

MINUTES

REGIONAL TRANSPORTATION COUNCIL PUBLIC MEETING

Heartland Flyer Funding for One Year

Safe Routes to School Regional Action Plan

Multimodal Delivery Project

Fiscal Year 2025 Public Transportation Funding Programs of Projects

Proposed Modifications to the List of Funded Projects

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, August 11, 2025, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at <http://www.publicinput.com/nctcogAug25>. Karla Windsor, Senior Program Manager, moderated the meeting attended by 136 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:

- Heartland Flyer Funding for One Year – **presented by Michael Morris**
- Safe Routes to School Regional Action Plan – **presented by Kyle Hoener**
- Multimodal Delivery Project – **presented by Ernest Huffman**
- Fiscal Year 2025 Public Transportation Funding Programs of Projects – **presented by Nathaniel Potz**

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:
<http://www.publicinput.com/nctcogAug25>.

Summary of Presentations

Heartland Flyer Funding for One Year presentation: <https://www.nctcog.org/getmedia/6b7768c4-b710-44d4-860c-e8cd8d1e7397/Heartland-Flyer.pdf>

NCTCOG staff proposed \$3.5 million in funding for one year's worth of Heartland Flyer service. This service is essential for transportation during the 2026 Fédération Internationale de Football Association (FIFA) World Cup.

Funding for the Heartland Flyer was approved by the Texas Transportation Commission at the August 21 hearing. NCTCOG staff are encouraging residents of the region to provide input and ideas to promote the Heartland Flyer's funding, usage and potential ridership campaign.

Safe Routes to School Regional Action Plan presentation:

<https://www.nctcog.org/getmedia/30c4d9b1-369c-4c65-a68e-75755220abcb/Safe-Routes-to-School.pdf>

The Safe Routes to School Regional Action Plan is a strategy aimed at making it safer and easier for students to walk and bike to school. The plan includes data analysis, surveys and recommendations for improving access to existing schools and better planning for new school sites, especially in the face of rapid regional growth. Key goals of the plan include supporting local planning efforts, promoting early coordination between cities and school districts, improving school placement strategies and raising awareness about funding opportunities. Since 2014, NCTCOG has provided approximately \$42 million for Safe Routes initiatives, including technical assistance and programs like Walk to School Day. A regional GIS analysis identified the top 20 schools most in need of improvement, many of which are in urban areas and are charter schools, underscoring the need for broader inclusion in planning.

Moving forward, NCTCOG plans to refine its analysis, expand local support and strengthen coordination between Safe Routes and onsite school efforts to address safety and accessibility as the region continues to grow.

For more information, visit www.nctcog.org/srts.

Multimodal Delivery Project presentation:

<https://www.nctcog.org/getmedia/a96204e8-bc32-4c72-9341-b42698cbc013/Multimodal-Delivery-Project.pdf>

As part of a pilot initiative to test autonomous electric delivery vehicles, two demonstrations were conducted in East Arlington in September 2024 and May 2025. The goal was to improve last-mile delivery of essential food items in mobility-challenged communities while improving service reliability and reducing emissions.

Over 300 food boxes were successfully delivered to residents in a neighborhood selected for its high mobility challenges. The demonstration involved autonomous ground vehicles from Clevon and Mozee as well as aerial drones from Aerialoop. Airspace Link assisted with route planning, avoiding residential zones and major roadways.

Staff shared post-demonstration feedback, results and takeaways. For more information, visit www.arlingtontx.gov/multimodal.

Fiscal Year 2025 Public Transportation Funding Programs of Projects presentation:

<https://www.nctcog.org/getmedia/cbec9cbf-4eb5-45f0-b706-bc721ffd5bf1/Programs-of-Projects.pdf>

FY24 Public Transportation Funding: Programs of Projects attachment:

<https://www.nctcog.org/getmedia/2d8917f0-e640-4808-a60d-77d2fae0a146/Programs-of-Projects-Handout.pdf>

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

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

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

Public transportation providers in the region are proposed to receive approximately \$206.3 million in Fiscal Year (FY) 2025 Federal Transit Administration formula funds and an estimated \$5.1 million in FY 2024 funds through this award cycle. Of these funds, approximately \$182.1 million goes to the transit authorities, including Dallas Area Rapid Transit (DART), Trinity Metro and Denton County Transportation Authority (DCTA). An additional \$10.4 million in FY 2025 and \$4.8 million FY 2024 funds will be programmed in future cycles.

