

AGENDA

Regional Transportation Council

Thursday, August 8, 2024

Irving Convention Center at Las Colinas

3rd Floor, Junior Ballroom, 500 W. Las Colinas Blvd., Irving, TX 75039

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

11:45 am 50th Anniversary Regional Transportation Council Member Luncheon at Infrastructure Conference 2024

**2:00 pm Full RTC Business Agenda
(Guest Secured Wireless Connection Password Will Be Provided)**

Pledge to the United States and Texas Flags

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

2:00 – 2:05 2. Approval of July 11, 2024, Minutes

Action Possible Action Information Minutes: 5

Presenter: Clay Lewis Jenkins, RTC Chair

Item Summary: Approval of the July 11, 2024, meeting minutes contained in [Electronic Item 2](#) will be requested.

Background: N/A

2:05 – 2:05 3. Consent Agenda (There are no items on the Consent Agenda)

Action Possible Action Information Minutes: 0

2:05 – 2:15

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

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

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

2:15 – 2:30

5. **2025 Unified Transportation Program and Regional 10-Year Plan Update**

Action Possible Action Information Minutes: 15
Presenter: Brian Dell, NCTCOG

Item Summary: Regional Transportation Council (RTC) action on the proposed changes for the Regional 10-Year Plan Update will be requested.

Background: Since December 2016, the RTC has annually approved a set of projects funded with Category 2 (Metropolitan Planning

Organization selected) and Category 4 (Texas Department of Transportation [TxDOT] District selected) funds and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (TTC selected) funds that cover 10 years of highway projects. Since the last update in 2023, North Central Texas Council of Governments staff has coordinated with the TxDOT Dallas, Paris (Hunt County), and Fort Worth Districts regarding updates to previously approved projects, as well as potential additions to the 10-Year Plan to be included in the 2025 Unified Transportation Program (UTP). [Electronic Item 5.1](#) includes additional information about the process. [Electronic Item 5.2](#) contains the proposed list of planned projects for the Regional 10-Year Plan. [Electronic Item 5.3](#) contains the 10-Year Plan projects that have let or been completed. [Electronic Item 5.4](#) is a copy of the letter that was submitted as a public comment on behalf of the region regarding the 2025 UTP as discussed at the RTC meeting last month.

Performance Measure(s) Addressed: Roadway, Safety

2:30 – 2:45

6. **Dallas-Fort Worth High-Speed Rail: Advancing Environmental Review**

Action Possible Action Information Minutes: 15

Presenter: Brendon Wheeler, NCTCOG

Item Summary: Following meetings with relevant project partners and stakeholders since the July 11, 2024, High-Speed Rail Workshop, the project team will propose a path forward to continue advancing the project through preliminary engineering and environmental documentation in the National Environmental Policy Act (NEPA) process. Additional project funding will be requested of the Regional Transportation Council (RTC) as a result of the additional alignment alternatives and the ensuing effect on the NEPA process. Surface Transportation Block Grant funds are requested for this purpose, with the request not to exceed 15 percent of the original consultant contract budget.

Background: In April 2020, North Central Texas Council of Governments staff began work on the Dallas-Fort Worth High-Speed Transportation Connections Study with consultant assistance. The project is divided into two phases. The first phase, an alternatives analysis of high-speed modes and corridors, recommended high-speed rail generally following the Interstate Highway 30 corridor in 2021. The second phase includes conceptual and preliminary engineering and an

environmental analysis within the NEPA process, resulting in a federal government action identifying the project's next steps. Following the RTC's workshop held on July 11, 2024, the project team has coordinated with the Federal Transit Administration; Federal Railroad Administration; other federal and state partners involved in the NEPA process; the cities of Dallas, Fort Worth, and Arlington; Amtrak; and other project partners and stakeholders. These discussions inform the direction staff will present on which downtown Dallas alignments to advance and impact to NEPA scope and schedule. More information is included in [Electronic Item 6](#).

Performance Measure(s) Addressed: Safety, Transit

2:45 – 2:55

7. **Safe Streets and Roads for All Planning Grant Application**

Action Possible Action Information Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff will request action for the Regional Transportation Council (RTC) to approve the submittal of a regional *planning grant* application and local match funds for the Fiscal Year (FY) 2024 Safe Streets and Roads for All (SS4A) Discretionary Grant program.

