitive to [the bullet train's] estimated speeds and travel time between Downtown Dallas and Downtown Fort Worth."

Hunt Realty Investments also argues that the route, which also included a stop in the Arlington Entertainment District, would benefit Arlington over Dallas.

“This collusion by NCTCOG regarding [the bullet train] will cause a funnel of consumer dollars from the City of Dallas to the Arlington Entertainment District, the letter read.

Hunt Realty Investments also alleges in its letter that the NCTCOG hasn’t followed National Environmental Policy Act procedures in its environmental assessment for the bullet train route.

Reunion Tower and Hyatt Regency bullet train impacts Hunt previously alleged

The Hunt Realty Investments letters also discuss issues and allegations they’d previously raised publicly, including that the earlier proposed route through Downtown Dallas would threaten the economic viability of the new \$3 billion Kay Bailey Hutchison Convention Center, Hunt Realty’s planned \$6 billion Hunt Reunion development, as well as Reunion Tower and Reunion Hyatt Regency.

“NCTCOG misrepresented to the FTA [Federal Transit Administration] that [the bullet train] would not ‘cause significant change in land use,’ even though it would forever alter and massively negatively impact the future economic and urban growth of Dallas’ Central Business District, including to the planned multibillion Kay Bailey Hutchison Convention Center and the six-billion dollar planned Hunt Reunion development,” one letter from Hunt Realty alleged.

Hunt also alleges that one of the routes proposed for the bullet train violates a 1975 agreement between Hunt and the city of Dallas.

NCTCOG OKs funding for potential litigation related to the bullet train

In January, the NCTCOG’s Regional Transportation Council [approved up to \\$1 million](#) – to be issued in \$250,000 increments – for use in a potential legal battle over the high-speed rail route between Fort Worth to Dallas.

The pre-emptive action came after North Central Texas Council of Governments staff said they had received numerous letters from Hunt Realty and other Hunt-related entities about the proposed high-speed rail route connecting Dallas and Fort Worth.

“Just in terms of internal legal resources, we have a pretty lean team here at COG – it’s two of us,” NCTCOG legal counsel Ken Kirkpatrick said at the time. “I think, pointing back to the October letter that we preserve, not destroy documents related to this particular topic – in reality that’s a precursor to litigation. They’re sending a signal when you get done with the EA, whatever the final decision is, if we don’t like it, we’re going to litigation.”

COULD DALLAS' CONVENTION CENTER MOVE NEAR REUNION TOWER? HUNT REALTY PRESENTS PLAN TO CITY

By Devyani Chhetri, Nick Wooten, Everton Bailey Jr., Amber Gaudet
March 17, 2025

Hunt Realty shared draft designs with Dallas leaders earlier this month that would [shift the \\$3.7 billion downtown convention center](#) toward Reunion Tower, but regional transportation officials say the 11th-hour proposal could further delay the facility's 2029 opening and upend planning for a high-speed rail line to Fort Worth.

Officials with Hunt, one of Dallas' most well-known developers and one of the city's largest downtown landowners, [showed renderings for the new Kay Bailey Hutchison Convention Center](#) site to City Manager Kimberly Bizzor Tolbert and other city officials during a meeting.

The four-page mockup, obtained by *The Dallas Morning News*, shifts the building further west onto a city-owned parking lot and part of Hunt's planned \$5 billion redevelopment project for the Reunion area.

"We meet frequently, as one of the largest private landowners in the Central Business District, with city representatives and regularly share ideas," Colin Fitzgibbons, president of Hunt Realty Investments, said in a statement. "It was reported that the city was still considering options for the convention center location."

The Dallas City Council approved the estimated \$3.7 billion project along Lamar Street, adjacent to the current facility, in 2022. City officials have not publicly said the location of the new convention center is still up for debate, but the plans have shifted multiple times.

The redevelopment plan for the 20-acre property near Reunion Tower and the Hyatt Regency Hotel is expected to add thousands of new apartments, a new hotel, offices and retail space.

However, a key leader at the North Texas Council of Governments worries the proposal would interfere with major projects like the region's high-speed rail initiatives.

"North Central Texas Council of Governments staff believe it is critical that the Dallas Convention Center stay on budget and on schedule," said Michael Morris, the group's director of transportation. "Years of work have already been conducted to ensure compatibility with Interstate Highway 30, DART, the freight rail district and high-speed rail initiatives. This artist's rendering would appear to conflict with those established plans."

Hunt officials previously said a proposed bullet train from Arlington to Fort Worth could threaten downtown redevelopment plans.

Design work for the new convention center is still underway, but a groundbreaking was held last year and convention center officials as recently as March 5 have said construction work would occur there before and after FIFA uses the building as its World Cup International Broadcast Center in 2026.

In a statement to *The News* this week, Tolbert was noncommittal.

“We understand how important this project is to Dallas,” Tolbert said. “We have hired a world-class design team, but at this point, there is no final design plan. When it is ready, we will unveil it to the City Council and the public. In the meantime, my focus is on preparing for FIFA ‘26 and hosting the International Broadcast Center at the Kay Bailey Hutchison Convention Center.”

‘I’m keeping an open mind’

It was unclear as of Friday how seriously the plan is being considered.

Hunt’s plans, dated March 3, were completed by Dutch architecture firm WOMO. Hunt Realty told *The News* that WOMO built upon sketches previously presented to the city by an architecture firm that sought but not awarded a primary contract for the convention center redevelopment.

Representatives from WOMO didn’t respond to requests for comment. The Amsterdam-based company is working with Hunt on other projects.

The renderings show Reunion Tower, the new convention center and affordable housing connected by an extended and elevated Reunion Park.

The proposal shifts the convention center away from the Omni Hotel, developed by Jack Matthews, whose project management company is leading the revamp of the convention center.

Current plans for the new convention center call for it to open by the end of 2029, but the cover page of the Hunt proposal says the project would be completed by early 2028 despite plans to move the building further west.

The renderings also show an “elevated park” connecting the proposed Reunion area convention center to new residential neighborhoods, but it appears the park would be built over Union Pacific Railroad tracks. It’s unclear if could happen.

Project officials told the City Council last year the footprint of the new convention center had to be changed to avoid conflict with the tracks.

The new site could also upend plans for a deck park that was supposed to go over Lamar Street. The city authorized [funding for the deck cap](#) last year to reconnect southern Dallas neighborhoods with the downtown area.

The city awarded a [design and engineering contract to architecture firm Perkins&Will last September](#) in a bid to transform swaths of land — from Eddie Bernice Johnson Union Station at the southwest end of the Central Business District to the Dallas Farmers Market — with new hotels, housing and recreational amenities within 30 acres of space that would be freed after the current convention center is torn down.

Inspire Dallas, the project manager for the convention center revamp, didn’t respond to requests for comment on the renderings.

Council member Jesse Moreno, whose district covers the convention center, said Friday he wasn’t immediately able to speak at length about the proposal because he was on vacation with his family. When asked if he had seen any renderings or plans to move the building, the councilman said, “I know that we’re exploring all options.”

Council member Paul Ridley, whose district includes parts of downtown just north of the Reunion area, said he wasn't aware of the proposal to move the convention center until contacted by *The News*. After seeing the four-page proposal, he said he needed more information before deciding whether moving the facility was in the best interest of the city.

He questioned whether the square footage and number of floors for the convention center would remain the same. He also wondered about the impact of severing the facility's connection to the Omni Hotel as well as moving it further away from the Dallas Memorial Auditorium and the Black Academy of Arts and Letters.

"We haven't started building the convention center yet. The design isn't complete yet, and we did change the footprint of it to accommodate Union Pacific Railroad, so I think there is time to consider alternatives," Ridley said. "But without more information, there isn't enough to convince me that this is a good idea or a bad idea. I'm keeping an open mind."

High-speed rail concerns

Hunt Realty has been working to kill a proposed \$6 billion high-speed rail line running from Downtown Dallas to Arlington and Fort Worth. The track is expected to be seven-stories high, which Hunt has said could harm the Reunion redevelopment and new convention center.

The Dallas City Council last summer backed a resolution opposing the bullet train running through downtown Dallas amid concerns raised by Hunt Realty. They supported an alternative alignment where the elevated rail track loops west of downtown rather than initial plans to have it run between the new convention center and the Hyatt Regency Hotel and Reunion Tower.

Dallas officials said they could revisit their stance after completing a study examining the economic impact high-speed rail lines to Fort Worth and Houston could have on the city.

An attorney representing Hunt Realty sent a report done by economic and financial analysis firm The Perryman Group to the North Central Texas Council of Governments saying the bullet train to Fort Worth could lead to closing the Hyatt, impede the redevelopment plan and cause billions of dollars in annual losses for Dallas.

The council of governments has been heavily involved in the planning for both high-speed rail lines and preparing for a possible lawsuit from Hunt to try to derail the bullet train line.

"Potential economic losses associated with closing the Hyatt Regency Dallas and foregoing the Reunion Development include billions in spending and tens of thousands of jobs in Dallas as well as ongoing related reductions in tax receipts to the city of Dallas of a projected \$78.2 million per year," the report said. "Even beyond these economic and fiscal losses are other problems with the proposed alignment. Hotel rooms in the area are particularly important to the success of the nearby convention center, and closing the Hyatt Regency Dallas and not moving forward with the Reunion Development would have notable effects."

This isn't the first time plans to shift the site have been proposed.

Last March, officials told the City Council that the convention center's original orientation would have to shift to accommodate Texas Department of Transportation interstate projects and improvements to the Union Pacific line.

This shifted the convention center's footprint 90 degrees away from the southwest corner of Memorial Drive near Interstate 30 and closer to the [old Dallas Morning News campus](#) on Young Street, now owned by Dallas developer Ray Washburne.

Last month, Washburne told *The News* he plans to sell the property to a [data firm](#) because he had not heard about design plans from the city. He said he was open to negotiating, however, and could shift the data center to another location.

Fitzgibbons said the Reunion Tower orientation is an option the city "could evaluate if they wished."

"We have full confidence that (the city) will make the best decision for Dallas," he said.

FORT WORTH REPORT

NORTH TEXAS REGIONAL RAIL AUTHORITY SUGGESTED ANSWER TO BILLS TARGETING TRANSIT FUNDING

By Eric Garcia
March 14, 2025

Does North Texas need a regional rail authority?

That question has surfaced as two proposed state bills, [House Bill 3187](#) and [Senate Bill 1557](#), target a 25% funding cut from member cities that fund Dallas Area Rapid Transit.

The legislation, if approved, threatens the Trinity Railway Express, the popular commuter rail line that connects Fort Worth and Dallas. The line is jointly owned and operated by DART and Trinity Metro, the Fort Worth area transit agency.

The rail line, with an annual ridership of about 1.1 million, [could end operations](#) if DART's funding is reduced, Trinity Metro said, saying it would be unable to operate the rail service by itself. The Fort Worth agency receives less funding than DART, with a .5% portion of the local 8.25% sales tax. DART receives double that amount from local sales tax.

Officials said the train is vital to the region as the service will be used, in addition to buses, to help [transport sports fans](#) to Arlington for FIFA 2026 World Cup games.

Michael Morris, transportation director for the North Central Texas Council of Governments, suggested a regional rail authority as a possible solution to funding issues during the Regional Transportation Council's March 13 meeting.

A rail authority, Miller said, could potentially tie its funding to local sales taxes from cities, rather than transit agencies.

The action may be needed in the future as North Texas' population is expected to grow by 4 million by 2050 — mostly in suburban and rural areas. The service areas for transit authorities is expected to decrease from 47% of the regional population to 38% by 2050, data from the council of governments shows.

No action was taken by the Regional Transportation Council on that issue as mediation between transit officials, DART and member cities is underway. RTC members agreed to let council of governments staff participate in negotiations.

KERA NEWS

PLANO APPOINTS INTERIM DART REP AFTER LONGTIME BOARD MEMBER RESIGNS

By Pablo Arauz Pena

March 17, 2025

City leaders in Plano have a new representative on the board of Dallas Area Rapid Transit after director Paul Wageman resigned last week.

The council on Friday named outgoing city council member Anthony Ricciardelli as the interim director representing Plano on the 13-member board.

"Given what a pivotal time we're in for the relationship between Plano and DART... I really felt called to keep contributing in this way," Ricciardelli said.

A spokesperson for DART confirmed to KERA that Wageman resigned last week after informing the city. DART staff received little information from him about the resignation.

He did not respond to KERA's requests for comment on the Friday city council meeting.

Wageman had served on the DART board since 2012 and was chair of the board from 2019 to 2021. Prior to that, he was chair and board member for the North Texas Tollway Authority.

Wageman is an attorney with Winstead PC, a national law firm serving clients in various industries in both private and public sectors.

Recently, his connection to the rideshare giant Uber was a point of public criticism among some Plano residents following a [Reddit post](#) that showed Wageman is a [registered lobbyist for the company](#), according to The Texas Ethics Commission.

During a January council meeting, Plano residents and frequent DART riders [called Wageman's lobbying for Uber "unacceptable"](#) and an "obvious subversion."

Wageman told KERA in an interview at the time that Uber is a client for his employer, but he does not advocate on behalf of Uber on the DART board.

"I am transparent in recusing myself from items that involve clients of Winstead," he said. "I'm not advocating at DART on behalf of Uber. It's just patently false, and it's just not true."

DART echoed Wageman, telling KERA he appropriately recused himself from voting on items related to Uber and his law firm's ties to the company were "not a conflict of interest."

As a representative of Plano, Wageman has also been a vocal proponent of cutting member cities' contributions to DART. Plano is leading the charge for legislation to reduce DART's funding by 25% because of what city officials are calling inequities in the value received from the agency.

Ricciardelli, who's replacing Wageman, supported the [resolution the city passed last year](#) calling to cut DART's funding.

On Thursday, regional leaders voted to [resolve the debate locally through mediation](#).

HUNT REALTY FLOATS PLAN TO MOVE DALLAS CONVENTION CENTER NEAR REUNION TOWER AMID TRANSIT CONCERNS

Transportation leaders worry plan conflicts with high-speed rail project

By Plamedie Ifasso
March 17, 2025

The ongoing back and forth saga related to high-speed rail in Dallas has taken a surprising turn as a proposed plan to move the convention center comes to light.

Hunt Realty Investments Inc. proposed moving [the Kay Bailey Hutchison Convention Center](#) toward Reunion Tower to city officials during a meeting earlier this month. The four-page renderings mockup [first obtained by the Dallas Morning News](#) shows the facility shifting further west into a city-owned parking lot and part of Hunt's planned \$5 billion redevelopment of the Reunion Tower area. The Dallas-based firm aims to redevelop a 20-acre site near the Hyatt Regency Hotel and Reunion Tower into a new hotel, thousands of apartments, offices and retail space.

The renderings designed by Amsterdam-based company WOMO [moves the convention center away](#) from the Omni Hotel and connects the facility, Reunion Tower and affordable housing via an elevated and extended park, Reunion Park, that would be built over Union Pacific Railroad tracks. Hunt Realty told DMN the March 3 dated sketches were built upon previously presented plans by an architectural firm that applied for but didn't receive the primary contract for the convention center redevelopment project.

A spokesperson for Hunt declined to further comment on the proposed plans and renderings to Dallas Business Journal.

"We meet frequently, as one of the largest private landowners in the Central Business District, with city representatives and regularly share ideas," Colin Fitzgibbons, president of Hunt Realty Investments, said in a statement to DMN. "It was reported that the city was still considering options for the convention center location."

Regional transportation leaders, on the other hand, worry that the proposed plan would harm other major projects like the high-speed rail project. Michael Morris, director of transportation for North Central Texas Council of Governments, worried the proposed project would conflict with already established plans and years of work that's "already been conducted to ensure compatibility with Interstate Highway 30, DART, the freight rail district and high-speed rail initiatives."

While design work for the new convention center is currently underway, construction began on the \$3.7 billion redevelopment of the Kay Bailey Hutchison Convention Center last June. The redevelopment efforts will nearly triple the meeting space in the complex, double its ballroom space and expand exhibition halls by 76,000 square feet. Work is anticipated to be completed in 2028, in time for a 2029 opening.

It's unclear how seriously city officials are considering Hunt's proposed plans, but it seems some are keeping an open mind.

Dallas City Manager Kimberly Bizzor Tolbert was noncommittal in a statement to DMN.

“We understand how important this project is to Dallas,” Tolbert said. “We have hired a world-class design team, but at this point, there is no final design plan. When it is ready, we will unveil it to the City Council and the public. In the meantime, my focus is on preparing for FIFA ‘26 and hosting the International Broadcast Center at the Kay Bailey Hutchison Convention Center.”

Council member Jesse Moreno, whose district includes the convention center, told DMN that the officials were exploring all options, while council member Paul Ridley, whose district includes part of downtown, wasn’t aware of the proposed project until he was contacted by DMN. He wondered how the center would fare if moved away from its connection to the Omni Hotel and further away from the Black Academy of Arts and Letters and the Dallas Memorial Auditorium.

“We haven’t started building the convention center yet. The design isn’t complete yet, and we did change the footprint of it to accommodate Union Pacific Railroad, so I think there is time to consider alternatives,” Ridley said. “But without more information, there isn’t enough to convince me that this is a good idea or a bad idea. I’m keeping an open mind.”

The proposed convention center shift is the latest in the debate around the high-speed rail project. Hunt officials previously expressed concerns that a proposed elevated route in the train initiative would harm its redevelopment plans of the Reunion area.

Attorneys for Hunt Realty in October began asking the council of governments to preserve documents related to the high-speed rail project. The development firm’s attorney also sent the COG a report conducted by economic and financial analysis firm the Perryman Group which stated that the route would lead to billions of dollars in annual losses for the city.

The Regional Transportation Council in a Jan. 31 meeting approved a \$1 million allocation from the COG to prepare for possible litigation from the developer. But Hunt CEO Chris Kleinert told DBJ earlier this year that the company wasn’t [preparing for legal action](#) against the transportation organization.

The high-speed rail project between Dallas and Fort Worth, with a stop in Arlington, has been years in the making. Supporters of the initiative say the train will help ease highway congestion while critics worry it’s an expensive bet on trains at the expense of other transportation projects.

OFFICIAL SUGGESTS COMBINING DALLAS-FORT WORTH AREA COMMUTER RAIL OPERATIONS

By Trains staff
March 18, 2025

A rail authority combining four current or about-to-open commuter rail operations could be an option to help maintain service in North Texas in the face of potential funding cuts, a regional transit official has suggested

According to news site [Fort Worth Report](#), Michael Morris, transportation director of the North Central Texas Council of Governments, told Fort Worth-area transit agency Trinity Metro at a March 17 meeting that the regional authority could be a good alternative if the Texas legislature passes bills that would allow member communities to reduce their funding to Dallas Area Rapid Transit.

[House Bill 3187](#) and [Senate Bill 1557](#) both seek to allow communities to retain 25% of the tax funds currently collected for DART, with that money to be used for local improvements for roads, sidewalks, and other projects.

Trinity Metro currently operates the 27-mile TEXRail commuter rail operation between downtown Fort Worth and DFW International Airport, and shares with DART the operation and funding of Trinity Railway Express commuter service between Dallas and Fort Worth. DART, which operates a 93-mile, four-line light rail network in Dallas and neighboring communities, plans to launch the 26-mile Silver Line commuter rail option between Plano, Texas, and DFW Airport this year.

The proposed regional rail authority would encompass Collin, Dallas, Denton, and Tarrant counties. Along with the Trinity Metro and DART operations, it would include the Denton County Transportation Authority's A-Train, a 21-mile line from Denton to Carrollton, Texas, where it connects with DART's light rail Green Line. With dedicated funding from an 8/10th of a cent sales tax and cohesive branding, it could be a viable option to the current, separate systems, Morris said.

Passage of the state legislation could threaten operation of the Trinity Railway Express, used by 1.1 million riders per year, DART and Trinity Metro both told the news site. It also could mean the Silver Line could be limited to one round trip a day, compared to the half-hourly service offered for much of the day by the similar TEXRail operation.

State Rep. Matt Shaheen of Plano, sponsor of the House legislation, told the news site in a statement that his community is "overpaying DART by more than 200%, paying over \$100-plus million into the DART system while receiving less than \$45 million service." He did not address the potential loss of service.

WYTEC BEGINS SALES OF MULTI-STATE GOVERNMENT CONTRACT FOR AI GUNSHOT DETECTION

By The Newswire

March 18, 2025

On January 31, 2025, Wytec International (“Wytec”), OTCQB:WYTC, signed a multi-state government Master Services Agreement (MSA) in response to a Request for Proposal (RFP) issued by the TXShare Cooperative Purchasing Program and directed by the North Central Texas Council of Governments.

The MSA Contract employs Wytec’s AI gunshot detection smart sensors, Private LTE and in-building cellular technology to be available to more than 170 US Cities, 50 Counties and over 40 Special Districts including Transit Authorities, Water Utility Boards, Bridge and Highway Authorities, Police Departments, School Districts, Hospitals and many more.

Wytec, with its newly developed sales department consisting of over 100 national and international sales agents, met with TXShare’s member coordinator on March 16th, 2025 to discuss its method of contacting the TXShare government authorities for presenting Wytec’s gunshot detection solution (GDS) and private LTE service to its more than 200 multi-government members.

The presentation will consist of a “live” demonstration resulting from more than 750,000 lab tests resulting in a 94% true positive & 95% true negative accuracy representing one of the most accurate gunshot detection systems in the world. Wytec plans to offer a “no-cost” trial of the GDS service in conjunction with its private LTE service utilizing the FCC’s Citizens Broadband Radio Service frequency.

In partnership with the Lemko Corporation, headquartered in Schaumburg, Illinois, Wytec will deploy commercial grade networks utilizing 4G and 5G wireless technologies. Lemko has been issued more than 50 US and international patents with 28 patents in Mobile Edge Computing with 2 patents in autonomous driving. Wytec utilizes Lemko’s reliable mobile edge network as the secure wireless backbone to its gunshot detection and drug sensing smart systems.

Wytec is offering a “no cost” Proof of Concept (POC) demonstration of its AI smart sensor gunshot detection technology to a limited number of TXShare members soon to be displayed on the TXShare website. Wytec is a publicly traded Company currently quoted on OTCQB under the symbol WYTC with plans to “uplist” to the Nasdaq Capital Markets.

To learn more about Wytec and its current and future AI Technology development as well as its plans to uplist to Nasdaq, call 888-284-4531 and request to be included in Wytec’s future newsletters and webinars.