For a complete list of federal funding allocations for transit providers in North Central Texas, visit: www.publicinput.com/nctcogAug25.

Summary of Online Review and Comment Topics

Proposed Modifications to the List of Funded Projects handout:

<https://www.nctcog.org/getmedia/9468021d-0acc-4f95-a3fb-88fee8667d97/TIP-Modifications.pdf>

A comprehensive list of funded transportation projects through 2028 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.

COMMENTS RECEIVED DURING THE MEETING

Heartland Flyer Funding for One Year

Peter LeCody, Texas Rail Advocates

A. Heartland Flyer funding

Comment: I want to thank all of the presenters and staff for the great job you do, working on all sorts of transportation functions here in North Texas. I want to talk about last year's funding of the Heartland Flyer's daily single round trip that carried 80,000 passengers. It's been running since 1999. It's a service that increased ridership and revenue. It has been able to get college students back and forth across the border at the Red River, not only to colleges and universities in Oklahoma, but here in Texas. Unfortunately, it was very shortsighted by the Texas Senate this year, and they failed to fund the Heartland Flyer.

This is something both the Texas Department of Transportation (TxDOT) and the Texas Transportation Commission (TTC) had requested. Apparently, our organization and the public have failed to make our elected officials aware and educate them properly with information related to this critical service. We do appreciate the North Texas legislators who tried to get funding for this: Fort Worth, Gainesville, Denton County and even folks in Oklahoma. Thank you to the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC) for your emergency funding for this one year. We really need a second round trip service to make this functional for business travel as well. There's only one train that leaves from Fort Worth after 5:00 p.m., and the morning run comes back from Oklahoma City at 8:30 a.m.. I know there have been some studies done in the past. I think this should be reopened as well to look for a second round trip. We do not have a State vision for rail corridors. Our cities are disconnected. Yes, we have great service here in North Texas. We have DART, Trinity Metro and DCTA, but the State has not figured out yet how to connect other major metropolitan and mid-size cities together with transportation. There are a few bus services. You have some Amtrak service, but we don't have the rail corridors that we need in this very busy and bustling State.

In 2009, TxDOT and the TTC looked at travel demand and they ranked the corridors in Texas. Ten to or 12 corridors had been looked at for passenger rail service. If you look at the 2025 map, you're going to see it's still blank. There's a lot of work that needs to be done. We do urge the TTC and TxDOT to come up with a vision ahead of the 2025 legislative session, which includes additional service for the Heartland Flyer. There is bipartisan support for this. The Texas House, if you recall back from this legislative session, passed a CDA. I believe it was, House Bill 483 and that was supposed to create high-speed rail in the IH 35 corridor between Dallas-Fort Worth, Austin and San Antonio. It did pass out of the House Transportation Committee, but it was late in the session and was unable to get to the house floor.

What we really need is a good rail coalition, which hopefully we're going to help build, and we would like to get everyone involved as much as possible. If you go to the Texas Rail Advocates website, texasrailadvocates.org/get-involved, we are going to be putting together some information to get not only our elected officials involved but the public too.

And again, thank you to all of you here at NCTCOG for the work you do. Congress received an economic impact study this past month from the State Amtrak Interstate Passenger Rail Committee. And basically, what it says is State-supported trains matter. They are engines of local and regional prosperity. The State-Amtrak Intercity Passenger Rail Committee (SAIPRC) estimated that State supported routes produce approximately \$4.4 billion in annual economic impact, and they support roughly 43,000 jobs nationwide. That translates into \$2.7 billion in wages that circulated through local economies. For every dollar the State of Texas had invested in

the Heartland Flyer, it returned a minimum of \$5 in economic benefits to the cities and the towns. That is where the dollars go. Thank you.

Summary of response by Karla Windsor: Thank you very much for your comment. We appreciate your feedback.

Cal Silverberg, One Track Mind Consulting

A. Heartland Flyer campaign recommendations

Comment: Mr. Morris, thank you very much for your work on the Heartland Flyer funding. I thank the RTC for putting forth the money, and I hope the Texas Transportation Commission approves it as well.