Background: The U.S. Department of Transportation announced a Notice of Funding Opportunity for the solicitation of applications for FY2024. The Bipartisan Infrastructure Law established the new SS4A discretionary program with \$5 billion in appropriated funds over five years. A maximum of one grant application of any type may be submitted per agency. Staff will provide an overview of the proposed regional *planning grant* totaling \$2 million to be submitted by the North Central Texas Council of Governments (NCTCOG). The grant application will request \$1.6 million in SS4A federal funds and staff will request RTC approval of \$400,000 of Regional Transportation Council (RTC) Local funds for the required 20 percent local match. If awarded, the planning grant will advance the regional Pedestrian Safety Action Plan by conducting a feasibility study and in-depth planning for regional trail and on-street bikeway connections through the cities of Fort Worth, Haltom City, North Richland Hills, and Richland Hills to passenger rail stations in northeast Tarrant County including various Trinity Metro TEXRail stations and the Trinity Railway Express Trinity Lakes station. This supplemental safety planning will include the future Cotton Belt Trail alignment between Fort Worth and North Richland Hills and numerous

necessary safe trail crossings of major arterial roadways, highways, freight railroads, and waterways. An overview of the proposed planning is contained in [Electronic Item 7](#).

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

2:55 – 3:15

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

Action Possible Action Information Minutes : 20
Presenters: Michael Morris, NCTCOG; Michael Schneider, InfraStrategies; and Jay Walder, McKinsey & Company

Item Summary: This item will introduce the Transit 2.0 consultants to the Regional Transportation Council (RTC). Significant progress is underway. The staff Director will highlight the tasks associated with Transit 2.0 and the role of the RTC in the implementation of each task.

Background: [Electronic Item 8.1](#) provides additional information on Transit 2.0 and [Electronic Item 8.2](#) provides the schedule for the legislative program.

Performance Measure(s) Addressed: Air Quality, Transit

3:15 – 3:30

9. Implications to Mobility 2050 Based on New Demographics

Action Possible Action Information Minutes : 15
Presenters: Dan Kessler and Brendon Wheeler, NCTCOG

Item Summary: Staff will provide a report regarding efforts to develop the next Metropolitan Transportation Plan, Mobility 2050, including approaches to integrating the new demographic forecast, public perceptions and needs, and policy considerations.

Background: Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan at a minimum of every 4 years and to look at least 20 years into the future. In addition, Mobility 2050 must demonstrate federal Transportation Conformity. The updated plan will include a new financial plan, updated demographics and technical analysis, updated project recommendation listings, and robust public involvement. Regional Control Totals were shared with the Regional Transportation Council in June. North Central Texas Council of Governments Research and Information Services and Transportation staff have completed an analysis and modeled a forecast for 2050 Population and Employment

throughout the region, which is currently under local review. The implications of this forecast on the transportation system will be presented.

Performance Measure(s) Addressed: Roadway, 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 is scheduled for ***1:00 pm on September 12, 2024.***

MINUTES

**REGIONAL TRANSPORTATION COUNCIL
July 11, 2024**

The Regional Transportation Council (RTC) met on Thursday, July 11, 2024, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Daniel Alemán, Bruce Arfsten, Steve Babick, Rick Bailey, Elizabeth Beck, Gyna Bivens, Alan Blaylock, Ceason Clemens, John Cordary (representing David Salazar), Jeff Davis, Pat Deen, Andy Eads, Michael Evans, Carlos Flores (representing Michael Crain), George Fuller, Raul Gonzalez, Lane Grayson, Clay Lewis Jenkins, Ron Jensen, Brandon Jones, Stephen Mason, Tammy Meinershagen, Cara Mendelsohn, Ed Moore, Omar Narvaez, Matthew Porter, Tito Rodriguez, Jim Ross, Gary Slagel, Bobby Stovall, Jeremy Tompkins, William Tsao, Duncan Webb, and Chad West.