About Wytec

Wytec International, Inc. is a San Antonio, Texas based telecommunications company has been awarded two patents related to 5G small cells and recently has filed 5 provisional patents related to its gunshot detection and drug sensing technology. Wytec designs and deploys wireless networks in support of public safety and educational solutions with emphasis on

municipalities and school districts and was named a Best Tech Startup in San Antonio four times due to its revenue potential, Leadership team, brand/product traction, and competitive landscape. To learn more about Wytec, visit www.wytecintl.com or follow us on LinkedIn at www.linkedin.com/company/wytec-international.

About Lemko

Lemko Corporation's Distributed Mobile Architecture (DMA) provides the world's leading fully edge capable mobile network platform. Lemko's mission is to provide simple and resilient 4G/5G wireless networks for use in Industrial AI/IoT applications, private 4G/5G networks, rural and remote broadband systems, and mission critical tactical applications. Using Lemko's DMA architecture, Lemko's systems are more reliable, resilient and portable than conventional 4G/5G systems available in the industry. Lemko is based in Schaumburg, Illinois.

WHAT WILL FORT WORTH LOOK LIKE IN 2050?

From a swelling population to expanding city limits and a shift toward walkable neighborhoods, Fort Worth's future unfolding at a breakneck pace. Will Cowtown embrace its evolution into a world-class city, or will growing pains get in the way?

By Brian Kendall
March 17, 2025



In hindsight, Nostradamus, the famous prognosticator from the 16th century, might have had it easy. He wrote his predictions in rhyming, cryptic quatrains, which included only vague assertions as to what would happen — “global conflict,” “natural disasters,” “technological breakthroughs,” “economic turmoil” ... pick a year, they all apply.

We are taking no such shortcuts in this article.

When one wants to know what the future holds, they want specifics, and they want specifics that are not in rhyming quatrains — we hope.

How much will artificial intelligence change the world? Will we have flying cars? Will said flying cars come with a hybrid option? Will the Cowboys make it to the NFC Championship? You want answers, and we're going to try to give them to you.

Except, in this piece, we're going to keep our predictions within city limits — limits that will likely grow by 2050. That said, predicting Fort Worth's future is no easy task.

It's been repeated many times and for many years: Fort Worth is at a crossroads. A rapidly growing city trying to cling to the quaintness that differentiates it from the town to the east, the next turn Fort Worth takes is one that will define it for decades.

In June 2024, the city government hosted the Reimagine Fort Worth-2050 Comprehensive Plan Vision Summit. The two-hour meeting included presentations and brief discussions about planning for Fort Worth's future. What would an ideal Fort Worth look like in 2050? In July, the planning division launched a website (connectfw.com/comprehensive-plan) asking for contributions from the public. The objective of the 2050 Comprehensive Plan is to create a road map for Fort Worth to "establish a shared vision for the city."

While this plan, which the city will likely release sometime this year, might have an effect on Fort Worth's direction, we're going to confer with our proverbial crystal ball before receiving such assistance and predict 2050. After all, city leadership has been pretty transparent about where they see the city going. And, no surprise, it's a combination of progress and preservation.

As an aside, we will warn that the following predictions have a generally positive bent. So, we apologize to those seeking prognostications that might reference extreme turmoil. We just happen to be natural optimists.

IN THE YEAR 2050, FORT WORTH ('S)...

POPULATION WILL EXCEED 1.4 MILLION

(GROWTH)

For you claustrophobic types, this prognostication could be concerning: Things will start getting a little crowded in Cowtown. But such a prediction shouldn't come as a shock to the system. After all, this is the trajectory Fort Worth has been on since 2000, and news about the city's rapid climb up the rankings of most populated cities continues to make headlines.

Fort Worthians gave a collective hoorah in early December when the Texas Demographic Center showed the city had officially jumped those pesky Austinites in population, becoming the fourth most populous city in Texas and 11th in the country.

It's a bit of a flex and favorite pastime of Fort Worth locals to tout our city's growth over the last several years — perhaps to further distinguish ourselves from our neighbor to the east. And here's the kicker: It ain't slowing down anytime soon.

Jacksonville? San Diego? Dallas? We're coming for ya.

According to the U.S. Census Bureau, Fort Worth will hit the "Population: 1,000,000" mark by 2028 and surpass Dallas by 2045. That's right. In 20 years, Dallas will become Fort Worth's little brother — so long as we keep population density out of the discussion. That said, the DFW metroplex, as a whole, is also projected to surpass the size of Chicago's metroplex sometime in the 2030s. This will make our consolidated area the third largest in the nation.

Like Edwin Hubble said of the cosmos, this town is going to expand on a near perpetual level. And the source of this growth isn't Fort Worthians birthing new Fort Worthians. In fact, Mr. Stork will have very little to do with the population increase. Instead, the city will continue luring out-of-

towners with its jobs, vast options for higher education, opportunities in diverse industries, relatively — at the moment — low cost of living, and a welcoming culture that embraces newcomers. And, as these transplants flood the town like a broken spigot, the population will also continue to get younger and more diverse. With population shares of Hispanic and Asian Americans doubling over the last 30 years, and Fort Worth's median age clocking in at five years under the national average, one can expect these trends to continue.

But what does this growth mean for prices, politics, infrastructure, and utilities? Ultimately, this continued boom of new Fort Worthians will have the greatest effect on everything that follows in this article.

NAYSAYING NOSTRADAMUS SAYS:

- *More people means heavier traffic, pressure on the grid, and maybe even a third area code. But we all know what matters most: your pocketbook. It's going to get pricey to live in this town.*

THE ROSE-COLORED OUTLOOK:

- *As Fort Worth grows, it will also embrace growth in the right ways, leading to Cowtown's designation a world-class city.*

GEOGRAPHIC FOOTPRINT WILL CONTINUE TO EXPAND

(ANNEXATIONS)

In this version of "The Twilight Zone," I'm traveling west of the Loop, across the vast open skies of what was once Amon Carter's domain, where the *Fort Worth Star-Telegram* boasted an extensive distribution network — throwing newspapers to homes and at pump jacks in West Texas' major population centers on the rolling plains, including Lubbock, Midland-Odessa, and Amarillo.

Much of this is now Fort Worth in 2050.

OK, yes, this alternate reality is more an imagination run amok.

However, the city's geographic footprint will expand in the generation to come, much as it has over the preceding 25 years, moving even more significantly into Parker, Johnson, Wise, and Denton counties through the city's extraterritorial jurisdiction, the 5-mile-wide zone that borders the city limits in unincorporated areas.

In 1997, the city was 296 square miles. Today, the city is 347 square miles, an increase made through the annexation of its extraterritorial jurisdiction. There's still a significant amount of ETJ remaining before incorporated suburbs start encroaching on Fort Worth.

Today, the city's ETJ is 265 square miles. So, Fort Worth will outgrow its brother Dallas — 385 square miles and nowhere to grow — in terms of square miles by 2050.

Fort Worth in the 1980s and 1990s gobbled up ETJ in the Alliance corridor along Interstate 35, one of the city's most forward-thinking decisions, rivaling those of any of its most visionary leaders in its history.

Fort Worth has always kept its options open on expansion, a mindset completely different from what Dallas did in the 1970s, when that city declined to annex northward. Plano cut them off.

City leaders grappling with unprecedented population growth will likely continue on the path of expanding its borders.

The city's projected urban sprawl will eventually impact to an even greater degree its edge cities, like Aledo, Benbrook, and Haslet. As Fort Worth expands outward to accommodate population growth, corporate relocations, and infrastructure improvements, the suburbs north, west, southwest, and continuing to the south — did you know Burleson has a population over 50,000? — will be poised to evolve into urban center cities themselves with a blend of business hubs, residential areas, and retail spaces.

NAYSAYING NOSTRADAMUS SAYS:

- *An expanding city must extend utilities, roads, public transit — more traffic! — and emergency services to newly incorporated areas. Upgrades are — surprise — costly.*

THE ROSE-COLORED OUTLOOK:

- *Conversely, an expanded city will increase the tax base, generating more revenue for public services, infrastructure, and schools. New commercial development increases economic activity, attracting businesses and creating more jobs.*

NEIGHBORHOODS WILL BECOME MORE WALKABLE

(CITY PLANNING)

As Fort Worth gobbles up land like a Pac-Man ingesting ZIP codes, the city and its residents will fight their natural urge to fall into the trappings of the urban sprawl. This inclination to build out instead of up is a common habit among cities in the Central Time Zone. But it's a pattern Fort Worth will break.

Instead of space making — an obsession with five-figure-square-footage homes and large acreage lots that place extra burdens on the grid and water supplies — the city's residents, both new and old, will embrace placemaking. New communities with condos, apartments, townhomes, grocery stores, retailers, movie theaters, concert venues, coffee shops, bars, restaurants, and, most importantly, sidewalks will start to sprout up. Diverse groups of people who earn a wide range of incomes will inhabit these densely populated areas, where they can work, eat, sleep, and play without adding pressure to the city's infrastructure.

In fact, such pockets of hyper-convenience are already beginning to take shape. The South Main Village in the city's Near Southside is priming itself to be an example that future communities can follow. Located within walking distance of T&P Station and the fancy new digs of Texas A&M School of Law, the area has multistory buildings filled with 500-square-foot studio apartments as well as larger complexes that offer multiroom condos and amenities out the wazoo. And multiple coffee shops, bars, restaurants, breweries, concert venues, an apothecary, and even a bodega with great sandwiches reside within walking distance of anyone who calls this village home. We aren't exaggerating when we say one could reside in this community and

have every one of their needs met without having to own a car. Dare we say, “No car? How un-Texas of South Main Village.”

It might sound like an against-the-grain idea that flies in the face of Fort Worth’s wide-open West and a cowboy’s inherent need to “own land,” but for the city to achieve sustainable growth and become an inviting place for young talent, such urban communities will exist in multiples. Yes, even in the Stockyards.

NAYSAYING NOSTRADAMUS SAYS:

- *Urban density will strip Fort Worth of its “big city with a small-town feel” charm, leading to a metropolitan area overrun by young, overcaffeinated techies who’ve never milked a cow in their lives.*

THE ROSE-COLORED OUTLOOK:

- *Successfully combating the spawl, the city’s advocacy for placemaking has resulted in Fort Worth becoming a haven for young, skilled workers, and three Fortune 500 companies are considering a move to Cowtown.*

WILL HAVE STREETCARS AND LESS CAR CARS

(PUBLIC TRANSIT AND INFRASTRUCTURE)

In this seesawing political climate, we wouldn’t dare share any conjectures on the future of electric vehicles or previously promised federal funding for public transit projects. We can, however, say with certainty that exponentially more Fort Worthians will be hopping around the city via some form of public transit in 2050.

Despite more homegrown oil drilling and dipping into the billions upon billions of barrels of U.S. oil reserves, gas prices are likely to outrage, and the city’s penchant for widening highways, byways, and country roads won’t have the slightest effect on decreasing congestion. Sick of high prices and a concrete infrastructure that never had a chance to keep up with population growth, it’s likely that some folks will take refuge in the public transit system — whether by the soon-to-expand TEXRail, bus, or rideshare. And as ridership increases, the demand for a more robust public transit system could become the order of the day. And with densely populated urban villages now speckled throughout the city, natural stops for a streetcar line have emerged.

The city is no stranger to streetcars, having once been home to over 40 miles of streetcar lines that operated throughout the city between 1876 and 1937. And in 2010, the City Council revisited the streetcar but ultimately voted down a proposed line that once seemed likely to pass.

Ideal for tourists and locals alike, the 2050 line will connect most of the city’s inner residential and entertainment districts, and we suspect young Fort Worthians will have already embraced the system as a popular alternative for work commutes; museum days; Stock Show events; and night-time treks for dining out, concerts, Bass Hall performances, and social gatherings.

Now, with more streetcars and fewer car cars, congestion will decrease, making any additional concrete driving paths unnecessary. Thus, the fight for an improved infrastructure will shift from roads to rails. And with an increased population, rise in median income, and the potential for a city budget that prioritizes transit, Trinity Metro, Fort Worth's transit agency, could obtain the funding necessary for a light rail. While it's wishful thinking that such a scenario could unfold before 2050, it's not out of the question. After all, this is an area in which Fort Worth is playing catch-up.

Add to this the proposed \$30 billion high-speed rail line connecting Fort Worth to Dallas and carrying on to Houston, come 2050, the way Fort Worthians get around will be unrecognizable.

NAYSAYING NOSTRADAMUS SAYS:

- *Streetcars and light rail systems that resulted from the uptick in urban villages won't service anyone in the suburbs, so most people are paying for something they never use.*

THE ROSE-COLORED OUTLOOK:

- *A robust public transit system does far more than provide affordable transportation for urban dwellers, it will also improve Fort Worth's air quality, increase property value resulting in higher revenue for the city, and attract young talent to the city.*

WILL BECOME THE SILICON VALLEY OF THE AEROSPACE INDUSTRY

(TRIED AND TRUE INDUSTRY)

They're still testing aircraft near the old Carswell Air Force Base, but that's no longer the F-35 you hear screaming through the sky, but a different jet fighter altogether. Something we suspect causes a sigh of relief.

Not long after President Donald Trump's reelection, his then-recent appointee to head the newly christened Department of Government Efficiency (DOGE), Elon Musk, put Fort Worth into a frenzy when he suggested the Department of Defense put an end to the F-35 program. For those who don't know, the F-35 is a fifth-generation combat aircraft made right here in Fort Worth by Lockheed Martin. While his criticisms were not directed at the craftsmanship of our fellow Fort Worthians, his suggestion that the aircraft amounted to little more than wasteful spending put at risk the jobs of 16,400 Lockheed Martin employees at its Fort Worth facility.

While this shows the potential for tumult due to political winds, regardless of what happens to the F-35 program — very unlikely to be canceled, by the way — Fort Worth will remain a mecca for the aviation and aerospace industries. In addition to Musk's punching bag, there's another aircraft soon to come equipped with a "Made in Cowtown" sticker. In December 2024, Fort Worth-based Bell Helicopter announced plans to construct a \$632 million factory in Alliance to build the Army's next-generation assault helicopter, the V-280 Valor.

If you're keeping score, that means Fort Worth will soon be the manufacturing hub of the two preeminent combat aircraft for all branches of service — the Air Force, Navy, and Marines all use the F-35.

In the coming years, the U.S. Army will deploy the V-280 in 2031, and government purchases of the F-35 are set to end in 2044 — though the aircraft will operate through 2070. However, decades before the aircraft retires, a sixth-generation fighter will already be on deck to take its place. And with China threatening to become the first nation with a sixth-generation fighter, the Navy and Air Force are on a consolidated plan to select an aircraft in the next few years. Lockheed Martin, which won the last two government contracts for combat fighters, might be the odds-on favorite to come out on top.

Whether the F-40-somethings are manufactured in Fort Worth or elsewhere, a win for Lockheed is still a win for Fort Worth.

NAYSAYING NOSTRADAMUS SAYS:

- *Fort Worth continuing to thrive in the era of the military industrial complex is not the best of looks.*

THE ROSE-COLORED OUTLOOK:

- *Fort Worth's research and development tax credit will lead to an expansive and diverse field of aerospace companies calling Cowtown home.*

WILL BECOME THE HOLLYWOOD OF TEXAS

(NEW INDUSTRY)

According to his Wikipedia page, which we have on record is entirely inaccurate, Taylor Sheridan will be 80 years old in 2050. While many successful writers and directors continue to work, sometimes even at a prolific rate, into their golden years — Scorsese, Eastwood, Spielberg, and Coppola to name recent examples — we'd say it's fair to avoid putting the weight of an entire city's film industry on the shoulders of someone entering their ninth decade of life.

And while Sheridan could feasibly be amid another batch of popular shows streaming on whatever service is bound to have replaced Paramount+ — are we going to follow John Dutton II into a war-torn 1942? — by now, he would have built a sturdy-enough foundation and lured multiple filmmakers into producing films almost exclusively in Fort Worth.

But, for this to happen, a key domino must fall.

In the Texas film world, a lot is happening right now — the state senate is proposing a \$500 million investment into incentives for Texas-based film productions, more than doubling the current incentive program; Matthew McConaughey is headlining Super Bowl commercials in favor of said incentive program; and devastating wildfires are bound to leave Southern California reeling for some time.

Concerning the investment, a number that would exceed the annual \$330 million cap in California, those who proposed the bill aren't mincing their words. Their objective is to make Texas the "motion picture capital of the world." Yet, budget-conscious lawmakers aren't thrilled about the high price tag — no matter how charmingly persuasive McConaughey might appear. Perhaps a better way to convince such legislators is to point to Sheridan's impact on the Fort

Worth economy — \$700 million since 2015. Of note, Sheridan along with Mayor Mattie Parker spoke to the Texas Senate in October 2024, urging for more incentives.

Our crystal ball is saying the senate passes the bill, opening the flood gates of filmmaking to the Lone Star State. And with a likely gold rush for filmmakers to carve out a piece of that \$500 million investment, we suspect many will be keen on choosing the city where the state's most well-known showrunner filmed the most-watched Paramount+ show ever. Yes, we're talking about Fort Worth.

In 2050, don't be shocked if clapboards become a familiar sight.

NAYSAYING NOSTRADAMUS SAYS:

- *That's a lot of my hard-earned money going to the "Hollywood elite." I thought we were trying to keep Cali out.*

THE ROSE-COLORED OUTLOOK:

- *More jobs, more tax revenue thanks to the expenditures of cast and crew, and few things bring more attention to a city than a popular motion picture. Why wouldn't we want more of those made here?*

DATA CENTERS WILL OUTNUMBER GROCERY STORES

(TECHNOLOGY AND ARTIFICIAL INTELLIGENCE)

Not sure if you're aware, but artificial intelligence (AI for short) is taking over the world. And the world happens to include Fort Worth; you do the math.

The possible outcomes of such a wrinkle, one that movie directors and cynics long anticipated, are innumerable and mind-boggling. But we can say with 100% certainty that AI and generative AI — the tool most now use to generate "original" text, images, and videos — will have a massive effect on our lives and the city we call home.

We suspect there are two distinct and dissimilar ways in which this new technology will most impact Cowtown.

First, Fort Worth — and by Fort Worth, we mean every facet of the city and how it operates, from police to utilities to waste management — will harness artificial intelligence to improve its residents' quality of life. Getting assistance from AI to monitor and collect massive amounts of data around traffic flow, air quality, energy usage, criminal activity, and just about everything in-between, the city will become privy to patterns that will greatly influence every decision the city makes, down to the number of nanoseconds a light remains green.

No longer will any ineptitude of city services be chalked up to the very human quirk of making mistakes. Rather, any city errors will be the consequence of software malfunctions or spotty Wi-Fi. No more human brains operating on whims or half-guesses, y'all.

But how does all this artificial intelligence get powered and generated? That brings us to the second way artificial intelligence will change the landscape of Fort Worth.

Over the next two decades, the demand for data centers, facilities full of computing infrastructure necessary for such technology to exist, will continue to increase, and the Dallas/Fort Worth metroplex will become a hub of these massive, power-hungry facilities. In fact, the writing is on the wall.

With dozens already in the area and two new data centers now under construction, the metroplex is the second-largest data center market in the U.S. And with Texas' friendliness toward the energy industry unlikely to wane, North Texas will become Data Capital, USA. In other words, as Houston is to oil, Dallas/Fort Worth will be to data.

Even more jarring, with the popularity of online shopping extending to our food, grocery stores will become fewer and more niche. And, in 2050, those data centers powering your online shopping will outnumber physical grocery stores in Fort Worth.

NAYSAYING NOSTRADAMUS SAYS:

- *Have you not seen "The Terminator"?*

THE ROSE-COLORED OUTLOOK:

- *While our reliance on the digital can be depressing, the city will become more efficient, and the new data centers will also employ Fort Worthians and pay taxes, generating revenue for the city.*

ECONOMIC GROWTH WILL OCCUR ON BOTH SIDES OF I-35 WITH MINIMAL DISPLACEMENT

(GENTRIFICATION)

One of the biggest concerns when one speaks of economic growth directly east of I-35 is gentrification. When new businesses arrive, new developments get green-lit, new housing gets built, and property values increase and rent prices go up. Suddenly priced out of their residences, lower-income and disadvantaged families and individuals are forced to leave. While this is a natural cycle and evolution of neighborhoods, there are ways to boost economic growth within a particular neighborhood while minimizing displacement.

And Fort Worth might already have the blueprint.

A new urban village at Evans and Rosedale is set to reshape a large chunk of the Historic Southside and Hillside neighborhoods of Fort Worth. However, the developer had to meet certain stipulations defined by the city, such as the inclusion of affordable housing and use of minority subcontractors. According to the upcoming urban village's Milwaukee-based developer, Royal Capital, the final design of the Evans and Rosedale development included significant input from the community.

Ultimately, a development with mixed-income housing and shops, eateries, and entertainment options tailored to the community that exists instead of one they're trying to attract, could provide new options and opportunities for locals, lower crime rates, and improve infrastructure without significant increases in cost of living. Yes, Fort Worth is having its cake and eating it, too.

In this prediction of the future, this handsome and walkable urban village will become a shining example of how to develop a neighborhood with a disadvantaged population. And you'll see several more developments just like it throughout the city.

NAYSAYING NOSTRADAMUS SAYS:

- *Putting such stipulations on new developments will only stymie growth. And with no increase in property taxes, the city is getting no additional revenue for its trouble.*

THE ROSE-COLORED OUTLOOK:

- *Some types of growth needn't be stretched beyond certain boundaries. And staying within those limitations will centralize growth and promote population density, which is precisely what the city needs.*

WILL EMBRACE ENERGY IN ALL ITS FORMS

(OIL AND GAS AND RENEWABLES)

Fort Worth was once home to an office of every major oil company, had seven oil refineries, and reaped massive benefits from the seven-year boom of the Barnett Shale. This boom, which once provided 40% of the natural gas in the U.S., kicked off the shale revolution in the early aughts and led to the U.S. becoming self-sufficient in oil and gas. There are no two ways about it, Cowtown wasn't just an oil and gas town, it was at the center of the industry.

Eventually, the Barnett Shale gas production slowed — it now accounts for less than 2% of U.S. natural gas — the oil refineries closed shop, and many oil and gas companies left town. But with alternative forms of energy becoming more necessary and reliance on oil and gas decreasing, Fort Worth has a unique opportunity to reclaim its title and become a hub of new forms of energy.

We suspect, by 2050, that Fort Worth's old moniker of being an "oil and gas town" will expand to the much broader "energy town." And, according to the Fort Worth Economic Development Partnership, the city is already taking the steps necessary "to build an ecosystem that spans the full energy spectrum — from generation and production, to distribution, storage and other downstream applications."

On the docket is a new facility by Siemens that will produce the low-voltage switchgear that will power those previously mentioned data centers. Elsewhere, a rare earth manufacturing factory is near completion in North Fort Worth, which will produce materials critical to power electric vehicles. And, speaking of EVs, in January 2024, LG opened its first U.S. factory to produce EV charging stations.