I see two things the Heartland Flyer needs—one is advertising. In the 26 years it has run, I don't recall seeing any advertising for the Flyer on any of the normal channels I use to obtain information, whether that be TV, radio, newspaper or email. Having that would be a great benefit. I also suggest that not only is it looked at in the DFW Metroplex and along the route of the Heartland Flyer but also other cities in Texas –Austin, San Antonio, Temple, Longview, Texarkana – because there are 109 passengers a day each way on average on the Flyer and not all end up in Fort Worth. Letting people know about the service will be an easy way to not only add revenue to the Heartland Flyer, but also to add more revenue to the existing inner-city passenger service within Texas.

Second, there are two station stops that desperately need to be added to the Heartland Flyer from day one. One is a stop in North Tarrant County somewhere. I don't have a good suggestion where. My initial thought was Saginaw due to its location to IH820, meaning people in North Tarrant County would not have to drive all the way to downtown Fort Worth and 30 minutes or an hour later go right by their neighborhoods on their way to Oklahoma City.

Second, there is no stop in Denton County, which if I recall correctly in the 2020 Census, has a population of over 800,000. Not to mention colleges in Denton—University of North Texas, Texas Woman's University and so forth. College students are ripe markets for rail transportation. It's easy, it's cheap and it's a good use. And if you get them started young, they will continue to ride throughout their lifetime. It would be a great benefit to the Heartland Flyer to add those positions. I would like to see—maybe the RTC can do something that Amtrak never could—two additional station stops and advertising at colleges and along the route of the Texas Eagle.

Summary of response by Michael Morris: You start to blur the lines when a region moves from 8.5 to 12 million people. When does regular commuter rail in Tarrant County and Denton County blend with inner-city Amtrak service? If there were two, three or four trips a day, and not every train necessarily went all the way to Oklahoma City, maybe one train could come back from Gainesville. You start to blur the lines between what is regional rail service and what is inner-city service.

Comment: I appreciate your comments in defense of my suggestion. I point to Glenview, Illinois on the Empire Builder, Deerfield Beach, Delray Beach in South Florida on the Silver Star and Silver Meteor Service. There are other situations in the United States where a long-distance train serves a suburban area to pick up people who are going a long distance rather than being part of a commuter system. That was the purpose of the suggestions for people in Denton County who

want to head down to South Texas and for people in North Tarrant County who want to go north but don't want to drive down to Fort Worth. It's a competitive piece for the larger market.

Summary of response by Karla Windsor: Thank you for your comments.

Safe Routes to School Regional Action Plan

Phyllis Silver, Citizen

A. Pedestrian safety funding cuts

Comment: Regarding the Safe Routes to School Regional Action Plan, I don't know if anybody saw that the school bus system is cutting back on several routes in Plano ISD. The school district's children are going to have to walk between a mile and a mile and a half. It's not so much the distance, although the youngsters were complaining about having to walk. There are very dangerous intersections. And even though the city has put in some push-button lights for walking, some of them are six lanes of traffic, and parents are very concerned about safety. I realized from the presentation and from past experience that it's really up to the cities to make intersections safer. I was hoping NCTCOG could get more involved because apparently these were related to funding cutbacks. They say the reasons for the cutbacks are related to the price of fuel labor, and they gave a few other justifications. I believe this will be the case for other independent school districts also. This could create a safety issue. I'm a major pedestrian myself, although I'm not going to a grade school, but a lot of these intersections are not very pedestrian-friendly. I'm hoping NCTCOG, even though they're not directly involved with it, can encourage cities to make these intersections safer. I believe to go to certain schools, children have to go through six lanes of traffic twice, even in one direction. This is quite a hardship, and I just hope there's some assistance in this process.

Summary of response by Karla Windsor: We will take a look at the locations you mentioned. We have several Safe Routes to School initiatives coming up, where we'll conduct roadway safety audits in various communities throughout the region. This may be one of those that's on the list. If not, we can evaluate it and see if it needs to be added. We can also reach out to city staff and the school district to see what sort of mediation they're looking at. You correctly flagged it. This is a larger, regional issue. We have safety components in the plan that look at intersection speeds and enforcement needs within certain communities. We'll continue to take that message to our local communities and work with them on resources and tools to help make some of those improvements. Thank you for your comments.