Others present at the meeting were: Angela Alcedo, Vickie Alexander, Susan Alvarez, Micah Baker, Berrien Barks, Jeff Baska, Carli Baylor, Curtis Bergthold, Kenny Bergstrom, Natalie Bettger, Brandi Bird, Alberta Blair, Lonnie Blaydes, Chris Bosco, Carlton Brewer, Jason Brodigan, Rick Carmona, David Carranza, Molly Carroll, Angie Carson, Dina Colarossi, , Tara Crawford, Alyssa Cunningham, Dawn Dalrymple, Clarence Daugherty, Bob Dubey, Chad Edwards, Staron Faucher, Joshua Fedler, Justin Galloway, Jillian Giles, Christie Gotti, Calvin Grigsby, Scott Hall, Tom Hammons, Tony Hartzel, Amy Hodges, Courtney Holt, James Hotopp, Joseph Jackson, Joel James, Sam Jeffrey, Jill Jester, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Aaron Long, Aylin Lozano, Paul Luedtke, Stanford Lynch, Clem Maddox, Dillon Maroney, Kit Marshall, Omayra Mata, Rich Matyiko, Cesar Molina, Joaguin Moreno, Michael Morris, Mark Nelson, Dylan Niles, Cintia Ortiz, Martin Phillips, John Polster, Bob Pruitt, Vercie Pruitt-Jenkins, Andrei Radu, Jessica Ramirez, Marcus E. Ray, Joseph Reasoner, Hailey Richardson, Randy Richardson, Bethany Rustz, Kay Shellton, Devon Skinner, Sidney Sonck, Toni Stehling, Stephen Tanner, Kimberlin To, John Tobin, Lauren Trimble, Whitney Vandiver, Brendon Wheeler, Amanda Wilson, Marcus Wood, and Ann Zadeh.

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. David Carranza spoke on Agenda Items 3.1, 3.2, 4, 9, and 13; Marcus Wood spoke on Agenda Items 3.2, 4.17, 9, and 13; and Jessica Ramirez spoke on Agenda Items 3.2, 7, and 13. Written comments were provided and can be found in the Public Comments Report under the Director's Report agenda item.
2. **Approval of June 13, 2024, Minutes:** The minutes of the June 13, 2024, meeting were approved as submitted in Electronic Item 2. Gyna Bivens (M); Michael Evans (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1 **Ratification of Emergency Funding: Backstop Funding for Safe Streets and Roads for All Grant:** Regional Transportation Council (RTC) ratification was requested of emergency funding authorization in the amount of \$100,000 for the Safe Streets and Roads for All Grant to backstop local match requirements and avoid project implementation delays.

- 3.2 **Modifications to the Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program:** Regional Transportation Council approval of Amendment #3 to the FY2024 and FY2025 Unified Planning Work Program (Electronic Item 3.2.1) was requested, as well as direction for staff to administratively amend the Transportation Improvement Program, and other administrative/planning documents, as appropriate, to reflect the approved modifications.
- 3.3 **Opportunity to Support Sponsorship of the Infrastructure Summit 2024 in Recognition of the Metropolitan Planning Organization's 50th Anniversary:** Regional Transportation Council (RTC) approval was requested to utilize \$25,000 in RTC Local funds to support sponsorship of the Irving Infrastructure Summit 2024.