NAYSAYING NOSTRADAMUS SAYS:

- *Alternative forms of energy might remain just that, alternative forms of energy. Fort Worth might be building an ecosystem for something that people simply don't want.*

THE ROSE-COLORED OUTLOOK:

- *With little return from the shale these days, Fort Worth is better off embracing new forms of energy. The upside, getting a leg up in the industry, is far greater than any downside.*
-

CONSERVATION OF UTILITIES WILL BE FRONT OF MIND

(WATER AND THE GRID)

By 2050, your utility prices will go up. Way up. Sorry, but the inevitable increase in population will lead to the inevitable increase in the cost of utilities. Increased demand = increased prices.

But beyond the basic economics of the issue, Fort Worth will soon have to address hurdles with water and electricity supply. Tarrant Regional Water District, which covers 11 counties, operates the four reservoirs from which Fort Worth gets most of its drinking water (Lake Bridgeport, Eagle Mountain Lake, Cedar Creek Lake, and Richland-Chambers Lake). But if Fort Worth's growing population continues to expand outward into high-water-usage areas, new water restrictions could become a city ordinance.

While TRWD has taken steps to combat the potential for water shortages, including the 150-mile integrated pipeline that taps into existing reservoirs outside TRWD's service area, the region will require 1.3 million acres of water supply by 2080 to meet water demand. Fortunately, the potential for two new reservoirs, both to be completed by 2050, could put a dent in that.

On the electricity side, demand in Texas is expected to double — the result of population increase and the potential for greater EV use. Such projections have put state officials in a tizzy to incentivize the development of new natural gas-powered generation plants. While natural gas isn't renewable, these plants could be a necessity if the state and ERCOT want to avoid the frequent brown outs like those experienced in California.

NAYSAYING NOSTRADAMUS SAYS:

- *The unreliable grid will remain just that, unreliable. Let us not forget the freeze of 2021.*

THE ROSE-COLORED OUTLOOK:

- *The TRWD remains a proactive, forward-thinking water district with great foresight and has earned trust. But long-term solutions for Texas' grid remain to be seen.*
-

WILL TURN BLUE. POLITICALLY, THAT IS

(LOCAL GOVERNMENT AND POLITICS)

With migration to Fort Worth occurring at a record pace, it stands to reason the population — projected to be around 1.5 million by 2050 — will reflect an increased diversity.

That will naturally lead to more diversity of thought and an electorate comprising a larger percentage of Hispanic, African American, and Asian voters, groups that historically lean Democratic.

Add to that an expected surge in young voters with Fort Worth and Tarrant County fast becoming a hub for research and university offerings and you likely have a blue city, a trend that has already begun with statewide candidates.

U.S. Sen. Ted Cruz hasn't won Tarrant County since 2012. Donald Trump is two for three. In other words, if turnout is high, it's a struggle.

Those downtown and urban neighborhoods, already Democratic, will likely become even more solidly blue as the population density increases and young professionals, students, and diverse communities are predominant in those areas.

The suburbs in the county still lean heavy Republican. Those areas are what got Republican Betsy Price beat in her primary against County Judge Tim O'Hare in 2022. Will there be a shift? More than likely. Urban sprawl will make them more competitive. Moreover, new suburbs may develop more diverse, middle-class populations that tend to favor more centrist politics, pushing these areas toward a purple hue.

Four factors will in all likelihood significantly impact the political direction: climate change and sustainability, and water scarcity. Two, affordable housing. And, three, policies surrounding public transportation. Lastly, public education.

National political dynamics will also serve to influence where we all stand in 2050.

NAYSAYING NOSTRADAMUS SAYS:

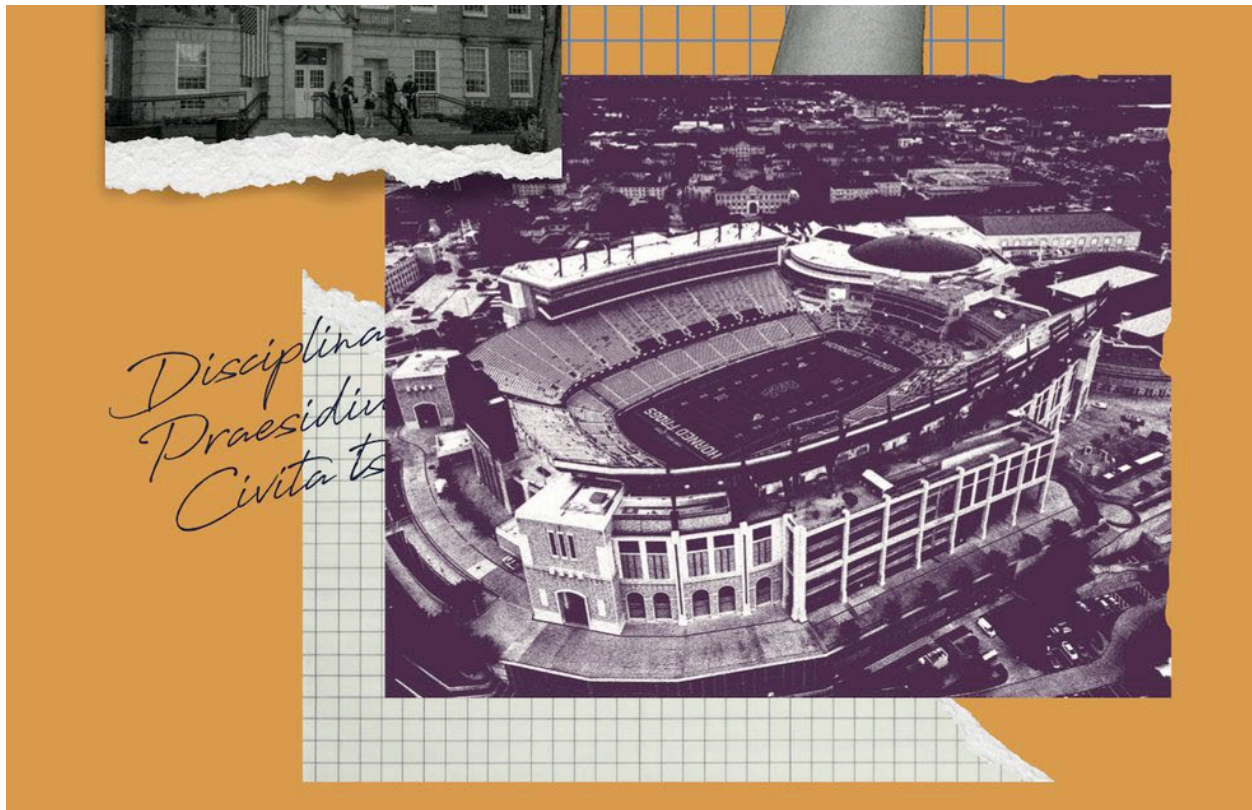
- *Does a Democratic-led city that knows how to deal with all the issues of urbanity exist? Housing, homelessness and social services strains, crime and public safety, and business and tax policy. If they're out there, they hide very well.*

THE ROSE-COLORED OUTLOOK:

- *Blue cities tend to be economic powerhouses, attracting tech, finance, health care, and creative industries. See Austin and Silicon Valley.*

WILL GET EDUCATED ON EDUCATION

(SCHOOLS AND UNIVERSITIES)



Illustrations by Lauren Deitzer

Texas A&M's emerging campus on the southeast side of the downtown — once so desolate and sleepy a place, I saw a panther hibernating down there ... I swear — is representative of our own little renaissance on the Western frontier.

The transformation of that quiet corner into full bloom as the campus of Fort Worth-Texas A&M is something much more than that. Business and innovation have already begun to invest and locate to Fort Worth because of what is happening down there.

That's not all that's going on.

TCU's medical school is off the ground and running, doing its part to see that the burgeoning Medical District expands into a regional health care leader with cutting-edge hospitals and research facilities. Theirs and A&M's presence will lead to biotech companies looking for a home here. Texas Wesleyan is refining course offerings to better suit professionals in search of additional education. And UT Arlington, seeing the demographic writing on the wall, is making a huge investment in Fort Worth, plotting to build a 51-acre campus to serve a booming portion of North Texas region to serve up to 10,000 students when finally built out.

By 2100, Aledo, with a population of 6,200, as of 2023, is expected to be the population center of the region. Egads!

They'll have a choice to go to school nearby.

Tarrant County College, too, will continue to ramp up offerings for those whose not on a traditional college path. Its HVAC program is already one of the best in the state.

The expanded educational presence will foster a more educated workforce and ensure Fort Worth's future is one as a hub for research and innovation.

Primary and second education? Only the good Lord knows. We're hopeful the kids can start reading and doing the maths at grade level in Fort Worth. It will likely depend on the social issues, namely, familial units with strong leadership.

Our fingers are crossed.

NAYSAYING NOSTRADAMUS SAYS:

- *Finding a negative is difficult, unless, of course, the public schools don't get their stuff together.*

THE ROSE-COLORED OUTLOOK:

- *Fort Worth becomes something akin to Florence and Venice on the Western frontier, producing a ready workforce for all the industry clamoring for space.*

NEWS OUTLETS (HOWEVER THEY EXIST) WILL CONTINUE TO DO THEIR JOBS

(MEDIA)

Twenty-five years ago, a somewhat sensible person could have logically predicted daily newspapers would have gone the way of the Tasmanian tiger by now. At the forefront of digital communication — a new, shiny thing at the time — it seemed possible that the online blog wouldn't just take a bite out of traditional news, but completely supplant it.

Of course, any such predictions would have been very wrong. While we're saddened to admit that journalism and city dailies are far from thriving — this isn't the *Star-Telegram* of the Amon G. Carter days — we are, however, surviving. And if the last 25 years is any proof of the media's resiliency, news outlets will continue to evolve, adapt, and survive.

While it's difficult to predict digital trends, it is likely that social media, and this includes all the never-ending global feeds of infinite and instantaneous content, will somehow become even more prevalent in our daily lives. These channels will morph into the ecosystems by which we do absolutely everything — work, communicate, pay bills, learn, shop, watch TV, listen to music, etc.; their algorithms feeding you everything you want to see and hear. And media — newspapers, magazines, broadcast channels, and digital news outlets — no matter the medium, will be right there vying for your attention.

While the *Star-Telegram* has taken some hits and no longer prints daily, we're not counting them out in the year 2050 quite yet. It's still a name that carries emotional weight in Cowtown, and we suspect someone will carry on the *Star-Telegram* title. It's unlikely to go back to being a daily, and it might even go completely digital, but they'll remain in your social media feeds, or wherever you're consuming content.

NAYSAYING NOSTRADAMUS SAYS:

- *The bigger problem is the fact few trust major media sources anymore, and regaining that trust is essential for its survival.*

THE ROSE-COLORED OUTLOOK:

- *Glaring conflicts of interest aside, Jeff Bezos' ownership of The Washington Post is of high interest for two reasons. First, it's positive he sees potential growth. Second, how will that growth come?*
-

THE MEDICAL DISTRICT WILL ADD CUTTING-EDGE TO ITS LEXICON

(HEALTHCARE)

Fort Worth becoming a medical hub isn't a prediction awash in wishful thinking or niceties. No, Fort Worth becoming a medical hub is a necessity. After Cowtown eclipses Dallas in population, such a city shouldn't require anyone to leave town, even if only across the metroplex, for treatment or a medical procedure. While the city has a robust medical infrastructure and a nationally ranked public hospital system that ensures the long and healthy lives of its residents, where it falls behind is in medical research and cutting-edge technology and procedures.

Over the last half-dozen years, Fort Worth's health care industry has been on a growth trajectory that has largely kept up with its population boom. The astronomical growth of the UNT Health Science Center, the recent establishment of the Burnett School of Medicine at TCU, the opening of the Moncrief Cancer Institute, and the expansions of both JPS and Cook Children's Medical Center, are all positive developments and incredible institutions that serve a community. Over the next 25 years, one can expect Fort Worth's health care infrastructure to continue to grow as needed.

TCU's Burnett School of Medicine serves as the biggest opportunity for research and innovation in health care. Most cutting-edge medical advancements happen at clinics tied to well-regarded medical schools and, while the newness of TCU's program means it might take a while, the potential for it to become a major player in the medical industry can't be overstated. The school's current location in the Near Southside gives it great access to all the area's major hospitals to research and perform clinical work. And we posit that, one day, TCU will be slapping its name on one of those hospitals.

NAYSAYING NOSTRADAMUS SAYS:

- *Despite JPS's high national ranking, how is Fort Worth still home to the ZIP code (76104) with the state's lowest life expectancy?*

THE ROSE-COLORED OUTLOOK:

- *As TCU's Burnett School of Medicine becomes more recognized and its reputation continues to improve, the school will become a positive influence on an already strong medical district.*
-

CULINARY SCENE WILL ATTRACT FOOD TOURISTS FROM AROUND THE GLOBE

(RESTAURANTS AND ENTERTAINMENT)

It might take a few years, but those disappointed in Cowtown's lack of Michelin stars during the guidebook's visit to the Lone Star State will get their frowns turned upside down. Absorbing some culinary lessons, the city's chefs and restaurateurs will lead Fort Worth into a major dining boom.

This foodie revolution will be the result of a perfect storm of inspiring cuisines from local chefs, an influx of curious and cultured incoming residents willing to try wild dishes, and the city of Fort Worth making some revisions to its arduous 63-regulatory-step process to open a new restaurant — don't worry, the cuts won't affect food quality or health and safety.

While we predict this will happen long before 2050 rolls around, the newly minted world-class dining scene will have some staying power.

To date, no Fort Worth restaurant has ever been honored by the two most prestigious groups that make it their duty to judge eateries: James Beard Foundation and the Michelin Guide. While our crystal ball isn't granting us any exact figures, we do predict by 2050, Fort Worth will have multiple restaurants honored by both.

And, yes, Cowtown will still have the best barbecue.

NAYSAYING NOSTRADAMUS SAYS:

- *Can we please not lose the charm of our local dining scene by inviting foodie tourists to the table?*

THE ROSE-COLORED OUTLOOK:

- *A city's food scene is indicative of a city's diversity, energy, prosperity, and general good taste. Improving the quality of Fort Worth's restaurants cements its status as a world-class city.*

SUNDANCE SQUARE WILL BE AT FULL OCCUPANCY

(DOWNTOWN)

Just a few months ago, we never thought the magnificent Victorian street clock in front of the downtown location of Haltom's Jewelers would ever disappear. Nor did we suspect Haltom's Jewelers itself would ever close. And yet, the corner of Main and Third is now void of timepieces and jewelry stores.

Then again, it's easy to argue the shuttering of Haltom's shouldn't have come as a surprise. When it comes to Sundance Square, the 35-block jewel of Fort Worth's downtown, predicting vacancies and occupancies is a fool's errand. The area is a vortex where logic has no residency and leases have no staying power. It's become routine for long-standing and popular institutions to close their doors for good as quickly as it takes them to turn the lock.

As disturbing as the trend is, we don't see it lasting till 2050. And the reason is simple: It's bad business. Having that many vacancies and a revolving door of businesses would make one think this area is in a rough part of town, not one of the most walkable and highly trafficked areas of the 11th largest city in the United States. So, regardless of what's happening now, the

bottom line will eventually dictate getting great, popular tenants to occupy every available space in Sundance Square.

Concerning the rest of downtown, reuse and urbanization will result in more living spaces, office spaces, and maybe even a few new skyscrapers. Downtown will continue to push west, where you'll see vacant lots and single-story office spaces become high-rise office buildings, condos, and urban apartments.

NAYSAYING NOSTRADAMUS SAYS:

- *Sure, Sundance Square might be at full occupancy, but spaces full of obscure art galleries and plant shops aren't going to lure many downtown.*

THE ROSE-COLORED OUTLOOK:

- *Bass Performance Hall, Sundance Plaza, and the walk down Main Street. If those things still exist in 25 years, Fort Worth has one of the most incredible downtowns regardless of who occupies the spaces.*

PANTHER ISLAND WILL BE DELAYED, BUT IT WILL EXIST

(PANTHER ISLAND)

According to recent reports, those at the helm of the Central City federal flood control project, colloquially referred to as Panther Island, are still holding out hope for a 2032 completion date.

The project, which has been in the works since 2001, is a \$1.16 billion canalization of the Trinity River just north of downtown that will give way to a massive urban village on an 800-acre island. The new island will be the result of a bypass channel built by the U.S. Army Corps of Engineers that will reroute part of the Trinity. The bypass is also supposed to relieve stress on Fort Worth's 21 miles of levees and protect thousands of acres from flooding — hence how the city managed to secure the federal funding.

It's an ambitious project that has long been hindered by changes to the plan, changes to funding — Congress authorized over \$500 million in federal funding, but the project had received only \$62 million through 2022 — and changes in leadership.

If the channels are, in fact, completed by 2032, the island will now be visible and ripe for construction at a location that would have any developer licking their chops. The current plan calls for mixed-use buildings, green spaces, hotels, sports facilities, and a heck of a lot more. It's a dense urban village that will need a solid infrastructure of roads, potential rail lines, and utilities and will take years upon years to develop and build. Of course, the above plan is also sure to be tweaked.

At the moment, there's no set timeline for the island's eventual development. But with the Army Corps of Engineers promising completion of the bypass by 2032, we feel confident Panther Island will exist by 2050. And we'll go one step further and say that developments — apartments, restaurants, retailers, etc. — will exist, in some capacity, on the island. After taking so long to get the bypass done, we doubt anyone drags their feet to develop this prime piece of real estate.

NAYSAYING NOSTRADAMUS SAYS:

- *\$1.16 billion? So, is this the going rate for swamp land?*

THE ROSE-COLORED OUTLOOK:

- *Needing urban development, Panther Island provides 800 acres-worth of mixed-use development that will become one of the hottest spots in town.*

DFW AIRPORT WILL HAVE A TERMINAL G

(AIR TRAVEL)



Illustrations by Lauren Deitzer

Terminal F, Dallas/Fort Worth International Airport's sixth terminal that comes with a \$1.6 billion price tag, is set to open in 2027. And don't expect this to be the sole addition before 2050 rolls around.

According to forecasts from the Federal Aviation Association, DFW Airport's passenger traffic and airline flights could grow by as much as 80%. While the metroplex's population boom is partially to blame for this increase, most of the traffic will come via connecting passengers. As aviation becomes more accessible to the global population, the demand for flights will increase.

According to the International Civil Aviation Organization, air traffic is expected to double over the next 20 years. And, with Love Field legally constrained to 20 gates, no airport exists that can take the load off DFW. This, of course, means more gates — the airport likes to add them four

or five at a time into connecting areas between terminals — more Skylink stops — which itself will get a facelift — and likely another terminal. Terminal G.

The airport will also have some new electric-powered, or perhaps hybrid, planes taking off, landing, and parking. While Airbus' previous electric airliner program (E-Fan X) failed to achieve liftoff thanks to COVID, we wouldn't be shocked if they pick up the pieces, give it another go, and sell a couple planes to more adventurous airlines doing shorter trips.

Perhaps our most confident prediction for the airport in 2050 is a halt of all paper tickets to board planes. That's right, like everything else, the airport will fully embrace your touch-screen mobile device, making those tracing-paper-thin tickets only good for emergency tissue.

NAYSAYING NOSTRADAMUS SAYS:

- *The fact the airport will become 80% more crowded means DFW will be ground zero for the next pandemic and will give a large chunk of Fort Worth's population even more reason to avoid air travel.*

THE ROSE-COLORED OUTLOOK:

- *With two new terminals, this might also mean two more TGI Fridays.*

PROFESSIONAL SPORTS WILL REMAIN EAST OF FORT WORTH

(PRO SPORTS)

[NOTE: For the sake of this argument, we're electing to put aside the notion that most Fort Worthians likely consider any squad with Dallas in their name a "home team."]

The average lifespan of a professional sports team stadium is 30 years. If this statistic holds true, this means all four of the metroplex's major sports franchises (Cowboys, Rangers, Mavericks, Stars) will be playing in new arenas, domes, or ballparks by 2050 — with the Rangers set to debut their new digs.

With the prospect of a new stadium comes handwringing among city officials; there's always that slight threat a team could pack their bags and go elsewhere. It's no mistake that a team's lease with the city typically lasts 30 years.

So, let's imagine for a second that each of the four professional teams in the metroplex, upon completion of their 30-year leases, are considering a new home. Could Fort Worth, with its climb up the population rankings and acres upon acres of unused land, be an attractive option? There's no doubt the city could make a push for it. After all, snagging one of these teams that already exists within Fort Worth's media market might be the city's best chance to get a professional sports franchise.

While it's feasible the Rangers could make the leap to Fort Worth, despite their stadium being 30 years old in 2050, their lease with Arlington technically doesn't expire until 2054 due to their building the new park four years before their previous lease expired in 2024. Thus, their new 30-year lease goes to 2054. Also, the Rangers have had a long history in Arlington and are unlikely to leave town.

The Cowboys, perhaps still owned and managed by Jerry Jones in an iron lung, have never had a problem with switching up cities yet retaining the name “Dallas.” Their lease with Arlington expires in 2039, and some land in the exploding Alliance Corridor might make for a great new Jerry World. But it’s doubtful the Cowboys will want to move that far away from the metroplex’s main population center, which, even in 2050, will be Dallas. However, Jerry did take a glance at the Alliance Corridor 25 years ago.

The Mavericks, who sold their team to a family of Las Vegas natives and just traded away arguably the best player in the NBA, could very well move. Anything is possible. But, like the Stars, a move to Fort Worth doesn’t do anything for them.

Perhaps the best way for Cowtown to get professional ball is for the metroplex to grow to such an astronomical size that it warrants two franchises, and one of the leagues awards Fort Worth an expansion team — a la Los Angeles. This is not our prediction, mind you, but it is fun to imagine.

NAYSAYING NOSTRADAMUS SAYS:

- *At least require a team’s name to include the city in which they play, not the city next to it.*

THE ROSE-COLORED OUTLOOK:

- *With Arlington likely to remain the metroplex’s hotbed of professional sports, at least Fort Worthians won’t have to return to the days of traveling to Dallas for games.*

WILL REMAIN THE CAPITAL OF COWBOY CULTURE

(PRESERVING OUR ROOTS)

Some people say their greatest fear is public speaking. Others might say loneliness, rejection, or failure. Indiana Jones says it’s snakes. But for Fort Worthians, they fear losing their identity, losing the thing that distinguishes them from others — those charming cowboy yeehawisms carried down from generation to generation that make them uniquely Fort Worthian.