Other

Diane Beck, Citizen

A. Public transportation system

Comment: I'm just one of millions, unfortunately, who have been trafficked for decades on Lyft, DCTA, Amtrak and in stores. Police and government are all in on it, and they're all trying to silence freedom, rights and privileges in this nation. Every single person is under attack, especially if you're conventional and conservative like I am. They're trying to flip it so the victim looks like the perpetrator. They're wrong. I'm going to call it out and I'll continue until the day I die. I am not in

the wrong and that will be proven in the end because I have faith. There is a conspiracy. It's not just a theory anymore. People think this is funny, but you have got to repent and turn back because this is wrong. I'm in a spiritual war of my life and people don't realize that. People think it's a joke. They're flipping mileage. Yes, I have proof of that too. If I don't go a normal route, it's only four dollars. They flip it up to six if I go a set route. I kid you not. Almost everyone has their consciences dulled. You've got to stand up and fight as an American. I am standing up. I say take back America. Too many people are doing the P.R.E.Y. instead of the P.R.A.Y. I say pray and take back this nation. This is a mess they created, not me. I am not in the wrong here, and I'm being targeted. It must stop!

Summary of response by Karla Windsor: We appreciate the feedback.

Other

Online

Mineen Fallavoillita, Citizen

A. Arlington public transit planning

Question: What are we doing about public transportation in Arlington?

Summary of response by Karla Windsor: We currently partner with the City of Arlington in a variety of ways. They're part of the team that gets evaluated for the Programs of Projects that was presented today. They are a direct recipient of Federal Transit Administration (FTA) funding. They have micro mobility options within the city, and we meet with them periodically to evaluate scope and need. In fact, Arlington is currently evaluating long-term needs related to transit, and we recently had a Transit 2.0 Study that looked at connections between systems and how riders can commute to different parts of the city.

Bill Burgan, Citizen

A. Public transportation expansion

Question: What are the plans to expand and improve public transportation?

Summary of response by Karla Windsor: We have several initiatives happening throughout the metroplex. We're bringing together cities, Collin County commissioners, appropriate transit agencies and smaller transit providers to talk about whether we need a rural transit designation.

We're examining how Arlington and Grand Prairie can connect seamlessly into the DART and Trinity Metro systems. I would encourage the public to take a look at our website. We're also happy to work with folks and connect them with appropriate contacts. There are usually different options for people, depending on their commute and circumstances. There are also programs that provide service to the elderly and disabled.

Comment by Bill Burgan: Thank you. I live in North Fort Worth, and it takes 17 minutes to walk to the stop, then 1 hour and 36 minutes to downtown (2 changes) and only a quarter of a mile from City Hall. In China you can travel 40 miles in 12 minutes on the train.

Donald Turner, Citizen

A. DART service

Question: How can DART avoid the drastic service cuts and fare increases that are being proposed?

Summary of response by Karla Windsor: There are a lot of conversations happening right now about the DART system and potential changes to funding and what that might mean. I encourage members of the public to provide input during the DART public meetings, as they're evaluating ridership. There are some locations where ridership may be so high that they will not propose any changes. DART may also be reevaluating capital projects and construction of certain facilities. They're open to suggestions and feedback. NCTCOG staff is partnering with them on long-term integration with other systems. Maybe there are resources we can save when it comes to procurement. In the next couple of months, we'll dive deeper into relationships between the cities and transit authorities. DART has made some big changes related to city participation, and they've changed some policies that have been in place for 60 years. So, it's kind of a new day. I would encourage members of the public to take an active role and make sure their voices are heard.

B. Reinstating RAPID self-driving service in Arlington

Comment: How can the RAPID self-driving service at UT Arlington and Downtown Arlington be reinstated as it was very popular system and was a lifeline for those who had to manage their budget carefully.

Response by NCTCOG Transportation:

The Arlington RAPID Autonomous Vehicle Service was established as a pilot, funded by the FTA for the first year, and then by NCTCOG AV 2.2/2.3 program for an additional two years. At this time, competitive grant funding has ended and additional federal and local funding would need to be secured to sustain services.