A motion was made to approve Items 3.1, 3.2, and 3.3 on the Consent Agenda. Gyna Bivens (M); Ed Moore (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris expressed appreciation to his Executive Assistant, Angela Alcedo, for her service and remarkable work with him and the Transportation Department as she transfers to the North Central Texas Council of Governments (NCTCOG) Workforce Development Department. Electronic Item 4.2 contained an official stamped copy of the resolution on high-speed rail from the City of Dallas mentioned at the high-speed workshop held prior to the Regional Transportation Council (RTC) meeting. Michael highlighted the North Texas Center for Mobility Technologies, a program with Tier 1 universities that are funded to create opportunities for the private sector utilize assistance from universities to help advance the next generation of various technologies. Additional details and progress reports were provided in Electronic Items 4.3 and 4.4. NCTCOG and the RTC will celebrate their 50 years as a metropolitan planning organization on August 8, 2024, at the Irving Infrastructure Summit in partnership with the City of Irving and the North Texas Commission. Michael noted that Transit 2.0 is proceeding by communicating with the cities and reminded local governments of the importance of working directly with the consultants. Additional details were provided in Electronic Item 4.5. Michael expressed appreciation to Dallas County, Dallas Councilmember Omar Narvaez, and NCTCOG staff member Jeff Neal, who partnered again for the fourth time on the Dallas County Inland Port Multimodal Connectivity Project's submittal under federal initiative. The project was awarded \$25 million. In addition, Michael noted that Swyft is one of the Google technology companies that's part of the Certification of Emerging and Reliable Transportation Technology (CERTT) program where the private sector is being encouraged to deliver private-sector solutions. Electronic Item 4.6 contained an article describing the progress being made with different communities within the region through the Swyft Cities Feasibility Study. When it is closer to implementation, more information will be provided to the Council. Michael mentioned that the Texas Department of Transportation (TxDOT) continues to suspend the RTC tolling policy regarding Dynamic Pricing. The Dallas-Fort Worth Reclassification of 2015 Ozone Standard data effective as of July 22, 2024, was provided in Electronic Item 4.7. Transportation Conformity and Ozone Season update data was provided in Electronic Item 4.8. The remaining items were not presented.
5. **Federal Transit Administration Transit Oriented Development Pilot Grant Fiscal Year 2024 Trinity Railway Express Transit Oriented Development Strategic Plan:** Karla Windsor presented a request for the North Central Texas Council of Governments (NCTCOG) to submit a Federal Transit Administration (FTA) grant application for Transit-Oriented Development (TOD) planning for the Trinity Railway Express (TRE) corridor with

RTC Local funds provided as a match. FTA Pilot Program for TOD Planning has \$10.5 million (FY 2024) available in competitive grants for comprehensive or site-specific planning associated with new fixed guideway and core capacity improvement transit projects. Karla highlighted the required statutes that plans must study improving economic development and enabling mixed-use near transit stations, plan to increase ridership potential, examine multimodal connectivity, accessibility, pedestrian and bicycle transit access, engage the private sector, identify infrastructure needs, and must have partnership between transit agencies and cities to be eligible. Karla briefly provided an overview of the TRE TOD strategic plan to be developed with the goal to increase TOD, density, mixed-income, economic development and ridership on the TRE. A map of the TRE stations included in the Pilot grant was presented and the grant application's deadline is July 22, 2024. NCTCOG will be coordinating with cities and transit agencies to have letters of intent for partnership signed by all entities including Dallas Area Rapid Transit, Trinity Metro, Trinity Railway Express, and the Cities of Fort Worth, Irving, and Dallas. Details were provided in Electronic Item 5.

A motion was made to approve the submittal of a Fiscal Year 2024 Federal Transit Administration (FTA) Transit-Oriented Development (TOD) Planning Pilot Program grant application for the Trinity Railway Express (TRE) Transit-Oriented Development Strategic Plan requesting \$800,000 in federal funding and an approved \$200,000 in RTC Local funds for non-federal match should the project be selected for funding award; and to direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP and other planning/administrative documents to incorporate these changes, if awarded funding. Elizabeth Beck (M); Gyna Bivens (S). The motion passed unanimously.

6. **Application to the Environmental Protection Agency Clean Heavy-Duty Vehicles Grant Program:** Savana Nance presented a request for Regional Transportation Council (RTC) approval of a grant application to the Environmental Protection Agency (EPA) Clean Heavy-Duty Vehicles Grants program, which is a brand-new program created under the Inflation Reduction Act. There are two sub programs, a school bus program and a vocational trucks program. Examples of vocational vehicles are dump trucks, refuse haulers, utility trucks, bucket trucks, and for the purposes of this program, transit buses. There's an opportunity to replace existing trucks that are fueled by anything other than battery electric or hydrogen fuel cell (gasoline, diesel, natural gas, etc.) with a zero-emission version (battery electric or hydrogen fuel cell). If it's a truck in that category, there's an opportunity for public agencies to apply directly to EPA. Savana highlighted there's value in pursuing a regional proposal because the private sector is not able to apply directly to the EPA. Also, a regional proposal opens up opportunities for an organization to request a small pilot project because EPA requires a minimum of three vehicles in a single application. Each individual application can request anywhere from \$500,000 to \$60 million per proposal. Savana presented additional technical details about the existing vehicle versus what the new vehicle would have. This program provides new opportunities for the region, including increased funding levels for hydrogen fuel cell vehicles and electric vehicles, and allows for replacement of non-diesel (gasoline, compressed natural gas, propane) vehicles, flexible scrappage alternatives, funding for infrastructure, renewable on-site power generation systems, and workforce development activities related to zero-emission vehicles. The proposed NCTCOG application would request up to \$60 million from the EPA CHDV grant vocational vehicle sub-program on behalf of the region and reserve all EPA funds for project implementation by using the NCTCOG Grants Management and RTC Initiative Fund to fund project