While this Fort Worth culture is rooted in its people, it’s also represented in things like the Stockyards, the Herd, Billy Bob’s Texas, and the Fort Worth Stock Show and Rodeo. So, when people catch wind of urban dwellings around the very un-urban Stockyards, or a fast-food joint rubbing up against Cattlemen’s Steakhouse, it’s only natural to get a little worried about the future of our hometown.

Truth is, these very un-Fort Worth developments — we call them un-Fort Worth because they fly in the face of our small-town vibe — are inevitable and ultimately important for the growth and sustainability of the city. The Stockyards are going to change. Some of the changes we’ll like, and others we won’t. But the Herd will still walk down the bricks of East Exchange Avenue twice a day and Billy Bob’s Texas will still have line dancing on Tuesday. Yes, both will be happening in 2050.

With cowboy fashion and the world of Western culture experiencing an en vogue renaissance, the fad of pearl snaps, Stetsons, and bandanas is likely to fade in the next few years. No, in 2050, rodeos won't be nearly as celebrated around the U.S. as they are right now, so enjoy.

But we also predict that in 2050, rodeos will be just as cool in Fort Worth as they have always been. Despite newcomers from every other state in the union and developers going scorched earth on Cowtown lore, Fort Worth isn't going to lose the things that made it Fort Worth.

NAYSAYING NOSTRADAMUS SAYS:

- *Urban apartments within one's eyeline while watching the Fort Worth Herd is just plain wrong no matter how you slice it.*

THE ROSE-COLORED OUTLOOK:

- *Successfully straddling the line between progress and preservation, Fort Worth graduates to world-class-city status while sticking to its Cowtown roots.*

CONCLUSION

The following might be obvious, but we're going to say it anyway: It's impossible to predict the future. New technologies, political strife, international conflict, asteroids threatening our very existence, or, if you're into astrology, specific planets in retrograde — we live in an erratic and uncertain world full of events that can affect the trajectory of our lives. Each of these predictions is simply a shot in the dark.

So, if in 25 years you find your robots dusting off your old *Fort Worth Magazines* and your AI pal reading aloud the words from this article, please don't judge these predictions too harshly. Like a 5-year-old writing about what they want to be when they grow up, we're approaching this with just enough knowledge to be dangerous. Perhaps we should have approached a modern-day seer as a subject matter expert, or maybe our grasp was limited by a refusal to use generative AI. Regardless, when we revisit this — whether in 10 or 25 years — we're open to the possibility that it could induce a mighty cringe. But such is the nature of predicting our future.

DRC'S STATE OF THE REGION EVENT ADDRESSES HIGH-SPEED RAIL AND MORE

By David Seeley

March 18, 2025

At the **Dallas Regional Chamber's** State of the Region event held in December, regional leaders addressed the opportunities and challenges of growth in North Texas—from mobility and high-speed rail to prioritizing green space over highways to ensuring health care and good public schools for our future workforce.

The **North Central Texas Council of Governments** (NCTCOG) forecasts that North Texas' growing population will surpass 12 million people by 2050. At the event, the NCTCOG's **Michael Morris** said that growing population could need some faster ways to travel.



Michael Morris speaking at the DRC's State of the Region event in December. [Photo: DRC]

“If we’re going to move and be a region of 12 million people, it sure would be nice to have high-speed rail connected directly to this transit system,” Morris said at the event. “[And have it] connected directly to the infill development of our minority and lower-income communities all tied together in an integrated system.”

Dallas Area Rapid Transit CEO **Nadine Lee** brought up the issue of balancing a desire for green spaces with maximizing mobility on roads and highways.

“Do we want more green spaces to be dedicated to highway expansion,” Lee said, “or do we want to actually capitalize on the mass transit investment that we’ve made over the last 40 years and build upon that and optimize the operation of that so that we can carry more people in the same amount of space that it takes to add a lane or two lanes to the highway?”

“The philosophy behind a lot of what we’re doing at DART is to try to move as many people as possible by mass transit so that we can free up the capacity for efficient goods movement,” Lee added.

Dallas County Judge Clay Jenkins emphasized the health of those North Texans that will be traveling around in years to come.



Judge Clay Lewis Jenkins, speaking at the DRC’s State of the Region event in December. [Photo: DRC]

“For Dallas County and the region, one in four of people between the ages of 18 and 65 [are uninsured],” Jenkins said. “The number-one cause of bankruptcy is a medical condition and a lack of insurance... When we’re competing against states that have Medicaid expansion and have an opportunity for those lower-wage workers to have health insurance, it puts us at a disadvantage.”

Jenkins mentioned something else that needs to be healthy: our public schools—and their impact on raising a much-needed future workforce.

“The biggest opportunity is workforce readiness, and what we can do to help with the legislature on that is protect our public schools,” he said. “As people retire and as you get new employees, you want people to be workforce-, military-, or college-ready when they graduate from high school.”

Blue Cross and Blue Shield of Texas and **JPMorgan Chase & Co.** were the presenting sponsors of the State of the Region event, which was held Dec. 11 at the **Renaissance Dallas Hotel** in Richardson.

COULD THREE NORTH TEXAS AGENCIES COMBINE COMMUTER RAIL OPERATIONS? TRANSIT OFFICIALS THINK SO

By Eric Garcia
March 18, 2025

A proposed regional rail authority — incorporating Fort Worth, Dallas and Denton commuter train systems — could be a viable option in four North Texas counties if it has dedicated operational funding and cohesive branding, a key transit official said.

The suggestion for a rail authority emerged from a March 13 Regional Transportation Council meeting in response to proposed state legislation, [House Bill 3187](#) and [Senate Bill 1557](#), which seek a 25% funding cut from member cities that fund Dallas Area Rapid Transit.

The legislation, if approved, threatens the [Trinity Railway Express](#), the commuter rail line that 1.1 million riders use each year to travel between Fort Worth and Dallas. The line is owned and operated by DART and Trinity Metro, the Fort Worth area transit agency. Both agencies told the Fort Worth Report that [neither would be able to operate](#) the commuter train service without joint participation. The train would be vital for the region since transportation officials [plan to use the service](#) to help transport sports fans to Arlington for FIFA 2026 World Cup games.

DART's [26-mile Silver Line](#) from Plano to Dallas Fort Worth International Airport, which is planned to launch this year, would likely be limited to one daily trip under a federal funding tie if the legislation is approved. Trinity Metro's [TEXRail](#) shares the same rail line to transport riders to DFW Airport from Fort Worth, North Richland Hills and Grapevine, but those daily operations would not be affected under the bills.

Transportation Director Michael Morris of the North Central Texas Council of Governments told the Trinity Metro board of directors on March 17 that the legislation, if approved, would have “significant consequences” and force planners to revise the organization’s future long-range transit plans that have been in the works for years.

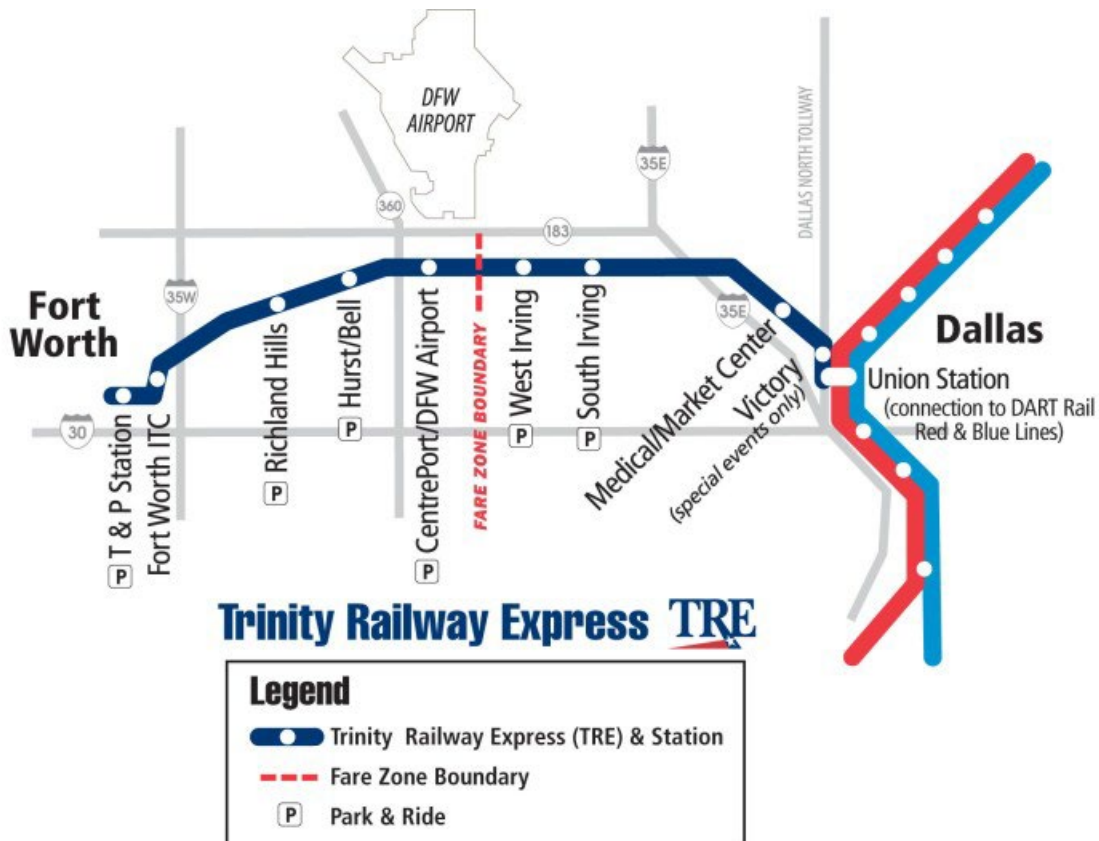
The [Mobility 2050](#) plan, scheduled to be adopted by the Regional Transportation Council in the summer, addresses growth concerns in the 12-county North Texas area — including the possible loss of federal funds and sanctions in response to the [region not meeting federal air quality standards](#) — as sprawl extends to rural areas.

Morris said RTC staff members are involved in mediation efforts between DART and member cities, but declined to comment on those ongoing negotiations.

The proposed rail authority, he said, could be a good alternative if the bills are approved to allow member cities to use a portion of the sales tax dedicated to DART for local transit improvements.

“Plano, for example, is overpaying DART by more than 200%, paying over \$100-plus million into the DART system while receiving less than \$45 million in services,” Republican state Rep. Matt Shaheen of Plano, the House bill sponsor, said in a statement to the Fort Worth Report.

Shaheen did not address the possibility of the loss of the TRE service that could result from his bill.



Route for Trinity Railway Express, a commuter train between Dallas and Fort Worth. (Courtesy image | Trinity Railway Express)

A potential rail authority could operate primarily in Tarrant, Dallas, Denton and Collin counties and use sales tax contributions from cities, rather than transit agencies. A unified brand would be suggested since each agency operates its rail services under different names, Morris said. The proposal would also incorporate rail operations of the [Denton County Transportation Authority](#), which operates the A-train Rail Trail, a 19-mile line that runs from Carrollton to Denton at the end of DART's northern service to Carrollton.

The proposed rail authority would need to be funded through at least 8/10ths of a penny derived from sales taxes, Morris said. Trinity Metro receives less funding than DART, with a .5% portion of the local 8.25% sales tax. DART receives double that amount from local sales tax.

Sub-regional boards could also be established.

Morris told Trinity Metro directors they need to advocate city leaders for transportation options — including transit-related developments where people live, work and play — because North Texas' population is expected to grow by 4 million by 2050, mostly in suburban and rural areas. The service areas for transit authorities is expected to decrease from 47% of the regional population to 38% by 2050, data from the council of governments shows.

"We need more area in the transit toolbox," Morris said.

Fort Worth, he said, could do a better job of advancing transit developments such as Grapevine has done with its rail stop.

"Rail is the critical element that grows that," Morris said.

In the long run, he said, transit options could be more cost-effective instead of spending money to constantly build up rural highways that will add to regional congestion.

Added Trinity Metro board member Ben Robertson: "We can't concrete our way out of this."

NBC DFW

MEALS ON WHEELS OF TARRANT COUNTY LOSES \$1.5M IN FEDERAL FUNDS

By Alicia Barrera

March 19, 2025

Many programs for older adults funded through the Area Agencies on Aging face tough decisions following budget cuts.

“...Programs that receive funding through the Older Americans Act (OAA) had their revenues reduced as of October 2024. They, and the Area Agencies on Aging that fund them, benefited from pandemic-relief funding that expired September 30, 2024,” Doni Green, director of aging programs for the North Central Texas Council of Governments, said in a statement to NBC 5.

While base funding remains the same, supplemental funding offered during the pandemic recently came to an end.

“The continuing resolution that was passed last Friday funded OAA programs at the same level as the prior fiscal year. Thus, base funding has not been reduced. However, the loss of supplemental pandemic-relief funding has resulted in substantial cuts,” Green said.

The OAA offers essential aging services for adults, including job training, fall prevention, and nutrition services such as Meals on Wheels of Tarrant County. The act also empowers the federal government to distribute funds to the states for supportive services for individuals over the age of 60.

“We're looking at a cut of probably about \$1.5 million, and that was through a AAA Area Agency on Aging,” said Philip Gonzalez, marketing and communications manager for Meals on Wheels of Tarrant County.

While the organization works to find another avenue to make up that deficit, clients have already noticed the difference.

“We used to deliver breakfast every day, and because of funding cuts, we had to move it to Mondays and Thursdays,” Gonzalez said.

The supplemental funds were distributed during the pandemic when organizations experienced a spike in homebound clients.

“We were able to use that money to subsidize the increase in clients, but now that our clients are still at that same level, we've lost a lot of that money that would have fed them,” Gonzalez said.

However, demand has not decreased.

“We needed that money. We had it, and now we lost it,” Gonzalez said. “But we still have all those same clients... Now, anyone who comes onto the program that is new more than likely is not going to receive breakfast at all from us.”

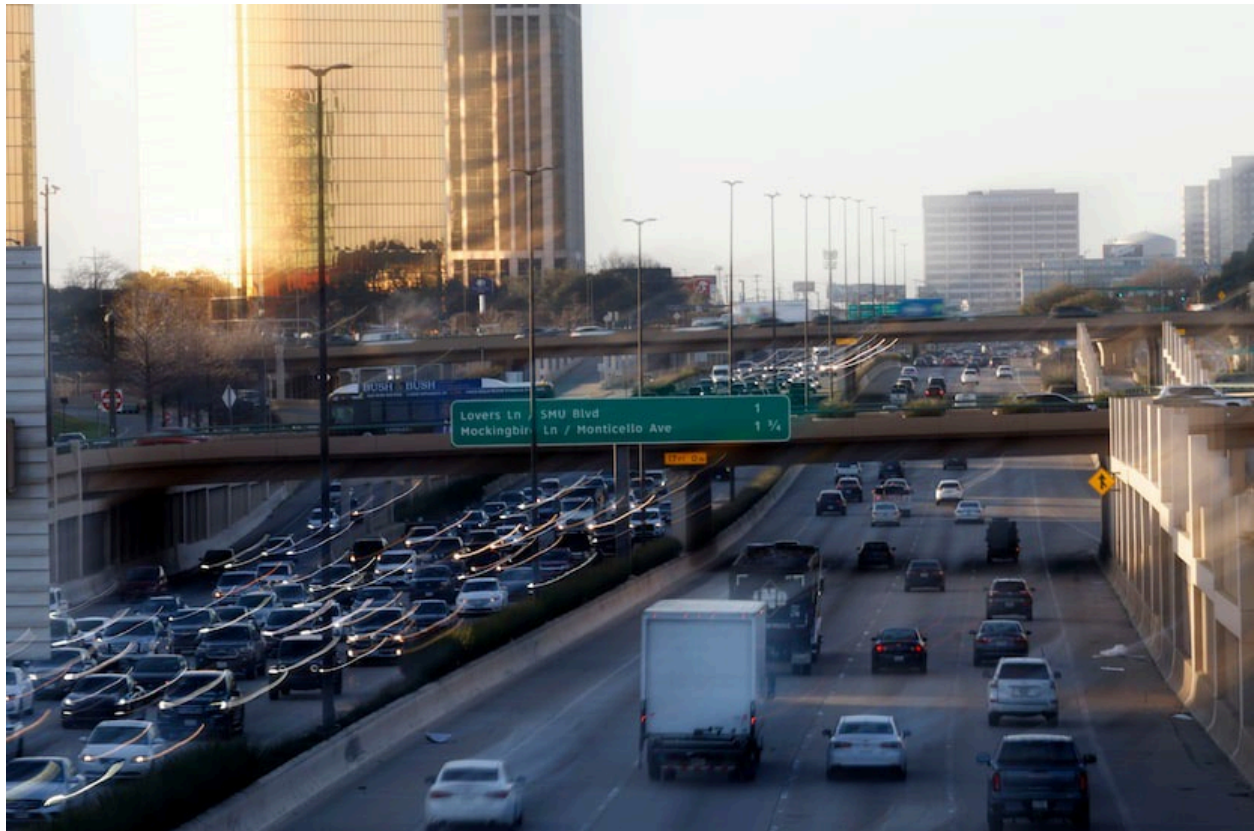
Now, organizations affected will rely on donors and seek funding through local and state grants.

“We're just going to do what we have to do to make sure that the funding is there,” Gonzalez said.

NORTH TEXAS COMMUTERS TO SEE 'IMMEDIATE IMPACT' AS STATE WORKERS RETURN TO OFFICE

Transportation planners say drivers may already be noticing a shift as more cars return to roadways during peak hours

By Amber Gaudet
March 20, 2025



Traffic flows southbound on Interstate-75, Wednesday, March 12, 2025, in Dallas. (Chitose Suzuki / Staff Photographer)

Weekday commuters in North Texas might already be noticing a slowdown in morning drive times as more cars hit roadways following a [return-to-office directive for state employees](#).

State agencies are instructing remote staff to return to the office full time following instructions from Gov. Greg Abbott earlier this month to review telework policies. That means many of Texas' roughly [141,000 employees across 114 agencies](#) will add to the number of cars on the state's increasingly congested highways, adding to commutes that have already grown [since the COVID-19 pandemic](#).

"People are going to start seeing the impact almost immediately," said Dan Lamers, senior program manager for transportation planning at the North Central Texas Council of Governments. "I would say within the next two months, you'll really start seeing the traffic picking back up again."

Despite the persistence in hybrid and remote work, North Texas traffic patterns have long been inching closer to their prepandemic levels, Lamers said, with midday and evening peak periods more congested than before.

Whether more cars on the road will noticeably impact congestion depends not only on the number of cars and where they're going, but on the existing capacity of the roadways they're traveling on, according to Vanderbilt University professor of civil engineering Daniel Work.

"If you're under a threshold, incremental changes in commute patterns, whether it's from work from home or just growth of the community, have basically no effect on the traffic patterns," Work said. "But once you get over the critical carrying capacity of the network, every single additional car gets more and more expensive in terms of travel time. So for congested communities...they're the most sensitive to small changes in how many cars are on the roadway [and] to the minutes of congestion that get added for every commuter."

It's unclear exactly how many Texas agencies have offices throughout the region, but the state added more than 560,000 residents last year — 177,000 in the Dallas-Fort Worth area — with many [flocking to North Texas suburbs](#). And residents are [spending more time commuting](#) than ever before since many relocated away from urban centers as remote work has grown.

With little room to expand existing infrastructure in the region, that puts Dallas among the [top 20 most congested cities](#) in the country. Even small changes in demand can add to the strain, Lamers said.

"We're in a situation where we're growing faster than we have the means to add capacity, particularly within the four core counties, Dallas, Tarrant, Collin and Denton counties," Lamers said. "Areas where you see roadways today, there simply isn't room to widen them and additional capacity on those core roadways in our urban part of the region just isn't going to be able to happen."

Monday and Friday traffic will likely see the most notable uptick at first, since hybrid workers tend to work from home on those days, Lamers said.

Morning slowdowns could be softened slightly in March with school traffic lessened thanks to spring break holidays, but any relief would be short lived.

If some employees returning to the office full time choose to take public transit, that could also ease some of the road burden, Lamers said, but in 2023 [more than 67%](#) of Dallasites drove to work alone while less than 2% rode transit.

Drivers have found lots of [ways to cope with longer commutes](#), from finding alternate routes to leaning into the drives with curated playlists. But ultimately, as congestion continues to worsen in North Texas, many will need to move closer to their places of work if they hope for shorter commute times.

"People are either going to have to, by necessity, change their driving characteristics, or they're going to have to move or take jobs in places where there is excess capacity, or we work with the local governments to encourage better land use so that people don't have to drive as far as they do today," Lamers said.

CIVIC MARKETPLACE STRENGTHENS SUPPORT OF FIRST RESPONDERS THROUGH NEW PARTNERSHIP WITH TEXAS POLICE CHIEFS ASSOCIATION

By Business Wire
March 26, 2025

Civic Marketplace, Inc. is pleased to announce a new Platinum Partnership agreement with the Texas Police Chiefs Association (TPCA), one of the leading advocates for professional law enforcement in the state.

Through this partnership, Civic Marketplace underscores its commitment to supporting TPCA's vital mission by providing procurement services for public safety technology, services, and equipment through its online platform.

"The Texas Police Chiefs Association has long championed the professional growth of law enforcement executives by driving innovation and collaboration among agencies," said TPCA Executive Director Chief Gene Ellis (Ret.). "Efforts to get vital services and products into the hands of police officers faster provide the resources needed to protect Texans. We are proud to have Civic Marketplace as a Platinum member of the TPCA Partnership program."

"We are honored to partner with the Texas Police Chiefs Association," said Ron Holifield, President of Civic Marketplace. "TPCA's dedication to improving public safety aligns perfectly with our mission to provide streamlined, cost-effective procurement solutions that allow agencies to focus on what matters most - protecting and serving the public."

Also integral to this sponsorship is TXShare, the cooperative purchasing program of the North Central Texas Council of Governments. TXShare's best-of-breed cooperative contracts, available on the Civic Marketplace platform, provide efficient and effective, 100% legally compliant access to vital goods and services for numerous items, including:

- **Police Uniforms**: High-quality, durable uniforms for emergency personnel. This contract connects agencies to pre-vetted suppliers offering tailored apparel solutions for fire, police, EMS, and other essential departments, including Galls, Got You Covered, and GT Distributors.
- **Night Vision Solutions**: Night vision and thermal imaging devices for law enforcement, enhancing operational capability. Compliance with public safety standards and prioritization of cost, functionality, and technical reliability for critical missions were important considerations during supplier evaluation, and solutions are available from Night Vision Devices and SupplyCore.
- **Gunshot Detection Systems**: Gunshot detection systems and ancillary services enhance public safety through rapid response, real-time information, and evidence collection, improving situational awareness and emergency response coordination. Suppliers on this contract include Climatec, Eagle Protection Agency, HQE Systems, and Wytec International.