C. On-demand service

Comment: How could Trinity Metro's on-demand service in Mansfield be reinstated or could VIA take over that service? Also, could UT Arlington be served by Mansfield's on-demand service if it is reinstated? I know that Grand Prairie's on demand service goes to UT Arlington.

Response by NCTCOG Transportation:

Trinity Metro's Mansfield on-demand service was awarded as a pilot, funded partially by NCTCOG's Transit Strategic Partnerships Program. It was in partnership with the City of Mansfield, which provided local funding as a match. Each city designs their service area to meet needs and manage costs. City of Grand Prairie designated UT Arlington as a connection point and uses their local funds to support the service.

D. Possibility of Parker, Texas joining DART

Comment: Is it possible to convince Parker, Texas to join DART since they are eligible and have not allocated their sales tax yet? Parker is also where Southfork Ranch is located.

Response by NCTCOG Transportation:

Cities are eligible to join DART upon approval to dedicate 1 cent of local sales tax to fund DART. The city would need to hold a voter referendum to dedicate the sales tax to DART and then the city council and DART Board would need to approve the membership. In 2023, Parker elected to dedicate the remaining one cent rate to street maintenance and repair costs. This sales tax portion would thus have to be reallocated for the city to join DART as a full member.

E. Texas Eagle stop additions

Comment: Could a Texas Eagle stop be added in Downtown Arlington since it passes through Downtown Arlington?

Response by NCTCOG Transportation:

The Texas Eagle does not run through downtown Arlington any longer. While Amtrak regularly utilized the Union Pacific (UP) tracks through central Arlington to get between Dallas and Fort Worth in the past, it has been running on the TRE tracks to the north of Arlington since late 2015 to avoid the high level of freight traffic on the UP main line.

Please read this article for more information:

<https://www.railwayage.com/passenger/intercity/amtrak-reroutes-texas-eagle-as-senate-confirms-board-members/>

Comment: What towns could have stops added on the Texas Eagle between Dallas and Mineola?

Response by NCTCOG Transportation:

NCTCOG is not aware of any planning that communities between Dallas and Mineola may have had on adding Amtrak stations. Within the NCTCOG 12-county boundary (Kaufman County being the easternmost county along this particular rail line), the region's long-range transportation plan, Mobility 2050, does not include recommendations for additional stops east of Downtown Dallas for intercity passenger rail service. We do receive requests from communities, such as Terrell, to review opportunities for future regional rail recommendations as part of our planning process. These are reviewed against several factors to determine high-level ridership demand and feasibility; while Mobility 2050 does not currently recommend extending regional (commuter) passenger rail through Kaufman County, review is ongoing for future opportunities where such an extension might be warranted.

F. Transportation and development complex

Comment: Could a transportation and development complex similar to Grapevine Main Station be constructed in Downtown Arlington or Downtown Garland?

Response by NCTCOG Transportation:

The Grapevine Main Station, being a transit-oriented development project, received funding from various sources. Public-private partnerships were formed (including Trinity Metro, The City of Grapevine, and others) to secure funding for different elements of the project (ex. Train station, nearby infrastructure). Interest in proposing similar projects for other cities should start with reaching out to local government leadership to gauge interest and determine project feasibility. Each city has unique history and context, so

development projects will look very different in each city. The City of Garland has already used public-private partnerships for several projects in its downtown such as 5th Street Crossing at City Station and 5th Street Crossing DART rail station: <https://www.garlandtx.gov/CivicAlerts.aspx?AID=3531>. The City of Arlington's 101 Center, located in downtown, is also the result of public private partnership: <https://downtownarlington.org/do-business/economic-development/development-incentives>. *Disclaimer: This response includes information researched with the assistance of artificial intelligence.*

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

Other

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

August 11, 2025 Public Meeting

Before I address the printed material for August, I would like to make some general comments:

① It would be helpful if the meeting moderator introduced herself at the beginning of the presentations. The August moderator was terrific, however I do not know who she was.

② As I mentioned in my meeting comments on August 11, some of the presentations, specifically Michael Morris' and Kyle Hoener's were cut out for a few seconds in the midst of the presentations. Hopefully, the technical issues can be resolved.