administration/grant management. Savana provided a schedule including seeking approval at the July 25, 2024, Executive Board meeting; the EPA application deadline is July 25, 2024, with anticipated notification of selection in November 2024, anticipated awards in February 2025, and if awarded, NCTCOG opens Call for Projects during the April-May 2025 timeline. An overview of the proposed projects was contained in Electronic Item 6. For more information visit: <https://www.nctcog.org/trans/quality/air/funding-and-resources/chdv>.

A motion was made to approve the North Central Texas Council of Governments (NCTCOG) application to the Environmental Protection Agency Clean Heavy-Duty Vehicles Grants Program for up to \$60 million, and amendment of the Unified Planning Work Program, along with any other planning/administrative documents as necessary, if awarded. Carlos Flores (M); Michael Evans (S). The motion passed unanimously.

7. **Blue-Green-Grey Round Four Application for New Ideas:** Karla Windsor provided a request for the North Central Texas Council of Governments (NCTCOG) to open the Blue-Green-Grey (BGG) applications for New Ideas Round 4 on July 15, 2024, with a pre-application workshop hosted on July 17, 2024, and applications due on August 16, 2024. The application for New Ideas funding amount is \$250,000 total of RTC Local; with no local match required with approximately three anticipated awards. The purpose of the BGG program promotes the planning and construction of green or sustainable infrastructure in the region, to advance small projects with innovative outcomes that can be scaled and/or replicated regionally with the focus on three elements: blue = water, green = environment, and grey = transportation. Karla briefly explained the BGG program and that the previous funding rounds have been allocated with a total of \$449,080 in RTC Local funds. She mentioned project examples that may be either a feasibility assessment and/or planning for a BGG project, or a project is ready for construction and implementation. The project deliverables may look like guidelines or planning documents for a pilot construction project that other entities can use, various test sites for a specific project, development/feasibility assessment of new technology or processes that could be integrated into any project. Karla presented the evaluation criteria in Electronic Item 7.1 with the pre-application workshop flyer provided in Electronic Item 7.2. The schedule for Round 4 opens the call on July 15, 2024, and the pre-application workshop is scheduled for July 17, 2024. While the call is open, questions from applicants will be accepted for Frequently Asked Questions that will then be published online for those interested to review. Applications will be due at 5:00 pm, on August 16, 2024. Final recommendations for projects to be awarded will be presented for action by the Surface Transportation Technical Committee and RTC in the October and November timeframe.

A motion was made to approve the opening of Round 4 of the Blue-Green-Grey application for New Ideas and elements related to eligible activities, funding and local match requirements, program rules, and schedule. Matthew Porter (M); Daniel Alemán (S). The motion passed unanimously.

8. **Discussion on High-Speed Rail Workshop:** Michael Morris provided an overview on the High-Speed Rail workshop held prior to the Regional Transportation Council (RTC) meeting on July 11, 2024. The next steps from the workshop were presented with August action items highlighted including project team meetings and a hybrid public meeting being scheduled prior to the August RTC meeting. The workshop proposed a resolution to the City of Dallas' position in not supporting a downtown alignment with the possibility of a new route to explore in the City of Dallas, if the city's position is maintained. The City of Dallas, City of

Fort Worth, and City of Arlington are doing an economic development study to determine the economic impact of the Dallas to Fort Worth High-Speed Rail project to their cities and the region. The action at the August meeting will direct the project team in how to proceed. There were several RTC members that expressed their appreciation for the tone and cooperation during the workshop.