“Through our collaboration with Civic Marketplace, we aim to ensure that our member agencies can acquire cutting-edge technology, protective gear, and essential resources faster than ever before with the confidence of transparency and compliance with the competitive procurement process,” said Jon Blackman, Chief Operations Manager at TXShare. “When every minute counts in law enforcement, efficient and effective procurement can truly make a difference. The TXShare contracts are “Pre-vetted, Pre-Approved, and Ready to Respond.”

The partnership will be showcased at the upcoming Texas Police Chiefs Association conference, where law enforcement leaders from across the state will gather to exchange ideas, attend workshops, and discover new ways to enhance public safety. Civic Marketplace looks forward to supporting TPCA in creating a dynamic, informative event that benefits police chiefs and their communities.

For more information about the Texas Police Chiefs Association and its ongoing work, please visit <https://www.texaspolicechiefs.org>. To learn more about these and many other contracts available on Civic Marketplace, please visit www.civicmarketplace.com.

DALLAS IS SHIFTING ITS FLEET FROM GASOLINE TO ELECTRIC VEHICLES

By Maria Ramos Pacheco

March 25, 2025

As part of its [greenhouse gas reduction strategy](#), the city of Dallas leads the region with the largest electric fleet among North Texas cities.

The transportation sector, which includes private and public vehicles, trains and planes, contributes 34% of the city's greenhouse gas emissions, and 98% of that is attributed to road transportation, according to the Dallas inventory conducted in 2019.

"Over 60% — over half — of the nitrogen oxides that are produced in our region comes from transportation, which is part of the reason why we are interested in zero-emission vehicles," said Savana Nance, an air quality planner with the North Central Texas Council of Governments.

Greenhouse gases trap heat and make the planet warmer. The most common are carbon dioxide, methane, nitrous oxide and fluorinated gases.

Nance said Dallas was one of the first cities in the region to purchase electric vehicles in 2012.

"The city of Dallas is making a lot of progress, from our perspective. They've made many investments and gone after funding," Nance said.

[Dallas County is in nonattainment for ground-level ozone](#), which means it exceeds federal air quality standards, according to the Texas Commission on Environmental Quality. According to the Environmental Protection Agency, ground-level ozone contributes to increased asthma attacks and other respiratory health problems, especially in children, older adults and people with breathing problems.

In 2020, the City Council unanimously approved the Dallas Comprehensive Environmental and Climate Action Plan, a guide for the city's environmental and climate action efforts to address current and future challenges.

One of CECAP's [main pillars is access to sustainable transportation](#). The plan has an interim goal of reducing greenhouse gas emissions 43% by 2030 and a long-term goal of eliminating them by 2050. Another goal is for all new light-duty fleets to be fully electric by 2040.

As of March, the city's fleet included 60 electric vehicles and had 65 ordered for city employees to drive this year. Twenty more are under consideration.

Plano purchased its first all-electric garbage truck last year and has about 22 hybrid vehicles. The city of Denton has an electric fire truck. Other cities — like McKinney, Carrollton and Grand Prairie — also have purchased electric vehicles.

Dallas owns about 5,400 vehicles, including a mix of gasoline-powered, electric, hybrid electric, plug-in hybrid electric, natural gas, diesel and biodiesel.

Vincent Olsen, [interim director of Dallas' equipment and fleet management](#), said his department is working closely with everyone to ensure a smooth transition to electric vehicles.

“First, we have to identify where we can best use the vehicle,” Olsen said. “What you don’t want to do is take a really efficient vehicle, pull it out and replace it with an electric vehicle. We have to be very intentional about it.”

Every year, Olsen’s department checks all the city-owned vehicles for mileage, tires and other maintenance needs. It evaluates whether an electric vehicle should replace the car during that process.

Another measure the department has taken is to wait until a new vehicle or model has been on the market for a while before investing in it. This ensures that those models will be reliable for the city’s needs and that auto parts for repairs are available.

Benefits

Prices for the cars vary by model. The city paid about \$34,000 for a 2023 Chevrolet Bolt EV 1L, a compact car currently used in the Fair Housing Office. And a 2023 Ford F-150 Lightning, a pickup truck, cost the city about \$61,000, according to records obtained by *The Dallas Morning News*.

The North Central Texas Council of Governments manages the [Dallas-Fort Worth Clean Cities program](#) to reduce transportation energy use and improve air quality by educating fleets and other drivers about clean vehicle technologies.

One of the main reasons the program promotes [electric vehicles is they produce no emissions while driving](#), helping to reduce air pollution, including ozone, the harmful pollutant created by nitrogen oxides and volatile organic compounds emitted by gasoline and diesel vehicles.

Another benefit is a lower total cost of ownership due to less maintenance. Electric vehicles don’t need oil changes.

Challenges

As the demand for electric vehicles increases, so does [the demand for electric charging stations](#), which can be expensive and take time to build the infrastructure, Nance said.

Three main electric vehicle charging infrastructure categories vary in power requirements, charging speed, installation, and equipment costs.

Level one chargers are not common and have a very low voltage. Level two chargers fit into a home environment and charge overnight for eight to 10 hours. Level three chargers are typically found at gas stations and around town. They require more planning because the electrical grid must be able to provide an increased amount of power.

The city of Dallas has four level three chargers, each of which can charge two vehicles. Olsen said they are installing about 90 level two chargers in various locations that will be ready in the next three months. These chargers are for the city’s fleet only.

In 2023, the Dallas City Council approved a 10-year, \$12 million contract with Ford Motor Company through the Florida Sheriff’s Association Cooperative Agreement to purchase electric vehicle charging infrastructure and charging management software.

The lack of information about the benefits and challenges of electric vehicles can make it difficult for the city to acquire more, said Tracy Wallace, Environmental Commissioner for District 5.

Wallace, who owns an electric vehicle, said it can take a minute to adjust and understand the difference between driving a gasoline-powered car and an electric one.

She said the city should look beyond the economic savings of purchasing electric vehicles and consider the health benefits for both residents and those who drive them.

DALLAS WILL CONTINUE PAYING NEARLY \$500,000 FOR TUNNEL UNDER THANKS-GIVING SQUARE

The city, which leases a pedestrian tunnel from downtown nonprofit Thanks-Giving Foundation, plans to negotiate its contract

By Devyani Chhetri
March 26, 2025

Dallas will continue paying half a million dollars to lease an [underground tunnel under Thanks-Giving Square](#) amid concerns that the city doesn't generate the type of revenue to justify the costs.

City officials briefly paused funding last year when City Council member Chad West, who chairs the Government Performance and Financial Management Committee, pushed for city staffers to assess if it can recover the cost of maintaining the property.

On Wednesday, council members voted to release funds that were set aside. How the funding continues next year will become clear once budget discussions progress.

"Staff expects some cost savings this fall, but is unsure whether our cost will be zeroed out because we apparently have to give a one year notice to the tenants for amending their contracts," West told *The Dallas Morning News*.

This means that the city will be on the hook for these payments until new contracts are set in place.

At issue are two separate ends of the tunnel system. One is the pedestrian walkway the city leases from Thanks-Giving Foundation, which oversees an interfaith shrine at a downtown square.

The second, the city-owned Bullington Street truck terminal, services four buildings above ground, including the Mosaic building and the Santander Tower. The city derives revenue from the use of the truck terminal but the income barely covers the total expenses.

Put together, the city's lease payments and the cost of operating the truck terminal have resulted in unrecovered expenses of an average [\\$440,000](#) annually, over the past three fiscal years.

City officials have asked for appraisals of the truck terminal and value of services the city offers, West said. The city can begin renegotiating the contracts with the nonprofit and the four buildings after the appraisals come back.

"I believe that staff must ensure we are diligent to negotiate the best deal possible for the city, but will continue to push for an expeditious end to this longtime waste of taxpayer money," West said.

Much of the scrutiny has been directed at a 75-year agreement the city signed with the Thanks-Giving Foundation in 1972. The contract had language that increased the rent for the tunnel every three years, based on the consumer price index.

"I think the initial minimum value was \$65,000, and over the last 50 plus years, it has escalated and grown to that half a million dollar mark," Assistant City Manager Donzell Gipson said last year.

[KERA reported](#) the city's payments to the nonprofit form the bulk of its operating budget, indicating the nonprofit's reliance on public dollars to sustain its operations. CEO Kyle Ogden has since then revived a campaign to expand the 3-acre park which holds the shrine into a new "Thanks-Giving District" that would mirror tourist attractions like Klyde Warren Park.

[Whether those plans are realistic remains to be seen.](#) Ogden briefed council members last month about plans that would require a \$30 million investment that could get \$10 million from the North Central Texas Council of Governments as long as the nonprofit can raise the rest of it.

A bulk of the discussions around maintaining the property have occurred in closed session, and might have centered around the legal ramifications of getting out of a signed contract between the nonprofit and city.

In public meetings, city staffers have suggested measures that could combine the lease payments with the costs of operating the truck terminal and pass it on to the above-ground building operators who use them.

John Johnson, who oversees the city's real estate and facilities, said there was ["noted opposition"](#) to that idea.

DART WILL REFUND SOME CITIES MILLIONS. WHAT WILL IT COST RIDERS?

Nearly \$60 million in service cuts would be needed to help fund the initiative

By Amber Gaudet
March 27, 2025

[Dallas Area Rapid Transit](#) board members agreed on Tuesday to refund some cities millions of dollars in tax revenue in the hopes of halting [legislation in Austin](#), but the move will cost riders.

The board committed Wednesday to creating a general mobility fund that will allocate 5% of DART's annual sales tax revenue to funding the initiative for three years. Under the fund, seven cities that paid a surplus into DART in 2023 would be eligible to receive a collective \$42 million back in the first year for use on non-DART transportation projects in their cities.

It's an attempt to mollify member cities that have pushed for twin bills to be filed in the Texas legislature in February that would compel the agency to create a permanent general mobility program funded by 25% of DART's annual sales tax revenue. DART has said that would [cripple the agency](#), leading to widespread service cuts throughout the region, slowed frequencies and layoffs.

But the short-term mobility program approved Tuesday will lead to significant cuts as well, staff told the board last week.

The 2026 allocation amount would be equal to 5% of the agency's total 2024 sales tax collections, or just over \$42 million. That's on top of at least \$18 million the agency [expects to spend on city service requests](#). Those dollars, along with more than \$9 million for additional Silver Line operations and "unknowns," together create a more than \$78 million projected budget shortfall for 2026.

DART staff hope to make up the gap by eliminating low-performing routes, reducing service frequency and cutting some commuter rail and paratransit services.

Those cuts would include discontinuing six local bus routes, three express bus routes, two GoLink zones and three GoLink zone-to-zone pilots. While the changes would impact a little over 1 million riders, cuts to service frequency on buses and rail — including possibly reducing service days and hours of operation for commuter rail — would impact almost all riders.

The changes would also lead to a decline in revenue from riders, staff told the board.

"When you start doing stuff like this ... every year you have to cut more because not only will our fare revenue go down, our federal formula funding will go down," DART chief financial officer Jamie Adelman said.

The agency could save up to an additional \$10 million on paratransit service for disabled riders. The Americans with Disabilities Act only requires transit agencies to provide the service within three-quarters of a mile of fixed-route services, so shrinking the number of routes in service would allow for downstream cuts impacting about 17% of paratransit trips.

As part of Tuesday's resolution, the board agreed to cap tax revenue growth at an average of 3.8% over its 20-year financial plan. Beginning in fiscal year 2029, cities with sales tax collections greater than the allocation of costs in their cities will receive an equity adjustment. If the difference is greater than 50%, cities will receive a 25% disbursement, while those with a 25% to 49.99% disparity will get 15% back and cities with a 1–24.9% difference will get 5% back.

Staff hope external funds such as from the Regional Transportation Council could also help make up the expected budget deficit.

A study by accounting firm EY last year showed seven cities — Addison, Carrollton, Farmer's Branch, Highland Park, Richardson, Plano and University Park — contributed more to DART than they received in service cost allocations. Those cities would be eligible to receive an amount of the 5% proportional to the difference under DART's general mobility program.

Representatives of several cities voted down Tuesday's resolution to institute the program.

"I think we need a structural fix that has the permanence of state legislation to it," Plano representative Anthony Ricciardelli said.

The vote came just before a resolution Wednesday by the Dallas City Council formally supporting maintaining DART funding.

"This is the time, more than ever, to show our unity in support of DART as it's under assault," council member Jaynie Schultz said.

DART plans to hold public meetings in June and early July and a public hearing July 8 before service changes would move to the board for approval in August. If approved, the cuts would take effect January 19, 2026.

CITY OF ARLINGTON

ARLINGTON'S RAPID PUBLIC TRANSPORTATION HITS 100,000 RIDE MILESTONE

By Staff

March 26, 2025



May Mobility, a leading autonomous vehicle (AV) technology company, today announced that its RAPID AV pilot has given more than 100,000 rides since its launch in March 2021. The AV service has played an essential role in helping university students and staff navigate to classes and jobs around campus and Downtown.

The City of Arlington partnered with May Mobility, Via, and the University of Texas at Arlington (UTA) to deliver an autonomous, on-demand transportation solution to popular destinations around Downtown, focusing on UTA.

The university campus has a diverse student body drawn from almost every state in the U.S. and more than 100 countries. Many of these students arrive without their own vehicle. RAPID AV provides the community with a convenient, economical and reliable way for riders to get where they need to go, exactly when they want to.

According to a series of rider surveys, 67% of riders are university students, with a majority of those students using the AVs to get to and from school and work. Also, 75% of respondents make less than \$35,000 per year and half of respondents do not own a vehicle, relying heavily

on RAPID AV to get around town. The survey revealed that car owners also find the service valuable, enjoying easy access to transportation when a car breaks down or is otherwise unavailable.

[Learn about RAPID](#)

The RAPID AV pilot has showcased that there is a demand for autonomous driving technology beyond busy urban centers. As seen in Arlington, AVs serve to create safer streets in suburban areas and around college campuses.

Each AV is equipped with May Mobility's patented Multi-Policy Decision Making (MPDM) technology, which leverages AI reasoning to quickly and efficiently handle any circumstance, perfect for pedestrian-heavy areas around campus. MPDM analyzes thousands of potential scenarios every second to determine the best course of action, even in new, unknown or unexpected situations.

Due to MPDM's adaptability and focus on safety, 96% of riders reported feeling safe when riding in a May Mobility autonomous vehicle.

"The City of Arlington is pleased to celebrate the many accomplishments of the RAPID pilot, including reaching 100,000 rides," said Ann Foss, Planning and Programming Manager for the City of Arlington. "The service is well-suited for our downtown area and the UTA campus, providing a daily transportation solution for students, residents, and visitors."

The RAPID AV service is free to use for university students and staff (\$3 for the general public) and its service zone includes 35 pick-up and drop-off points. May Mobility's fleet consists of four autonomous vehicles, including one wheelchair-accessible vehicle.

Riders can book an on-demand ride through the Via-powered Arlington Transportation app, which then matches other passengers headed in the same direction into one shared AV. . As a result, riders can easily travel to enjoy a meal at one of Front Street's many restaurants, catch a game at College Park Center, study at the Arlington library or visit a friend at one of Downtown's apartment complexes.

"Riding in the autonomous vehicles is especially helpful when I have my exams and classes. It saves me lots of time," said RAPID AV's 100,000th rider, Ravi Krishnan. "If I were to walk, it takes me around 30 minutes to get to class. If I use a RAPID autonomous vehicle, it just takes me five to ten minutes maximum."

Additional data regarding the RAPID AV pilot service:

- The service provides more than 1,000 rides per week
- Over 90,000 autonomous trips have been made
- The average ride rating is 4.9 out of 5 stars from nearly 10,000 reviews
- According to riders, the top three reasons for using the service are for going to and from school, work, and shopping centers

The RAPID AV pilot received competitive grant funding from the Federal Transit Administration and the North Central Texas Council of Governments.

FORT WORTH WRANGLLED MORE LITTER IN 2024. ADDITIONAL CREWS, RESOURCES MADE THAT POSSIBLE, CITY SAYS

By Nicole Lopez

March 27, 2025



The city of Fort Worth expanded its litter abatement contract with UpSpire, an agency providing job opportunities to people experiencing homelessness or struggling with other barriers to employment. (Courtesy photo | Kirsten Ham)

In a 2024 community survey, Fort Worth residents ranked [litter control](#) and cleanliness as the city services with which they were most dissatisfied.

Concerns about litter in Fort Worth have grown since 2019. In response, the city launched several initiatives such as its fleet of [street sweepers](#), [more litter pickup staff](#) and, most notably, the [creation of the environmental services department](#) in 2023.

Ahead of the city's annual Cowtown Great American Cleanup, environmental services department assistant director Gwynne Turpen says the municipal government expanded its services areas and conducted more litter pickups resulting in less trash throughout Fort Worth.

In 2024, staff collected 19.6 million pounds of litter debris, according to city data. In a Nov. 4 City Council meeting, environmental services department director Cody Whittenburg praised the city's commitment to litter control.

"The amount of support and resources we have invested in to really making our city clean is really impressive," said Whittenburg. "We expect to do even greater things in (fiscal year 2025)."

Keep Fort Worth Beautiful, the volunteer group that hosts community cleanups such as the Cowtown Great American Cleanup and the Neighborhood Litter Stomp, helps the city increase its bandwidth. The volunteer group has contributed to the city's goal to collect millions of pounds of litter, city data shows.

"Keep Fort Worth Beautiful with its hosted cleanup events is an important part of the city's outreach strategy regarding litter control," said city spokesperson Lola McCartney. "Fort Worth plans to continue a unified effort to create and maintain a clean, safe, attractive city. This takes everyone working together."

Fort Worth sees more litter crews, cleanup programs

Beginning in 2022, Fort Worth expanded its litter pickup crews from three to 10 through a contract with UpSpire, an agency providing job opportunities to people experiencing homelessness or other barriers to finding employment.

The additional staff focused on clearing abandoned campsites, according to Turpen. Now, 13 UpSpire crews work five days a week, up from 11 crews in 2024, McCartney said.

The city has two groups of city environmental staff focused on cleaning up campsites, with occasional support from UpSpire, Whittenburg previously told Council members.

Homeless Outreach Programs and Enforcement — or the HOPE Team — and code compliance have also been crucial in helping city staff in clearing out littering encampments, said Turpen.

Environmental services staff are requesting funds from the city's fiscal year 2026 budget to hire more crews to clear illegal encampments within a 48-hour turnaround period. Leadership will also be looking for grants to fund additional crews, according to Turpen.

"We are always trying to find funds to do more," she said.

Responding to resident concerns, Fort Worth leaders also took to addressing litter issues along the [city's roadways](#).

Environmental services staff and the Texas Department of Transportation, the state agency responsible for maintaining highways, kicked off a 90-day pilot program in late 2023 with a goal to focus on green space cleanups along parts of Interstate 30 from downtown west to Loop 820 and parts of Interstate 35W between downtown and Interstate 20.

With the program proving to be a success, the city has appointed the two UpSpire crews added this year to focus solely [on cleaning these green spaces](#), and have added other highways to their service areas.

Green space cleanups along highways now include additional portions along I-30 from Highway 183 going west to Loop 820, U.S. Highway 287 from I-30 to Loop 820, and along I-20 from Hemphill Street east to Campus Drive, according to McCartney.

Aside from highways, city staff expanded litter pickups to areas outside of Fort Worth's hot spots, or routine areas, said Turpen.

From Monday to Thursday, crews pick up litter from routine routes. On Fridays, crews gather litter in other areas that may not be regularly serviced.

“We’re always trying to be more efficient,” said Turpen.

She also pointed to the city’s tire collections as a contributing factor to less litter throughout Fort Worth and its highways.

City staff started hosting scrap tire collections in 2024 to discourage illegal dumping and reduce environmental hazards thanks to a \$3,000 grant awarded late last year from the North Central Texas Council of Governments, the association responsible for managing regional transportation while protecting the environment.

The city has hosted three tire collection events. So far, Turpen said, they’ve been a success. Over 1,100 scrap tires were collected, according to city staff reports.

The grant’s funding was extended Jan. 21, 2025, awarding the environmental services department an additional \$3,000.

“It is a huge benefit ... and we’re looking to increase that dramatically,” said Turpen.

As for future efforts, Keep Fort Worth Beautiful will host neighborhood-focused litter events throughout the year, including Carver Heights, Meadowbrook and Ash Crescent neighborhoods.

If You Go

The Cowtown Great American Cleanup is scheduled for 8-11 a.m. March 29. Registered participants are encouraged to participate at preselected cleanup sites or any public site of choice. Supplies can be picked up from Keep Fort Worth Beautiful March 27 and 28. Following cleanup, trash bags and recycling can be taken to any of the four drop-off stations. To register or to learn more about the event, visit the [environmental services department website](#).

CBS NEWS

NORTH TEXAS MAN LAUNCHES 'LOVEGREEN COMPANY' IN EFFORT TO CREATE MORE ECO-FRIENDLY PRODUCTS

By Ashley Moss

March 31, 2025

How far would you go to help reduce waste and keep the environment as green as possible?

For one North Texas man, it was a chance meeting and a conversation that helped change his outlook on the environment and led him down a more intentional path toward going green.

"We produce 400 million tons of plastic every single year [and] 40 percent of that comes from the food service industry [like] bags, straws [and other] packaging," said Brian Dockery, Founder and CEO of The LoveGreen Company.

Dockery said his fascination with sustainability started after overhearing a local business talking about a need for straws that worked better and could be recycled.

"I went home and figured out how to source sustainable straws," he said, adding that he found a solution that used avocado.

Digesting the environmental impacts that waste pollution can have on the environment drove Dockery to search for other options for compostable, recyclable and reusable food service packaging. It eventually fueled a new journey as an entrepreneur.

The LoveGreen Company was born with a focus on reducing harmful waste by supplying eco-friendly single-use disposables and sustainable foodservice packaging.

Nationally, waste consumption varies, but the demand for eco-friendly food service is growing at a time when problems with plastic pollution are piling up, including across the state.

In the North Texas region alone, more than 11 million tons of waste were disposed of in landfills in 2021, accounting for almost 30% of the state's total waste, according to the Texas Commission on Environmental Quality (TCEQ), documented by the North Central Texas Council of Governments.

"So, [finding] ways to reduce plastic consumption is absolutely key to the issues that we're having in our society," Dockery added.

Now, Dockery's team believes their efforts could be part of a broader solution to sustaining a greener environment across the state.