③ After the presentations, a participant made a comment about reductions in bus service. Someone from COG responded saying that frequency reductions are better than elimination of routes. While I agree with this response 100%, please bear in mind that reductions in frequency contribute to making bus connections more complicated and time-consuming. Many riders are traveling to their second job. This can require taking more than one bus. If they miss their connection, it can make them late. They have strict schedules for both jobs, so the rider has less flexibility.

North Central Texas Council of Governments

August 11, 2025 Public Meeting

Comments and Questions

Heartland Flyer Funding for One Year

Comments:

It is unfortunate that a train providing transportation between Oklahoma City and Fort Worth was being considered for suspension of service. It is my understanding that the Texas State Legislature did not earmark funds in this year's session. I am pleased that COG and the RTC has come forth to provide funding for one year. I would imagine that college students and business people depend on this service. I trust that further funding will continue the service beyond one year.

Safe Routes to School Regional Action Plan

Comment:

Page 2 - I agree with the four points on this page. (pg. 2)
+3
Something that is not mentioned is that parents and students, especially in more suburban areas, need to change ^{their} mindset to make this work. Many people in suburban areas are accustomed to driving, even if their destination is a few short blocks away. On the CBS local news recently they showed a mock walk to school in an area formerly served by a school bus. Teenage students were shown complaining about the walk even as they started their walk. Granted, disabled students need to have accommodations, however fit students, as the ones shown in the news story, need to realize that walking is healthy.

Pages 7, 11, and throughout the presentation - the initiatives mentioned imply that safe pedestrian

intersections and sidewalks need to be developed with cities' assistance. Perhaps the initiative of getting cities involved can be spelled out in the project plans.

By creating more pedestrian-friendly areas (sidewalks, crosswalks, etc.) for students, these walkable areas will encourage adults and children to walk to their destinations more. The benefits of this would be similar to the benefits outlined on page 2.

Multimodal Autonomous Delivery Project

Comments - This sounds like a beneficial program if done safely. Hopefully the flying delivery devices will not interfere with people on the ground.

I was in Downtown Dallas recently and I observed a few young men picking up an autonomous "robotic" delivery device. The device had become stuck in the middle of the road. This could lead to cars colliding with these devices. The delivery devices are so low to the ground that they would be difficult to see from a passenger vehicle.

The only pages that were numbered in this presentation were pages 9 and 10. I manually placed numbers on the remaining pages.

On page 5, there are three pie charts with individual color legends. It was difficult to differentiate between green and the dark blue. For example, the first chart shows very satisfied and neutral with similar colors. Similarly, the second chart shows very unlikely and neutral with similar colors, and the third chart shows very uncomfortable and neutral with similar colors. Perhaps another color that is not so similar can be used to help differentiate the categories.

Fiscal Year 2025 Public Transportation

Funding: Programs of Projects

and packet of the listing of Programs or Projects

Comment

I would like to see more 5310 Programs go to DART to enhance mobility for seniors who are not disabled and do not qualify for Paratransit.

Regular fixed route service can be too rigid for some seniors, especially when the headway signs on buses are inaccurate, so easier to use services would be more appropriate for some seniors.

I see on page 4 of 15 of the project listing under DART, funding Programs 5307, 5337, and 5339 are mentioned.

Draft November 2025 TIP Modifications for Public Review

Comment

Page 9 - I am not that familiar with the specific TIP code: 14083.9 area, but I sometimes take a bus in Richardson. That I know stops in the area of the project. As I understand it, there will be a Silverline stop at UTD in this area. It is vital that pedestrian and bus stop improvements be implemented.

Comment

Page 16 - TIP code: 21014.1 - This is a great idea to expand DCTA A-Train service for special events and also coordinate this with DART

Page 22 -

Comment

TIP code 11684.1 - I don't know if we are ready for automated electric vehicle service, especially since the DART Love Link goes on some city streets.

Questions - I don't understand under "Request" what reverse scope to develop and deploy advanced

Passenger information and precision docking technology means.
I would be in favor of passenger information on
the Love Link Shuttle. I don't know what the revision
of scope refers to and I would also like to know
what precision docking technology means. What does revise
limits to DART Love Link Shuttle mean?

Page 24 -

TIP Code 25017 -

Comment - I am very much in favor of the CNR Bus Fleet
Replacement. DART needs to replace many of its
aging buses. My wish is ^{that} this would occur at a more
accelerated rate.

Phyllis Silver
8/25/2025