9. **2025 Unified Transportation Program and Regional 10-Year Plan:** Christie Gotti highlighted the proposed recommendations for the Regional Transportation Council (RTC) regarding the Regional 10-Year Plan Update. Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods. The 10-Year Plan includes projects funded with Category 2 (MPO selected), Category 4 (Texas Department of Transportation [TxDOT] District selected), and Category 12 (Texas Transportation Commission [TTC] selected) funds. The Regional 10-Year Plan was originally approved by the RTC in December 2016. This plan is updated annually in conjunction with the development of TxDOT's Unified Transportation Program (UTP). Christie noted that TxDOT began developing the 2025 UTP in fall of 2023 and North Central Texas Council of Governments (NCTCOG) staff coordinated with the TxDOT districts regarding project updates (e.g. costs/funding, environmental clearance and let dates), potential new projects, and 2024 projects that need additional funding to cover cost overruns at letting. Christie provided the principles for the development of the Regional 10-Year Plan: project should be included in the Metropolitan Transportation Plan (MTP) and be something that is supposed to be implemented by 2036, with the focus on "system" versus new, stand-alone projects, fully fund existing projects before funding new projects (with a focus on projects letting in the next 2-3 years), ensure equity of county allocations, maintain toll lanes/toll managed lanes on selected corridors, re-fund previously unfunded projects when possible, ensure all RTC projects are approved in 2025 UTP (including "placeholders"), and projects must be scored and should have a score sufficient to qualify for funding. Christie briefly provided an overview of the historical funding allocations for Category 2 and 4 and the amounts awarded by the TTC for Category 12 over time going back to 2017. An overview of the next steps in the process, including incorporating changes to listings resulting from TTC's proposal to add \$740 million in new Category 12 funding to the United States (US) 380/SPUR 399 project, and the removal of \$25 million of previously approved Category 12 funds on Interstate 30 in the East Corridor section. Staff is finalizing project listings in coordination with the TxDOT districts and TxDOT headquarters, bringing back the listings for approval, including Category 12 amounts and changes to the let/completed projects list (e.g., 2024 cost overruns), providing an update on the region's Category 2 carryover balances and latest information on West/East non-formula fund tracking, and bringing back any project changes to the committees if the TTC action is different than proposed project listings. She mentioned the timeline during the month of July with public involvement and action sought at the Surface Transportation Technical Committee meeting on July 26, 2024; action requested at the RTC meeting on August 8, 2024, TxDOT public involvement for the 2025 UTP during July and August of 2024, and anticipated TTC approval of the 2025 UTP in August 2024. Electronic Item 9.1 included additional information about the process. Electronic Item 9.2 contained the proposed list of planned projects for the Regional 10-Year Plan. Electronic Item 9.3 contained the 10-Year Plan projects that have let or been completed. Commissioner Duncan Webb expressed appreciation to the RTC, TTC, and NCTCOG staff for all of the hard work to help continue moving forward with TxDOT on the US 380 and Spur 399, in addition to TxDOT continuing to advance the right-of-way acquisition, utilities, and fully fund the freeway of the SPUR 399 for Collin County. Mayor George Fuller echoed Commissioner Duncan Webb's appreciation.

10. **Invitation to Participate in Charging Smart Program:** Amy Hodges presented an update and invited local governments to participate in Charging Smart, a new designation program that rewards municipalities for electric vehicle (EV) readiness. Charging Smart is funded by the United States (US) Department of Energy Vehicle Technologies Office and is led by the Interstate Renewable Energy Council with key project partners. The program provides best practices and policies to streamline planning, permitting, and inspections to support the deployment of EV infrastructure. She provided an overview of the program benefits: signals to EV service providers and project developers that communities are open to EV charging development, provides chargers throughout the community, chargers on city-owned property facilitates staff adoption of EVs, enables access to technical assistance at no cost, improves efficiency of local government processes, and the creates another opportunity to showcase community achievements. The Charging Smart framework's action categories are planning, regulation, utility engagement, education and incentives, government operations, and shared mobility. Interested parties should contact cleancities@nctcog.org by Monday, July 15, 2024, to join a cohort of peer participants. Initial steps will include a self-assessment and commitment letter. Electronic Item 10 included additional details found at <https://www.dfwcleancities.org/charging-smart>.
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 2:00 pm, Thursday, August 8, 2024, at the Irving Convention Center, 500 West Las Colinas Boulevard, Irving, TX 75039, during Infrastructure Summit 2024.