"Plastic just takes forever to degrade [and] going forward everyone needs to pitch in and do what they can to help out the environment in the long run," added J.D. Lacayo, Head of Operations.

The LoveGreen Company's mission caught the eye of Dallas-based Big Dill Hospitality, as it was on its own search for ways to be more sustainable.

"We make many decisions service-wise that help keep waste down as we go through our business day, and going forward, everyone needs to do what they can," said Mark O'Brien, Director of Operations, Big Dill Hospitality.

Brian said while it may not be possible for North Texas, small changes could have a long-term impact.

"The misconception is that if I'm an individual, what I do won't matter, and I think that's absolutely false," Dockery reflected.

"When a customer knows or is more aware of the issue, then they're more likely to have a conviction about how they live their everyday life," he continued. "You might be thinking, 'I'm one person, if I start recycling, if I start composting, it won't make a difference,' but it actually will."

OPINION: PLANO TRANSIT PULLOUT COULD DRIVE GRIDLOCK IN FORT WORTH

By Star-Telegram Editorial Board

March 31, 2025

Most Fort Worthians won't find themselves commuting to Plano, hardly any on our trains and rails. And yet, the fast-growing Dallas metro area outpost's potential pullout from Dallas Area Rapid Transit would ripple across the entire North Texas region. Cowtown needs to pay attention.

Plano is one of a handful of DART "member cities" — meaning municipalities with rail and bus lines connecting to Dallas — straining its budget under the weight of its booming population. Instead of raising taxes, the Plano City Council [proposed cutting its DART tax contribution by a quarter of a cent](#), a major blow to funding for a service still expanding across the city.

A [set of identical House and Senate bills](#) goes a step further by echoing Plano's defund dreams statewide, [allowing member cities of any regional transit line to reduce their tax contributions by 25%](#).

DART defunders argue that their suburbs aren't getting the services they need, pointing to the decline in transit usage since the COVID-19 pandemic.

But in 2023, DART posted its second consecutive year of multi-million rider growth and was on track to surpass pre-pandemic levels this decade. Defunding would bleed out bus and rail services in the suburbs and Dallas proper and [kill ambitious expansion plans](#) connecting more North Texans to jobs, entertainment and commerce regardless of our ZIP code or appetite for drifting across eight-lane highways.

This debate may feel far off and granular. But the TRE connects to DART at the Eddie Bernice Johnson station, so our fates are linked.

Speaking of, the Fort Worth riders who currently depend on Trinity Metro to Dallas' downtown for work or play, such as the breezy, parking-free trip to the American Airlines Center for a Mavericks or Stars game, would be the first to feel the pain of increasingly infrequent DART buses and rails. Even worse, half of TRE's funding comes from DART, throwing the commuter rail's existence into jeopardy.

Poor service pushes those who can drive — and remember, hundreds of thousands young, elderly, disabled and/or cash-strapped North Texans don't have that option — into their vehicles, which siphons ticket revenue and makes the rail service worse for everyone else. Those drivers won't be able to escape the effects, dealing with congested roads and reduced federal funding for highway maintenance.

Those Dallas dominoes would continue falling in Tarrant County, leading up to the 2026 FIFA World Cup, as the hundreds of millions FIFA committed to support local transportation for the world's most popular tournament would vanish. Talk about an own goal.

If DART goes under, our trains would likely soon veer off track. Because the Trinity Railway Express is jointly owned and operated with DART, Vice President of Rail Reed Lanham told the Star-Telegram, our transit system “couldn’t operate TRE without DART’s partnership.”

Meanwhile, even if Fort Worth managed to maintain the bulk of Trinity Metro services, the legal precedent of these bills would crush its expansion, permitting our burbs to walk out of future commitments. Any plan for investing in an accessible, efficient, and connected region could be ruined by a single town’s refusal to take responsibility for balancing its budget.

The end result of Plano’s gambit and its legislative boosters? A North Texas forever stuck in gridlock, collapsing under its lack of vision, growing but never moving. Until eventually, the growth ends, too.

TEXAS PUBLIC TRANSPORT OFFICIALS PLAN FOR 'EVEN MORE' TRANSIT-ORIENTED DEVELOPMENT

By Jack Hintze
March 31, 2025

Dallas Area Rapid Transit (DART) and several city, transportation and regional officials met on March 27 for the annual North Texas transit-oriented development (TOD) summit at the W Hotel in Dallas.

Every year, CEOs from major transit agencies like DART, Trinity Metro and METRO Houston discuss the evolving role of transit agencies in urban development. This year's event emphasized the need for TOD and how stations, cities and railways are changing as economic and transit standards change.

DART defines TOD as a style of planning and development that prioritizes pedestrian activity and integrates bus and rail stations into high-quality, mixed-use areas near transit hubs. [DART documents state](#) TOD near transit stations can "elevate the quality of life, attract riders and generate new opportunities to create direct and indirect revenue for DART."

DART CEO Nadine Lee, Palladium USA Founder and CEO Tom Huth and Director of Transportation North Central Texas Council of Governments Michael Morris discussed TOD projects, future initiatives for DART, Trinity Metro and the impact of TOD beyond Texas' borders.

In various roundtable discussions, city, transportation and local government officials discussed the role of transit agencies in TOD, exploring challenges, opportunities and partnerships from these districts.

According to the NCTCOG's Transit 2.0 plan, the DFW metroplex will continue unprecedented growth over the next 20-30 years, compounding a "seemingly insatiable demand for passengers".

Morris said a TOD helps passengers and transport operators benefit from public transportation's increasing use.

Morris said the transportation agencies occupying DFW are "at a crossroads right now" as growth in the region is happening quicker than predicted. He believes the annual North Texas TOD summit is a good way to bring transportation, housing and local government officials together in a place where public transportation users can be given full transparency.

"We're over eight and a half million people, and the future is very different at eight and a half million in six years rather than 10 or 12 years ... The demographic forecast for the region is not sustainable right now," Morris said. "A conference like this helps us get the message across that we are at a crossroads, and we need to be more aggressive and work smarter than we have in the past, time is not on our side."

Dallas Economic Development Corporation CEO Linda McMahon said she's "excited about the opportunity to work with DART" and increase ridership, accessibility and nearby affordable housing plans at nearly 50 stations in the future.

She added an important part of TOD standards is ensuring riders feel special and step on and off public transport in safe and well-kept areas and stations.

“I love coming out of a train, subway or bus station and being surprised about what’s surrounding me ... I think that’s what encourages people to ride transit, there’s something that’s going to happen when they get to their destination,” McMahon said. “This is something that we need to continue looking at with newer stations.”

Many attendees, like Huth, believe TOD could be slowed by [recent budget-cutting house and senate bills](#) that would mean less revenue for DART. He encouraged residents to write to state leaders and voice their concerns with House Bill 3187 and Senate Bill 1556.

“We have an opportunity with DART and the (89th) legislative session to make a change, to get involved,” Huth said. “Let’s get involved as a community, help DART, help our riders, our residents and our employees get to the office on time using DART services.”

After sessions concluded, guests were encouraged to ask the board questions. From schoolteachers who ride DART trains every day to former DCTA employees, individuals of unique backgrounds shared their questions and concerns.

Guests also got sneak peeks at future initiatives public transport riders can expect to see implemented. In April 2025, DART will introduce DARTSpace, a platform that provides a seamless online customer experience for application fees, license fees and lease payments all in one space.

The annual North Texas TOD summit is expected to return in 2026.



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

March 31, 2025

The Honorable Terry Canales
Texas House of Representatives
P.O. Box 2910
Austin, Texas 78768

Dear Chair Canales:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I would like to express concern for House Bill 1288, filed by Representative Landgraff, relating to discretionary funding decisions of the Texas Transportation Commission.

The RTC recently took action regarding HB 1288 to “ensure the fair-share allocation of transportation funds for roadway capacity improvements to metropolitan regions.” House Bill 1288 proposes to repeal the existing cap in statute that limits the Texas Transportation Commission’s discretionary funding decision to no more than ten percent of the current biennial budget of the Texas Department of Transportation. This could allow more funds to be distributed at the discretion of the Commission, instead of distributing funds through the more methodical process of formula allocation. Removing the ten percent cap is a major policy change that could lead to unfair distributions throughout the state, specifically Categories 2 and 4. The RTC opposes House Bill 1288 and requests the Legislature to do the same.

If you have any questions, please contact me or Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in blue ink that reads "Clay Lewis Jenkins". The signature is written in a cursive style with a clear, legible font.

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

RG:kw

cc: Members of the House Subcommittee on Transportation Funding
The Honorable Robert Nichols, Chair, Senate Transportation Committee
The Honorable Tom Craddick, Chair, House Transportation Committee
Michael Morris, P.E., Director of Transportation, NCTCOG



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

March 31, 2025

The Honorable Terry Canales
Texas House of Representatives
P.O. Box 2910
Austin, Texas 78768

Dear Chair Canales:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to express concern for House Bill 1402, filed by Representative Harris, relating to a prohibition on the use of public money for alterations to roadways associated with high-speed rail construction.

Implementing high-speed passenger rail service in the DFW region is a priority for the RTC. As the State and region continue to grow, high-speed rail will provide a faster alternative to driving, helping to alleviate congestion on roadways. In addition to reducing congestion, high-speed rail service will improve air quality, create jobs and positively impact economic development by revitalizing areas around the stations.

House Bill 1402 proposes to prohibit the use of public money for altering roadways in connection with high-speed rail projects operated by a public or private entity. This would restrict state, agency, and political subdivisions from financially supporting such infrastructure changes, potentially limiting the development or expansion of high-speed rail systems that require roadway modifications. High-speed rail between Dallas and Fort Worth is currently being planned in the DFW region. In order to minimize costs to the public, engineering for the DFW high-speed rail project is being coordinated between planned high-speed rail and Interstate improvements. House Bill 1402 is contradictory to that cost saving.

If you have any questions, please contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in blue ink that reads 'Clay Lewis Jenkins'. The signature is written in a cursive, flowing style.

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

JN:kw

cc: The Honorable Cody Harris, Texas House of Representatives
House Transportation Subcommittee on Transportation Funding
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

March 31, 2025

The Honorable Terry Canales
Texas House of Representatives
P.O. Box 2910
Austin, Texas 78768

Dear Chair Canales:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am opposed to House Bill 2323, filed by Representative Shaheen, which proposes to remove tolls once the costs of acquisition and construction, and bonds of a toll project have been paid off.

The RTC supports the use of Public-Private Partnerships and tolled-managed lanes through an MPO/local decision-making process. HB 2323 would not only remove tolls when a project was paid off, but it would also end the use of surplus toll revenue to pay for other projects in the same region. The DFW area is made up of a system of toll roads that collectively pay for other projects or pay to rebuild a project. It would cost the Texas Department of Transportation too much money to rebuild many projects that are currently funded by surplus toll revenue. For example, Interstate Highway 30 in Tarrant County could have been reconstructed by toll users if the tolls were not removed prematurely decades ago, as this bill proposes to do.

The RTC recognizes the great strides the Legislature has made to provide additional non-tolled revenue for transportation over the past decade, but we must also look toward innovative funding methods, so we don't fall behind in meeting the transportation needs of the State and the North Texas region.

If you have any questions, please contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in blue ink that reads "Clay Lewis Jenkins". The signature is written in a cursive, flowing style.

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

RG:kw

cc: Members of the House Subcommittee on Transportation Funding
The Honorable Robert Nichols, Chair, Senate Transportation Committee
The Honorable Tom Craddick, Chair, House Transportation Committee
The Honorable Matt Shaheen, Texas House of Representatives
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



Dallas Area Rapid Transit
P.O. Box 660163
Dallas, TX 75266-0163
214-749-3278

March 21, 2025

Mr. Michael Morris, PE
Director of Transportation
North Central Texas Council of Governments
P.O. Box 5888
Arlington, Texas 76005-5888

Via FedEx/Email: mmorris@nctcog.org

Re: Dallas Area Rapid Transit – 2024 Transit Asset Management Plan

Dear Mr. Morris:

In accordance with Federal Transit Administration (FTA) guidance which requires that transit asset plans be distributed to the metropolitan planning office for the urbanized area serving Dallas-Fort Worth (the North Central Texas Council of Governments), enclosed is the 2024 Dallas Area Rapid Transit (DART) Transit Asset Management (TAM) Plan, last updated in 2022. There were no changes in 2023 that required an update to the TAM Plan. DART's 2024 TAM Plan has been updated to reflect the current state of the assets owned by DART, their condition, and the processes DART follows to maintain a state of good repair.

The DART TAM Plan complies with 23 United States Code § 5326 and FTA's implementing regulations for transit asset management, codified at 49 Code of Federal Regulations part 625.

If you have questions or need further information, please contact Mr. Darryl Spencer, Vice President, Engineering & Technical Services, at 214-828-6721, or by email at dspencer@dart.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Nadine S. Lee", is written over a light blue circular scribble.

Nadine S. Lee
President & Chief Executive Officer

Enclosure

c: Bernard Jackson, DART, Sr. Executive Vice President/Chief Operations Officer
Dee Leggett, DART, Executive Vice President/Chief Development Officer
Jamie Adelman, DART Executive Vice President & Chief Financial Officer
Kay Shelton, DART, Chief of Staff
Jeamy Molina, DART, Executive Vice President/Chief Communications Officer
Darryl Spencer, DART, Vice President, Engineering & Technical Services
Jaime Aleman, DART, Director, Reliability Engineering/Streetcar



**North Central Texas
Council of Governments**

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

Stay Alert for Roadway Safety Awareness This Month

April Reminds Drivers to Pay Attention on the Roads and in Work Zones

April 1, 2025 (Arlington, TEXAS) - While roadway safety is a year-round concern, the spotlight shines a little brighter in April. The National Safety Council dedicates this month to distracted driving awareness, encouraging motorists to stay focused and share the road.

Work Zone Awareness Week is also celebrated this month, from April 21-25. With billions of dollars invested in improving transportation reliability, active construction zones are frequent in the Dallas-Fort Worth area, emphasizing the significance of this campaign.

North Texas and regions across the state are working toward a goal set by the Texas Transportation Commission to reduce the number of deaths on Texas roadways by 50% by 2035 and to zero by 2050. This effort is crucial, especially considering that between 2018 and 2022, there were nearly 2,000 serious-injury crashes and 240 fatal crashes due to distracted driving in the region. This underscores the importance of TxDOT's initiatives to enhance roadway safety and save lives.

“An effective transportation system does more than move people to their destinations efficiently. It does so safely,” said Natalie Bettger, senior program manager for congestion management and system operation for the North Central Texas Council of Governments. “NCTCOG and the Regional Transportation Council work with our state and regional partners to ensure our growing population can continue to rely on the transportation system to get to work or school in the morning and home in the evening.”

Since 2021, NCTCOG, the state's other metropolitan planning organizations and other partners have worked with the Texas Department of Transportation on identifying and funding safety projects to reduce the number of fatalities on Texas highways.

The RTC approved a \$54 million Management, Operations, Air Quality and Safety Program in 2022 aimed at funding initiatives intended to make the transportation system safer for drivers, bicyclists and pedestrians.

In addition to funding, NCTCOG manages a number of programs dedicated to safety, including:

- Drive Aware North Texas, a campaign focused on raising awareness about driver safety and reducing serious crashes by addressing negative driving behaviors.

- The Safe Driving Campaign, initiated in 2021, targeted freight safety by encouraging all drivers, whether in passenger vehicles or trucks, to consider safety on roadways and at rail crossings.
- The Railroad Crossing Safety Campaign, a collaboration between Operation Lifesaver and NCTCOG, aimed to decrease rail crossing accidents and educate the public on safe rail crossing practices.
- Look Out Texans, an educational initiative designed to enhance roadway safety through 21 tips that encourage North Texans to be mindful of each other, whether biking, walking or driving.

Outside of campaigns to bring awareness to safety, NCTCOG continues to equip first responders to manage incidents safely and efficiently through its Traffic Incident Management training. More than 3,800 emergency responders from 139 cities and counties throughout the region have completed this training.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development.

NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered in the two urban centers of Dallas and Fort Worth. For more information on the Transportation Department, visit www.nctcog.org/trans.

TRANSIT 2.0 STUDY-TASKS

Task 2	Develop Transit Legislative Program 
Task 3	Develop Strategies to Increase Transit Authority Membership 
Task 4	Develop Collaborations Between Existing Transit Authorities 
Task 5	Develop Strategies for Transit Authority Board Partnerships & Teamwork 
Task 6	Develop Strategies for In-Fill Development 
Task 7	Review of Fare Collection Strategies 
Task 8	Develop Recommendations for Transit Authority/Member City Paradox 
Task 9	Final Report 



Complete



Draft Being Presented



Dallas Area Rapid Transit
P.O. Box 660163
Dallas, TX 75266-0163
214-749-3278

March 26, 2025

DART Service Area Mayors and City Managers

SUBJECT: Approved DART Commitment to Local Resolution of City Requests

Dear Mayors and City Managers:

Enclosed is the resolution demonstrating DART's commitment to finding a local resolution of city requests, approved by the DART Board at the Tuesday, March 25, meeting. With this resolution we have addressed our cities' concerns, including those that were discussed during the mediation process, and moved in the direction of solving this locally.

Key changes since the draft that was sent last Saturday, March 22, include:

- Section 14 – Caps DART's average sales tax growth to 3.8% over a 20-year period.
- Section 15 – Beginning in year four, DART will provide a percentage equity adjustment to cities whose sales tax collections exceed costs allocated per the updated methodology based on certain parameters.
- Section 13 – Stipulates that the General Mobility Program allocation described in this resolution will not occur if any part of the 1% sales tax is redirected through legislation and will be paused in years of negative sales tax growth.

Other minor clarifying changes were made, including information on current super majority vote requirements for debt issuance and financial standards, the latter of which establishes operating and capital growth restrictions and debt service coverage ratios.

In addition, I have included a second resolution approved by the Board that discusses the DART Board's legislative priorities related to governance.

We wanted to inform you about the steps we took to address your concerns and will be informing our delegation in Austin.

Thank you. We are eager to meet with you to review the actions we've taken and to move forward.

Kind regards,



Gary Slagel
Chairman, DART Board of Directors

Enclosures

c: The Honorable Clay Jenkins, Dallas County Judge
DART Board
Michael Morris, Director of Transportation, North Central Texas Council of Governments
Nadine S. Lee, DART, President & Chief Executive Officer

RESOLUTION**of the****DALLAS AREA RAPID TRANSIT BOARD****(Executive Committee)****DART Commitment to Local Resolution of City Requests**

WHEREAS, Dallas Area Rapid Transit (DART) was created in 1983 by a majority of voters who voted to tax themselves with a one percent sales and use tax to plan, build, operate and maintain a regional multimodal public transportation system within a 13-city 700 square mile service area; and

WHEREAS, in September 2000, voters within the 13-city DART service area overwhelmingly approved a referendum to use the one percent sales tax collections to support issuance of bonds to upgrade and accelerate expansion of the transit network; and

WHEREAS, the DART system has evolved and grown based on these actions and consists of a 93-mile light rail system with 65 stations, more than 80 regional and local bus routes and shuttles, 31 microtransit zones covering 308 square miles, paratransit services, joint operations of the 34-mile Trinity Railway Express with Trinity Metro, and the future 26-mile Silver Line scheduled to open in late 2025; and

WHEREAS, since 1999, the University of North Texas Economics Research Group (ERG) has undertaken a series of economic impact studies to document transit-oriented development near DART stations, with the latest 2023 study documenting development value of \$17.1 billion between 1999 and 2021; and

WHEREAS, DART provides essential regional and local public transit services that enhance mobility within communities and connect the residents of the service area and the broader North Texas region, enabling access to employment, education, healthcare, and recreational opportunities; and

WHEREAS, the DART Board approves by a super majority the issuance of any debt and annually approves by a super majority vote Financial Standards that provide growth parameters in the development of the annual budget and 20-Year Financial Plan; and

WHEREAS, Financial Standards include: 1) sales tax revenue forecasts prepared by an independent economist that average out to 3.8% growth over the 20-Year Financial Plan; 2) operating expense growth is capped at 90% Consumer Price Index (CPI); 3) capital expense shall be increased at annual inflation rates no less than the greater of projections by an independent economist or executed construction contracts; 4) debt service coverage must be a factor of at least two times annual debt service; and

WHEREAS, DART historic sales tax growth from 2000 to 2024 was an average of 3.65%; and

WHEREAS, in September 2024, Ernst & Young Infrastructure Advisors LLP (EY) completed an independent study directed by the 13 service area cities that found that FY 2023 sales tax collections within seven cities was greater than the FY 2023 allocation of operating, capital depreciation, and interest expenses within their cities; and

WHEREAS, EY noted that the FY 2023 allocation results represent a “snapshot in time,” do not reflect the Silver Line completion in FY 2026 or other light rail assets set to be fully depreciated in FY 2027, and also that DART could potentially capture other measures of value through supplemental analysis to better inform future cost allocation analyses; and

WHEREAS, DART has previously provided funds to cities and implemented general mobility programs to give its cities the most benefit possible from sales tax collections or to address equity concerns related to the types of services available within cities; and

WHEREAS, the Board desires to address concerns of the seven cities identified in the FY 2023 EY study by establishing a General Mobility Program starting in FY 2026 that would set aside the equivalent of 5% of annual sales tax collections to be allocated as an equity adjustment to the seven eligible cities and that future eligible cities be identified through an updated methodology that captures other measures of value, to be approved by the Board; and

WHEREAS, inclusion of a new General Mobility Program equivalent to 5% of annual sales tax collections will require external funding contributions and/or reallocation of funding from other services or programs as part of the FY 2026 annual budget and 20-year Financial Plan development; and

WHEREAS, DART supports the principles of the North Central Texas Council of Governments (NCTCOG) Transit 2.0 Study and acknowledges the efforts towards providing a strategic review of transit solutions along with partnership discussions to ensure we are meeting the mobility needs of the region long-term.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that:

Section 1: DART will create a General Mobility Program to be funded by the equivalent of 5% of annual sales tax collections for use by eligible cities as an equity adjustment to support local mobility needs consistent with Chapter 452.


Section 2. The FY 2026 allocation amount will be equal to 5% of the FY 2024 actual sales tax collections, which is \$42.59 million as shown in Exhibit 1. The FY 2026 allocation to the seven eligible cities identified in the FY 2023 EY study will be based on their proportion of the difference between sales tax collections and cost allocations, less any sales tax allocation from DART under the existing TRIP program, where the

allocation for any one city will not exceed 25% of the FY 2024 sales tax collected within their city.