The meeting adjourned at 2:14 pm.

CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE
PROJECTS DURING COVID RECOVERY

August 2024

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Airport Passengers (+18%, Jun)

Toll Road (+13%, Apr)

Freeway Volumes (+0%, Jun)



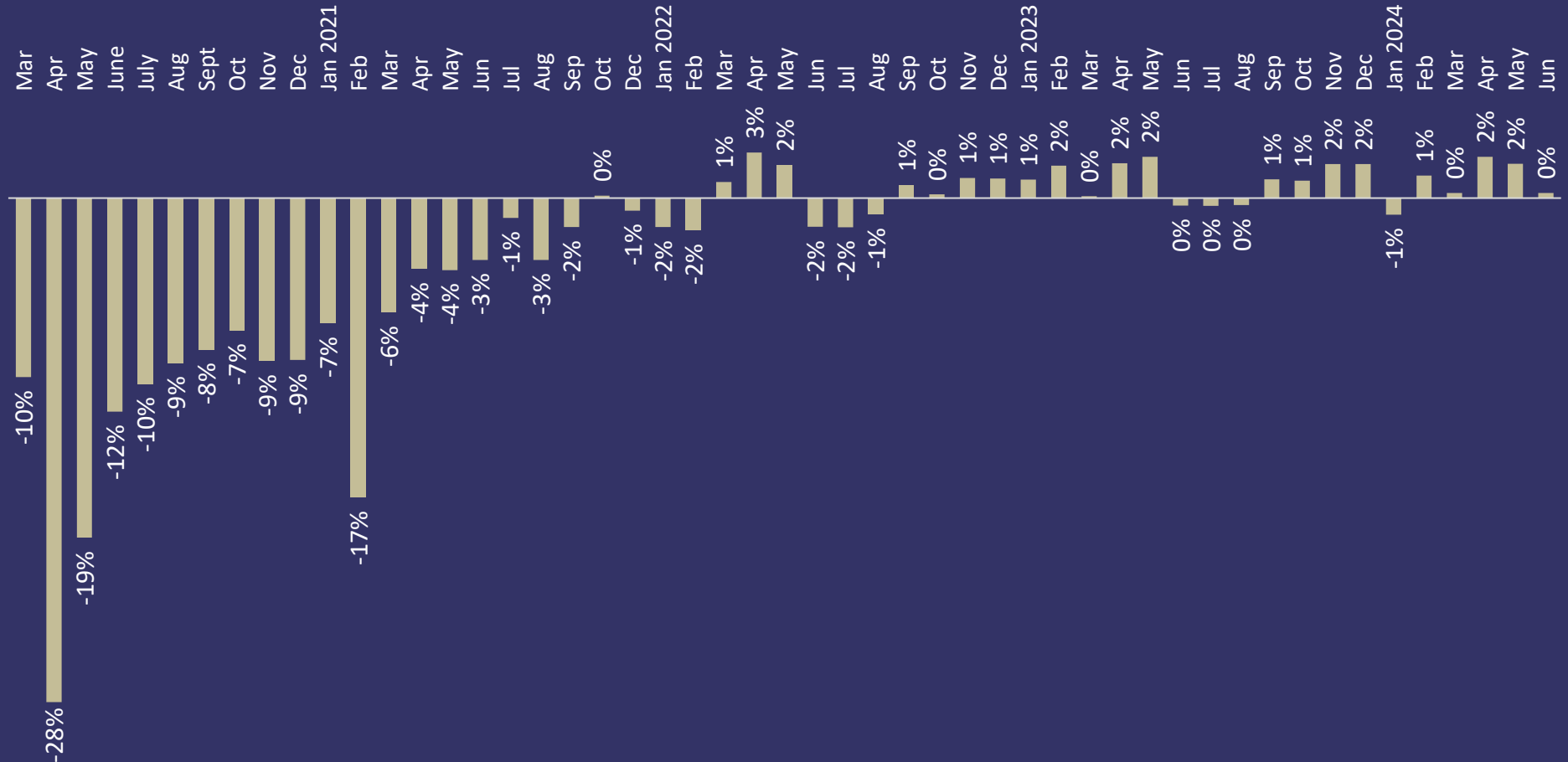
Transit Ridership (-28%, Jun)



ROADWAY TRENDS

Traffic Decrease vs Baseline

Average
Weekday
Freeway
Volumes



Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October 2020, growth was calculated based on Fort Worth.