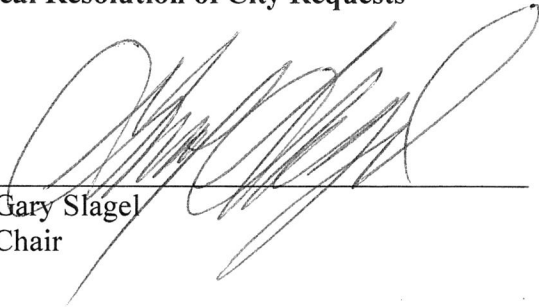
- Section 3: The FY 2027 allocation will follow this same methodology using audited FY 2024 data. Staff is directed to update the allocation methodology and submit to NCTCOG Transit 2.0 consultants for approval to obtain results by December 2026 to account for items including but not limited to the Silver Line completion in FY 2026 for use in defining eligible cities for FY 2028.
- Section 4: Staff is directed to develop a proposal for FY 2026 budget reallocations to fund the program, and to bring to the Board a request to call a public hearing on any identified service reductions by May 2025 that will generate funding towards each fiscal year allocation.
- Section 5: DART will execute with each of the eligible Service Area cities a template Interlocal Agreement for public transportation system or complementary transportation service purposes consistent with Chapter 452 of the Texas Transportation Code, and subject to legal review and compliance by each city with the requirements of the Interlocal Agreement, by September 30, 2025, for the FY 2026 allocation amount with the projected FY 2027 and FY 2028 amounts to be determined pending the updated allocation methodology approved by the Board.
- Section 6: The General Mobility Program will be established for a term of three years and the Board will consider program modification and/or renewal after the initial term.
- Section 7: Any unallocated funds in each fiscal year will be transferred to the general fund.
- Section 8: The Board desires that Regional Transportation Council (RTC) and/or other external funding be pursued to reduce DART budget impacts to accommodate a new program and that a strategy for revenue replacement be developed with the assistance of local, regional and state stakeholders.
- Section 9: DART will enhance economic development opportunities that benefit DART and its cities, including development of a template Interlocal Agreement for Board consideration no later than May 2025 that establishes parameters for DART's automatic contribution to Tax Increment Reinvestment Zones using sales tax increment. DART staff will also develop an economic development policy that addresses DART's economic development goals and priorities.
- Section 10: DART will continue to advance efforts to support implementation of service area city local service requests as part of the FY 2026 budget development.
- Section 11: DART will review and amend Policy III.07, DART Fixed-Route Service Beyond Service Area Boundary, to address barriers to participation of non-service area cities with DART.

- Section 12: DART supports the principles of the North Central Texas Council of Governments (NCTCOG) Transit 2.0 Study along with continuing partnership discussions to advance local solutions that ensure transit plays a strong role in meeting the long-term mobility needs of the region. DART supports the efforts of its members, the Regional Transportation Council, and others to expand the regional system and to make more transportation options available to more people in the region on a financially fair basis.
- Section 13: General Mobility Program allocation will not occur if legislation is passed that redirects any part of the one cent sales and use tax and will be paused during years with negative sales tax growth.
- Section 14: DART will cap sales and use tax revenue growth at an average of 3.8% over the life of the 20-year Financial Plan. There will be fluctuations from year to year within the plan, but the average growth will not exceed 3.8% over 20 years.
- Section 15: Beginning in year four (FY 2029), cities that have sales tax collections greater than the allocation of costs within their cities will receive an equity adjustment as follows: If the delta between a city's cost allocation and its sales tax collections as a percentage of its sales tax collections is greater than 50%, that city will receive 25% of their sales and use tax as a disbursement for uses consistent with Texas Transportation Code Chapter 452; between 25% and 49.99% will receive 15%; and 1% to 24.99% will receive 5%.

Approval of DART Commitment to Local Resolution of City Requests



M. Nathan Barbera
Secretary



Gary Slagel
Chair

APPROVED AS TO FORM:

ATTEST:



Gene Gamez
General Counsel



Nadine S. Lee
President & Chief Executive Officer

Date 3/25/25

EXHIBIT 1

FY 2026 General Mobility Program Allocations (\$M) based on FY 2023 EY Study and 5% of FY 2024 Actual Sales Tax

City	Total Cost Allocation FY 2023 (EY)	FY 2023 Sales tax contribution (EY)	Over/ (Under) (EY)	FY 2023 TRIP Allocation Adjustment	Revised Over/ (Under)	Revised Share of Total Over	Proportional Revenue Share	25% of FY 2024 sales tax (maximum amount)	Allocation for FY 2026
Addison	\$9.5	\$16.3	\$6.8		\$6.8	6.9%	\$2.93	\$4.18	\$2.93
Carrollton	\$37.3	\$48.3	\$11		\$11	11.1%	\$4.74	\$11.91	\$4.74
Cockrell Hill	\$2.8	\$0.6	\$(2.2)	\$(0.13)	\$(2.33)				
Dallas	\$690.5	\$407.8	\$(282.7)		\$(282.7)				
Farmers Branch	\$20.8	\$24.3	\$3.5		\$3.5	3.5%	\$1.51	\$5.88	\$1.51
Garland	\$62.7	\$45.2	\$(17.5)		\$(17.5)				
Glenn Heights	\$1.5	\$1.1	\$(0.4)	\$(0.23)	\$(0.63)				
Highland Park	\$1.9	\$6.3	\$4.4	\$(1.33)	\$3.07	3.1%	\$1.33	\$2.11	\$1.33
Irving	\$123.5	\$102.2	\$(21.3)		\$(21.3)				
Plano	\$44.6	\$109.6	\$65		\$65	65.8%	\$28.01	\$28.99	\$28.01
Richardson	\$50.7	\$56.9	\$6.2		\$6.2	6.3%	\$2.67	\$12.99	\$2.67
Rowlett	\$16.1	\$9.2	\$(6.9)		\$(6.9)				
University Park	\$1.8	\$6.4	\$4.6	\$(1.35)	\$3.25	3.3%	\$1.40	\$1.71	\$1.40
TOTAL	\$1,063.7	\$834.2							

City	Total Cost Allocation FY 2023 (EY)	FY 2023 Sales tax contribution (EY)	Over/ (Under) (EY)	FY 2023 TRIP Allocation Adjustment	Revised Over/ (Under)	Revised Share of Total Over	Proportional Revenue Share	25% of FY 2024 sales tax (maximum amount)	Allocation for FY 2026
		Total Over Contribution	\$101.5		\$98.82	General Mobility 5%	\$42.59		\$42.59
						FY 2024 sales tax	\$851.78		
						Amount to General Fund			\$0

NOTES:

- DART cannot generate all FY2026 funding until any service reductions go into effect after required public hearings. Proposed FY 2026 funding could be a combination of MAIF balance, RTC contribution, and partially realized savings from DART. The timing of any service reductions should consider transit availability during the FIFA World Cup in July 2026.
- DART reductions would be planned to ensure full coverage of 5% of FY2025 and FY2026 actual sales tax for FY2027 and FY2028 allocation.
- Implementation of the general mobility fund allocation in Exhibit 1 assumes the collection of the full one cent of voter approved sales and use tax for the term of the program.

RESOLUTION**of the****DALLAS AREA RAPID TRANSIT BOARD****(Executive Committee)****Approval of a Resolution for Legislative Priorities on Governance for the 89th Session of the Texas Legislature**

WHEREAS, on October 22, 2024 (Resolution No. 240127), the Board approved DART's legislative priorities for the 89th Session of the Texas Legislature; and

WHEREAS, the 89th Texas Legislature is in session, and Senate Bill 2118 and House Bill 5049 have been filed related to the governance of DART; and

WHEREAS, the Board has been briefed on the Bills and their potential impact on DART's governance; and

WHEREAS, on March 7, 2025, DART convened a small working group of four city managers (Dallas, Farmers Branch, Irving, and University Park) to discuss governance and provide input on potential opportunities to address concerns identified by some cities; and

WHEREAS, during the March 11, 2025, Committee-of-the-Whole meeting, the Board reviewed the Bills and their potential impact on DART's governance; and

WHEREAS, on March 13, 2025, the North Central Texas Council of Governments (NCTCOG) Regional Transportation Council (RTC) approved an item to initiate a local partnership discussion/mediation process to resolve the matter between the cities and DART. The RTC voted to not oppose the legislation affecting DART funding pending feedback from the mediation process; and

WHEREAS, the first meeting of the mediation process was held on March 14, 2025; and

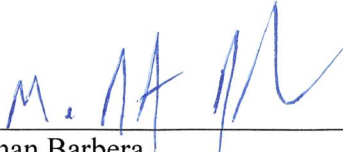
WHEREAS, the Board desires to provide input to the mediation process and city leadership on DART's position to support, amend, oppose, or defer each section of the Bill.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the Board adopts the following legislative priorities on governance:

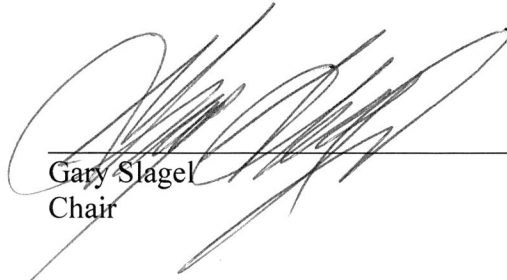
**Approval of a Resolution for Legislative Priorities on Governance for the 89th Session of
the Texas Legislature**

- Section 1: Support amending legislation to establish a subregional board composed of 1 member appointed by the governing bodies of the municipalities in the subregional authority, except as follows: 2 members by each governing body with a population greater than 250,000 but less than 499,999; 4 members by each governing body with a population greater than 500,000 but less than 1,099,999; and 8 members by a governing body with a population greater than 1.1 million.
- Section 2: Support amending legislation to establish a voting formula that entitles an appointed member of a subregional board to a voting share equal to the ratio of population of the appointing municipality to the subregional board.
- Section 3: Support amending legislation to create staggered terms with one-half of the members, or as near to one-half as possible expiring on July 1 of each year.
- Section 4: Oppose amending legislation that imposes any regulations on a subregional board's ability to elect its Presiding Officer.
- Section 5: Oppose amending legislation that repeals Section 452.573, Section 452.574(c), Section 452.575, Section 452.576, Section 452.577, and Section 452.578.
- Section 6: Support amending legislation to prohibit any member of a governing body to be appointed to the subregional board concurrently.
- Section 7: Support amending legislation to establish the fiduciary responsibility of members of the subregional board to the subregional board, superseding all fiduciary responsibilities by a member to the appointing municipality.
- Section 8: DART will amend its Board Policies to require a super majority vote for adding services and debt issuance.
- Section 9: DART will amend its Board Policies to require a ratification vote of annual committee chair appointments.

Approval of a Resolution for Legislative Priorities on Governance for the 89th Session of the Texas Legislature




M. Nathan Barbera
Secretary



Gary Slagel
Chair

APPROVED AS TO FORM:



Gene Gamez
General Counsel

ATTEST:


Nadine S. Lee
President & Chief Executive Officer

3/25/25

Date

Background for Proposed Local Bill Impacting The 90th Texas Legislative Session

MICHAEL MORRIS, P.E.

North Central Texas Council of Governments

April 10, 2025

TRANSIT 2.0 TASK 5: DEVELOP STRATEGIES FOR TRANSIT AUTHORITY BOARD PARTNERSHIPS & TEAMWORK

Top 5 Focus Areas

Micro Transit to
Inform Route
Planning

Next Generation
Transit Signals

Private Sector
Service Delivery

Invest in
Catalytic
Economic
Development

Safety / Fare
Enforcement

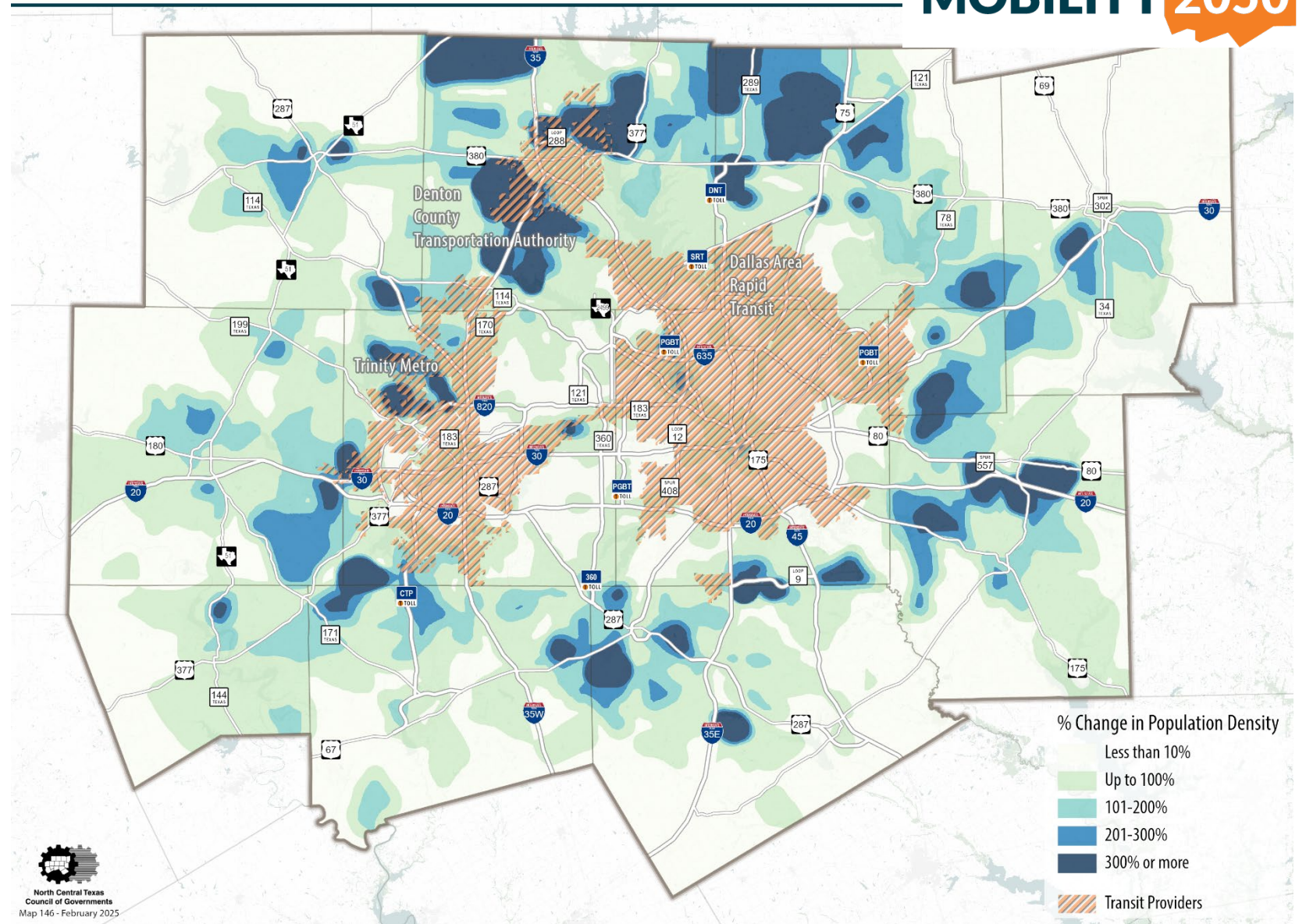
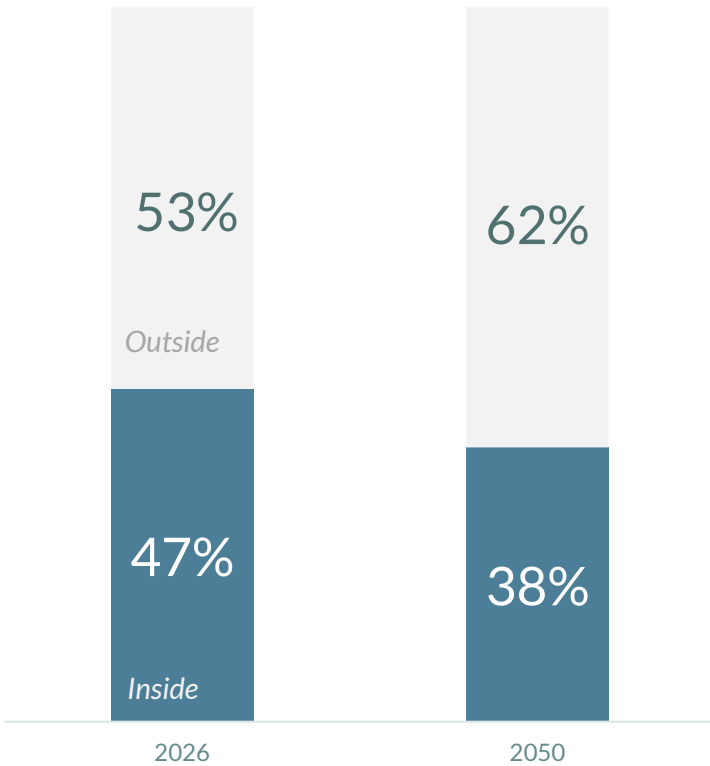


Possible Risk From New DART Legislation to the Regional Transportation Council

- 1.) Delay in 2050 Mobility Plan/Conformity (Including Reduction in Regional Transit Connections)
- 2.) Potential Roadway Sanctions (Clean Air Act)
- 3.) FIFA 2026 Delivery
- 4.) Loss of Federal Discretionary Grants
- 5.) Reduction of Federal Formula Transit Funds
- 6.) Unclear Role of Transit 2.0
- 7.) Negative Impacts to Federal Performance Measures



Population within Transit Authority Service Areas



12-County Sales Tax Impact Region/State Comparison

Item	2013	2024
Region Population	6,796,661	8,342,425
Texas Population	26,448,193	31,290,831
% Region Population	25.7%	26.7%
Region Total Sales Tax	\$7,188,461,931	\$13,719,801,309
State Total Sales Tax	\$25,944,000,000	\$47,160,000,000
% Region Sales Tax	27.7%	29.1%
Ratio	1.078	1.091

State Donor Impact
 $(1.091 - 1.078) * 47,160,000,000 =$
\$612 million/year

Sources: Texas Comptroller of Public Accounts; US Census Bureau; NCTCOG

Dallas-Fort Worth Sales Tax: Allocation Comparison Summary Reports (<https://comptroller.texas.gov/transparency/local/allocations/sales-tax/>)

State Sales Tax: Annual Tax Collections (https://comptroller.texas.gov/about/media-center/infographics/2025/bre26-27/collections.php?utm_source=chatgpt.com)

This analysis was conducted with the assistance of AI tools to support data location. All data was verified with the original source.

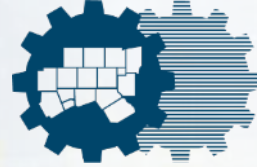


Oppose DART Legislation That Reduces Funding For DART (Not Being Proposed By Staff)

Continue Near Term Solutions: Regional Transportation Council Mediation and Implementation of Transit 2.0 (Contact Authors for Interest)

Support Local Bill from 89th Texas Legislature Requesting RTC to Implement Transit 2.0 Initiatives for the 90th Legislature





NCTCOG PRESENTATION

DEVELOPMENT OF THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Regional Transportation Council

April 10, 2025

WHAT IS THE TIP?

- Transportation Improvement Program (TIP)
- Federal and State mandated inventory of transportation projects
- Contains projects funded with local, state, and federal funding sources
- Covers four years of available funding
- Updated on a quarterly basis
- Re-developed every two years
- The TIP must be consistent with the Metropolitan Transportation Plan (MTP)
- The TIP funds the first four years of the 20-year MTP
- The region's TIP is submitted for inclusion in the Statewide TIP (STIP)

TIP DEVELOPMENT PROCESS

1. Review all existing projects and gather information on additional locally funded projects of regional significance
2. Make needed revisions to existing project scopes, schedules, and/or funding
3. Develop TIP Document and project listings
4. Financially constrain project listings based on estimated revenue
5. Conduct Mobility Plan and Air Quality review
6. Solicit public review (process, document, project listings)
7. Finalize project listings and document and submit to partners



FOCUS AREAS

- Timely implementation of projects:
 - Projects with Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives Set-Aside (TASA) funds to avoid potential lapse and/or accumulation of carryover balances
 - Projects on the MPO Milestone Policy List
 - Projects on the Federal Highway Administration (FHWA) Inactive List or Preliminary Engineering (PE) Audit List
- Requests for projects to be placed in the first year of the new TIP (FY2027)
- Closing out completed projects with Regional Toll Revenue Funds



DRAFT TIMELINE

Meeting/Task	Date
Solicit updates from Implementing Agencies	April-June 2025
Development of TIP Listings and Document	April-October 2025
Draft Listings - STTC Information	October 2025
Draft Listings - RTC Information	November 2025
Public Meeting - Draft Listings and Document	December 2025
Final Listings and Document - STTC Action	December 2025
Final Listings and Document - RTC Action	January 2026
Initial Submittal to TxDOT (starts TxDOT review period)	February 2026
Final Submittal to TxDOT	May 2026
Anticipate TxDOT Approval (STIP)	July 2026
Anticipate Federal/State Approval (STIP)	August/September 2026

RESPONSES FROM PROJECT SPONSORS (YOUR HELP IS NEEDED)

- TIP Development is typically an approximately 18-month process.
- TxDOT is proposing an accelerated schedule with the goal of getting earlier STIP approval.
- There are more than 950 active projects in our region.
- To accommodate this shortened schedule, please reinforce to staff that **timely and complete responses** are critical.
- If complete responses are not received by the established deadline, NCTCOG will coordinate with TxDOT to slot projects based on available information.
- Lack of timely submittals/responses (agreements, design plans, environmental clearance documents, etc.) will likely lead to projects being pushed out to later years of the TIP.



QUESTIONS/COMMENTS?

Christie Gotti

Senior Program Manager

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cgotti@nctcog.org

Brian Dell

Program Manager

Ph: (817) 704-5694

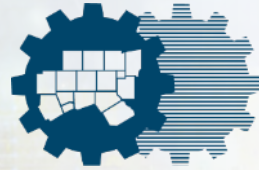
bdell@nctcog.org

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NCTCOG

2025 TITLE VI PROGRAM UPDATES

REGIONAL TRANSPORTATION COUNCIL

4.10.2025

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964



WHO IS PROTECTED

Prohibits discrimination on
the basis of race, color, or
national origin



WHO MUST COMPLY

Any program or activity that
receives federal funds or
other federal assistance



TITLE VI PROGRAM: METROPOLITAN PLANNING ORGANIZATION



FREQUENCY

Update every three years



CONTENTS

Describe how NCTCOG implements Title VI nondiscrimination efforts and monitors subrecipients



REVIEW

Submit to Federal Transit Administration for review



TITLE VI/NONDISCRIMINATION POLICY STATEMENT

The North Central Texas Council of Governments (NCTCOG), as a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person shall on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any Agency programs or activities.



TITLE VI PROGRAM UPDATES OF NOTE

List of transit-related Title VI investigations, complaints, and lawsuits (none)

Summary of outreach efforts made since the last Title VI Program submission

Schedule of subrecipient Title VI Program submissions

Impacts of the distribution of state and federal funds in the aggregate for public transportation projects

Forty-five day public comment period



Image Provided By Getty



TIMELINE

Meeting/Task	Date
Public Meeting, Launch of 45-Day Public Comment Period	March 10, 2025
STTC Information	March 28, 2025
Close of Public Comment Period	April 8, 2025
RTC Information	April 10, 2025
STTC Action – Title VI/Nondiscrimination Policy Statement, Title VI Program	April 25, 2025
RTC Action – Title VI/Nondiscrimination Policy Statement, Title VI Program	May 8, 2025
Executive Board	May 22, 2025
Submittal Deadline	May 31, 2025



CONTACT US



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Program Manager
Title VI Coordinator

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Regional Transportation Council Attendance Roster
March 2024 - March 2025

RTC MEMBER	Entity	3/21/24	4/11/24	5/9/24	6/13/24	7/11/24	8/8/24	9/12/24	10/17/24	12/12/2024	1/23/2025	2/13/2025	3/13/2025
Daniel Alemán Jr (01/22)	Mesquite	P	A	P	P	P	E(R)	P	E(R)	P	E(R)	P	P
Arfsten, Bruce (07/23)	Addison	P	P	P	P	P	P	P	P	P	P	P	P
Steve Babick (06/22)	Carrollton	P	E(R)	E(R)	P	P	P	P	P	P	P	P	P
Rick Bailey (07/22)	Johnson County	P	P	P	P	P	P	P	P	P	E(R)	P	P
Adam Bazaldua (09/21)	Dallas	P	E	P	E	A	E(R)	P	P	P	P	E(R)	E
Elizabeth M. Beck (08/21)	Fort Worth	E	P	A	P	P	P	P	A	E(R)	E	P	P
Gyna Bivens (08/21)	Fort Worth	P	P	P	P	P	P	E	P	E	E	P	P
Alan Blaylock (03/23)	Fort Worth	P	P	A	P	P	P	P	P	P	P	P	P
Ceason Clemens (10/22)	TxDOT, Dallas	P	P	P	P	P	P	P	P	P	P	E(R)	P
Michael Crain (06/22)	Fort Worth	E(R)	P	P	E(R)	E(R)	P	P	P	P	P	P	P
Theresa Daniel (11/18)	Dallas County	P	P	P	P	E	P	P	P	P	A	E(R)	P
Jeff Davis (11/19)	Trinity Metro	E(R)	P	E(R)	P	E	P	P	P	P	P	P	P
Pat Deen (07/24)	Parker	--	--	--	--	P	P	P	P	P	P	P	E
Andy Eads (1/09)	Denton County	P	P	P	P	P	P	P	P	P	E	E(R)	P
Michael Evans (2/23)	Mansfield	P	P	P	P	P	A	P	P	P	E(R)	P	P
Vernon Evans (4/24)	DFW Airport	--	A	P	E	A	E	E(R)	P	A	P	P	P
George Fuller (07/17)	McKinney	E	P	P	A	P	A	A	P	P	E	P	P
Raul H. Gonzalez (09/21)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	P	E	P	P	P	A	P	A	E	P
Mojoy Haddad (10/14)	NTTA	A	P	P	P	E	P	E	P	P	A	P	P
Clay Lewis Jenkins (04/11)	Dallas County	E	P	P	P	P	E(R)	P	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	E(R)	P	P	E(R)	P	P	P	P	P	P	P	P
Jill Jester (08/24)	Denton	--	--	--	--	--	P	A	P	P	P	E	E
Brandon Jones (05/21)	Lewisville	A	P	P	P	P	P	P	P	P	A	A	A
Matt Krause (01/25)	Tarrant County	--	--	--	--	--	--	--	--	--	P	E	E
Brad LaMorgese (07/22)	Irving	E	E	P	E	E	P	E	P	E	A	P	P
Stephen Mason (05/24)	Cedar Hill	--	--	P	E(R)	P	P	P	P	P	E	P	P
Tammy Meinershagen (07/24)	Frisco	--	--	--	--	P	P	E(R)	P	E(R)	E(R)	P	P
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	P	P	P	A	P	P
Cesar Molina (08/24)	DCTA	--	--	--	--	--	P	P	P	P	E	P	P
Jesse Moreno (07/24)	City of Dallas	--	--	--	--	E	P	P	P	P	P	P	A
Ed Moore (07/22)	Garland	E	P	E	P	P	P	P	E	A	P	P	P
Matthew Porter (07/24)	Wylie	--	--	--	--	P	P	P	P	P	E(R)	P	P
John Muns (6/23)	Plano	A	P	P	P	A	P	P	P	E(R)	E	P	P
Omar Narvaez (09/21)	Dallas	P	P	P	E	P	P	E(R)	P	P	P	P	E
Manny Ramirez (1/23)	Tarrant County	P	P	P	P	E	E	E	P	P	E	P	P

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Regional Transportation Council Attendance Roster
March 2024 - March 2025

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Tito Rodriguez (03/24)	Nrth Rch Hills	P	P	E	P	P	E	P	P	P	P	P	E
Jim R. Ross (07/21)	Arlington	P	E(R)	P	P	P	E(R)	P	E(R)	P	P	P	P
David Salazar (10/22)	TxDOT, FW	P	P	P	P	E(R)	P	P	E(R)	P	P	P	P
Gary Slagel (11/23)	DART	P	P	P	P	P	P	P	P	P	P	P	P
Bobby Stovall (07/24)	Hunt County	--	--	--	--	P	P	P	P	P	P	P	P
Jeremy Tompkins (10/19)	Eules	P	P	P	P	P	P	P	P	P	P	P	P
William Tsao (3/17)	Dallas	P	E	P	P	P	P	P	P	P	P	P	P
Webb, Duncan (6/11)	Collin County	P	P	P	P	P	P	P	P	P	E(R)	P	P
Chad West (11/22)	Dallas	P	A(R)	P	E	P	P	P	E(R)	A(R)	P	E	A

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

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Surface Transportation Technical Committee Attendance Roster
March 2024 - March 2025

STTC MEMBERS	Entity	3/22/24	04/26/24	05/24/24	06/28/24	07/26/24	08/23/24	09/27/24	10/25/24	12/06/24	01/24/25	02/28/25	03/28/25
Rifat Alam	Lancaster	--	--	--	--	P	*	P	R	A	P	P	*
Joe Atwood	Hood County	P	P	P	A	P	*	P	P	A	P	A	*
Melissa Baker	Irving	R	E	P	P	P	*	P	P	P	E	P	*
James Bell	Grand Prairie	--	--	--	--	--	--	P	P	P	P	A	*
David Boski	Grand Prairie	--	--	--	--	--	--	P	P	P	P	P	*
Shon Brooks	Waxahachie	P	P	A	P	P	*	A	P	P	P	P	*
Tanya Brooks	DART	P	P	P	P	R	*	R	P	P	P	P	*
Matt Bryant	City of Duncaville	--	--	P	A	A	*	P	A	A	A	A	*
Daniel Burnham	Arlington	P	P	R	P	R	*	P	P	R	P	P	*
Jeffrey Bush	TxDOT Dallas	--	--	--	--	--	--	--	--	--	--	--	*
Farhan Butt	Denton	P	P	P	P	P	*	P	P	P	P	P	*
Brenda Callaway	Rockwall County	P	P	P	P	P	*	P	A	A	P	P	*
Travis Campbell	TxDOT Dallas	P	P	P	P	P	*	P	P	P	P	P	*
Aaron Ceder	Dallas County	--	--	--	--	--	--	--	A	A	P	P	*
John Cordary, Jr.	TxDOT FW	P	A	P	A	P	*	P	P	P	P	A	*
Tara Crawford	Trinity Metro	--	--	--	--	--	--	--	P	A	P	P	*
Clarence Daugherty	Collin County	P	P	R	P	P	*	P	P	P	P	P	*
Chad Davis	Wise County	P	A	A	P	P	*	A	P	A	P	P	*
Arturo Del Castillo	Dallas	P	P	P	P	P	*	A	R	P	A	P	*
Taylor Derden	Mansfield	--	--	--	--	--	--	--	--	--	--	P	*
Pritam Deshmukh	Richardson	P	P	E	P	A	*	P	P	P	P	P	*
Becky Diviney	Town of Addison	--	--	--	--	--	--	--	--	A	P	P	*
Phil Dupler	FWTA	P	P	P	P	P	*	P	A	P	P	A	*
Martiza Figy	Dallas	A	A	A	A	A	*	A	A	A	A	A	*
Eric Fladager	Fort Worth	A	P	P	P	P	*	P	A	P	P	A	*
Chris Flanigan	Allen	P	P	P	P	A	*	P	P	P	P	P	*
Austin Frith	DCTA	P	P	R	A	R	*	P	P	A	P	P	*
Ricardo Gonzalez	TxDOT FW	P	P	P	P	P	*	P	P	E	P	P	*
Gary Graham	McKinney	R	P	R	A	R	*	P	R	P	R	R	*
Scott Hall	Tarrant County	--	--	--	P	P	*	P	P	A	A	P	*
Tom Hammons	Carrollton	P	P	P	P	A	*	P	P	P	P	P	*
Craig Hancock	NTTA	--	--	--	--	--	--	--	--	--	P	P	*
Chris Harris	Greenville	--	--	--	--	--	--	--	--	A	A	A	*
Ron Hartline	The Colony	P	P	A	R	A	*	A	A	A	P	P	*
Barry Heard	Kaufman County	P	P	P	P	P	*	P	P	P	P	P	*
Duane Hengst	Hurst	--	--	--	--	--	--	--	--	--	A	P	*
Matthew Hotelling	Flower Mound	P	P	P	A	P	*	P	P	A	P	P	*
Jeremy Hutt	Cleburne	A	P	P	P	P	*	P	P	P	P	P	*
Thuan Huynh	McKinney	P	P	R	A	P	*	P	P	R	P	P	*
Joseph Jackson	Tarrant County	E	P	A	P	P	*	P	P	A	P	P	*

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March 2024 - March 2025

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Joel James	NTTA	P	R	P	P	A	*	P	P	P	P	P	*
William Janney	Frisco	P	P	P	P	A	*	P	A	A	A	P	*
Major L. Jones	Eules	A	P	A	P	A	*	P	P	P	R	P	*
Gus Khankarli	Dallas	P	P	P	P	P	*	P	P	P	P	P	*
Lauren LaNeave	Southlake	--	--	--	--	--	--	--	--	--	--	A	*
Alonzo Liñán	Keller	A	A	P	A	A	*	A	A	A	A	A	*
Eron Linn	DART	E	P	E	P	P	*	P	P	E	E	P	*
Clay Lipscomb	Plano	P	P	A	P	A	*	P	P	A	P	P	*
Paul Luedtke	Garland	P	P	E	P	P	*	P	P	P	P	P	*
Stanford Lynch	Hunt County	A	R	P	R	R	*	P	R	R	A	P	*
Chad Marbut	Weatherford	P	P	P	P	P	*	P	P	P	P	P	*
Alberto Mares	Ellis County	P	P	A	P	P	*	P	P	A	P	P	*
John Mears	Mesquite	--	--	--	P	A	*	A	P	A	A	A	*
Brian Moen	Frisco	P	P	P	A	P	*	P	P	A	P	A	*
Mark Nelson	Richardson	P	P	P	P	P	*	P	P	P	P	R	*
Jim O'Connor	Irving	P	P	P	P	A	*	P	P	P	P	P	*
Alfredo Ortiz	Dallas	P	A	A	P	A	*	P	E	P	P	P	*
Cintia Ortiz	Parker County	P	P	P	A	A	*	P	P	P	P	P	*
Martin Phillips	Fort Worth	P	E	P	E	P	*	P	P	E	P	E	*
John Polster	Denton County	P	A	A	P	P	*	A	P	A	P	P	*
Kelly Porter	Fort Worth	P	P	P	E	P	*	P	P	P	P	P	*
Tim Porter	Wylie	R	R	P	R	R	*	A	R	P	R	R	*
Minesha Reese	Dallas County	--	--	--	--	--	--	P	P	P	P	A	*
Elizabeth Reynolds	Grapevine	P	P	P	P	P	*	E	E	P	P	A	*
James Rogge	Mansfield	--	--	--	A	P	*	P	P	P	P	A	*
Jahor Roy	Mesquite	P	P	P	A	A	*	A	A	A	A	A	*
Greg Royster	DFW Int. Airport	P	A	P	A	R	*	R	P	P	P	P	*
Kathryn Rush	Dallas	P	P	A	A	A	*	P	A	A	P	A	*
David Salmon	Lewisville	R	A	R	P	R	*	R	P	P	P	P	*
Joe Schweitzer	Bedford	--	--	--	--	--	--	--	--	--	A	P	*
Brian Shewski	Plano	P	R	P	P	P	*	P	R	P	P	P	*
Ray Silva-Reyes	Farmers Branch	--	--	P	P	P	*	P	P	P	P	P	*
Chelsea St. Louis	Fort Worth	P	P	P	A	P	*	E	P	E	P	P	*
Aaron Tainter	Coppell	--	--	--	--	--	--	--	E	P	P	P	*
Errick Thompson	Burleson	P	P	P	P	P	*	P	P	P	P	P	*
Caleb Thornhill	Plano	A	P	P	P	A	*	A	A	A	P	A	*
Dave Timbrell	Garland	--	--	E	A	A	*	A	A	A	A	A	*
Jennifer VanderLaan	Johnson County	P	P	P	P	A	*	P	P	P	P	P	*
Gregory Van	Haltom City	P	R	P	R	P	*	R	P	R	R	A	*
Daniel Vedral	Irving	P	E	P	R	P	*	P	P	E	P	R	*
Caroline Waggoner	North Richland	P	P	A	P	P	*	A	A	A	P	R	*
Jana Wentzel	Arlington	P	P	P	R	P	*	P	P	P	R	R	*

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Robert Woodbury	Cedar Hill	A	R	P	A	A	*	P	P	P	P	P	*
Larry Wright	Colleyville	A	A	A	A	A	*	A	A	A	A	A	*
Jamie Zech	TCEQ	A	A	A	A	A	*	A	A	A	A	A	*

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MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, February 28, 2025

The Surface Transportation Technical Committee (STTC) met on Friday, February 28, 2025, at 1:30 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Rifat Alam, Melissa Baker, Kathleen Bednart (representing Gary Graham), Nathan Benditz (representing Daniel Vedral), David Boski, Shon Brooks, Tanya Brooks, Daniel Burnham, Farhan Butt, Brenda Callaway, Travis Campbell, Aaron Cedar, Tara Crawford, Clarence Daugherty, Chad Davis, Arturo Del Castillo, Taylor Derden, Pritam Deshmukh, Becky Diviney, Chris Flanigan, Ann Foss (representing Jana Wentzel), Austin Frith, Ricardo Gonzalez, Scott Hall, Tom Hammons, Craig Hancock, Ron Hartline, Barry Heard, Duane Hengst, Daniel Herrig (representing Mark Nelson), Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Joel James, William Janney, Major L. Jones, Gus Khankarli, Eron Linn, Clay Lipscomb, Paul Luedtke, Stanford Lynch, Chad Marbut, Alberto Mares, Than Nguyen (representing Tim Porter), Jim O'Connor, Alfredo Ortiz, Cintia Ortiz, John Polster, Kelly Porter, Cori Reaume (representing Caroline Waggoner), Greg Royster, David Salmon, Joe Schweitzer, Brian Shewski, Ray Silva-Reyes, Chelsea St. Louis, Aaron Tainter, Errick Thompson, Jennifer VanderLaan, and Robert Woodbury.

Others present at the meeting were: James Allen, Carli Baylor, Kenny Bergstrom, Bryan Cabrera, Dina Colarossi, Zhen Ding, Kevin Feldt, Analisa Garcia, Bobby Gomez, Rebekah Gongora, Chris Hartke, Jeff Hathcock, Chris Hoff, Gabrielle Hoskins, Amy Johnson, Mike Johnson, Dan Kessler, Ken Kirkpatrick, Dan Lamers, Jacob Linig, Nancy Luong, Dillon Maroney, Malcolm Mayhew, Michael Morris, Savannah Nance, Jenny Narvaez, Dylan Niles, Joy Olatunde, Prashant Pachore, Donald Parker, Tim Palermo, Autumn Permenter, Vercie Pruitt-Jenkins, Sid Sonck, Brandon Sparkman, Toni Stehling, Juliana VandenBorn, Lizzie Welch, Brendon Wheeler, Amanda Wilson, Brian Wilson, and Hannah Witcher.

1. **Approval of January 24, 2025, Minutes:** The minutes of the January 24, 2025, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:**
 - 2.1. **Endorsement of Regional Transportation Council Local Backstop Funding for Small Transit Operators:** A recommendation for Regional Transportation Council (RTC) approval was requested to utilize RTC Local funds in an amount not to exceed \$200,000. This is a financial backstop pending execution of federal grants and anticipated to be returned.
 - 2.2. **May 2025 Transportation Improvement Program Revisions:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2025-2028 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes.
 - 2.3. **Pavement and Bridge Condition and System Performance, Freight, and Air Quality: PM2/PM3 Performance Measure Targets:** A recommendation for Regional Transportation Council (RTC) approval was requested to reaffirm existing targets for the remainder of the current reporting period for two groups of federally required

performance measures: Pavement and Bridge Condition (PM2) and System Performance and Freight (PM3).

A motion was made to approve Items 2.1, 2.2, and 2.3 on the Consent Agenda. Eron Linn (M); Kelly Porter (S). The motion passed unanimously.

3. **2025 Strategic Transportation Funding Program:** Brian Dell presented a recommendation for Regional Transportation Council (RTC) approval of the 2025 Strategic Transportation Funding Program.

A motion was made to recommend Regional Transportation Council (RTC) approval of proposed 2025 Strategic Transportation Funding Program project listings; along with amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the project funding. John Polster (M); Kelly Porter (S). The motion passed unanimously.

4. **Regional Transit Partnerships and Federal Discretionary Grant Funding Update:** Savannah Briscoe provided an update on Regional Transit Partnerships within the region and the Federal Discretionary Grant Funding awarded in 2020. In addition, Savannah requested a recommendation for Regional Transportation Council approval of additional federal funding for Fiscal Year (FY) 2020 Better Utilizing Investments to Leverage Development (BUILD) grant projects, Victory Station Pedestrian Crossing, Trinity Railway Express (TRE) Signal Improvements and Silver Line Construction. The action also included a request to administratively amend the North Central Texas Council of Governments (NCTCOG) and State Transportation Improvement Programs, as well as other planning and administrative documents for the FY2020 North Texas Multimodal Operations, Velocity, Efficiency, and Safety (NT MOVES) BUILD Grant double-tracking projects and Regional Transit Partnership Projects.

A motion was made to recommend Regional Transportation Council (RTC) approval of the allocation of federal funds for: Better Utilizing Investments to Leverage Development (BUILD) grant cost overruns on the east and west segments - \$21.7 million in Surface Transportation Block Grant Program funds (STBG); Accommodating future reconstruction of Interstate Highway 35 East/Stemmons at Trinity Railway Express (TRE) - \$17 million in Carbon Reduction Program (CRP) funds; Victory Station Pedestrian Crossing upgrades - \$6.8 million in STBG Program funds, Silver Line improvements - \$5.6 million in STBG Program funds; TRE track and signal improvements - \$2.5 million in CRP funds; and to administratively amend the Transportation Improvement Program (TIP) and Statewide TIP (STIP), as well as other planning and administrative documents for the Fiscal Year 2020 North Texas Multimodal Operations, Velocity, Efficiency, and Safety BUILD Grant double tracking projects and Regional Transit Partnership projects. Tanya Brooks (M); Kelly Porter (S). The motion passed unanimously.

5. **Local Funding for On-Demand Transit Services in the Southern Dallas Inland Port:** Gypsy Gavia requested Surface Transportation Technical Committee (STTC) recommendation for Regional Transportation Council (RTC) approval to utilize up to \$750,000 in Regional Toll Revenue funds to match STAR Transit's existing \$750,000 in Section 5307 Urbanized Area Program funds for service operations in the Southern Dallas Inland Port area.

A motion was made to recommend Regional Transportation Council (RTC) approval to utilize up to \$750,000 in Regional Toll Revenue (RTR) funds to match existing Section 5307 Urbanized Area Program funds for operating costs related to on-demand service in the cities

of DeSoto, Lancaster, Hutchins, and Wilmer; and to administratively amend the Transportation Improvement Program and other planning/administrative documents as appropriate to incorporate this project. Rifat Alam (M); Alfredo Ortiz (S). The motion passed unanimously.

6. **Director of Transportation Report on Selected Items:** Michael Morris briefed the Committee on the following topics as listed on the agenda:
 1. March and April Surface Transportation Technical Committee Meeting will be Virtual
 2. Recognition of John Hudspeth, Deputy District Engineer, Texas Department of Transportation, Dallas District
 3. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery – Transit Data Update ([Electronic Item 6.1](#))
 4. Staff Work on Awarded Discretionary Grants, Federal Agencies, Federal Courts, and Presidential Executive Orders
 5. North Texas Center for Mobility Technologies – Private 5G Testbed and Laboratory Supporting Advanced Mobility Research and Product Development ([Electronic Item 6.2](#))
 6. Support for Transportation Authority Funding is Out of the Legislative Program Starting in March 2025

7. **Federal and State Legislative Update:** Jackie Nolasco provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area.

8. **Dallas-Fort Worth Clean Cities Coalition Update:** Juliana VandenBorn provided updates on Dallas-Fort Worth Clean Cities Coalition (DFWCC) initiatives including re-designation approval from the United States Department of Energy (DOE), the 2024 DFWCC Fleet Recognition awardees, and the release of the 2024 DFWCC Annual Survey.

9. **Fast Facts:** Staff provided brief presentations on Items 1 through 4 below:
 1. Chris Klaus – Correspondence with Texas Commission of Environmental Quality
 2. Hannah Thesing – Local Clean Air Project Spotlight
 3. Hannah Thesing – Air Quality Funding Opportunities (www.nctcoq.org/AQfunding)
 4. Hannah Thesing – Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
 5. Written Progress Reports: Partner Progress Reports, January Public Meeting Minutes, December – January Public Comments Report, March Public Meeting Notice.

10. **Other Business (Old or New):** No items were provided.

11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled virtually for **1:30 pm on March 28, 2025.**

Meeting adjourned at 2:40 p.m.