Note: Baseline is March 2019-February 2020.

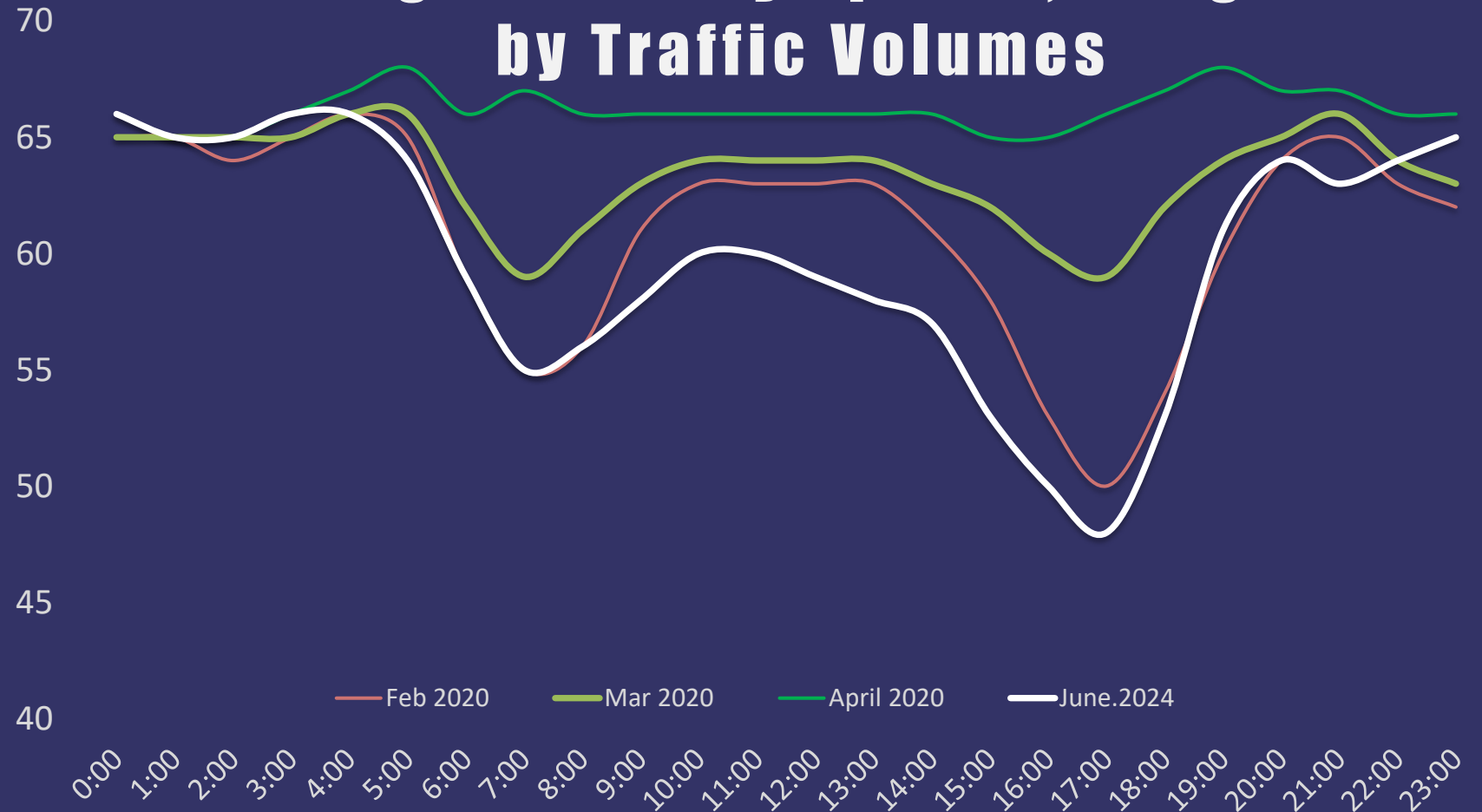
Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.

Note: Data for November 2021 was not collected for the majority of the locations.

ROADWAY TRENDS

Regional Average
Freeway Speeds

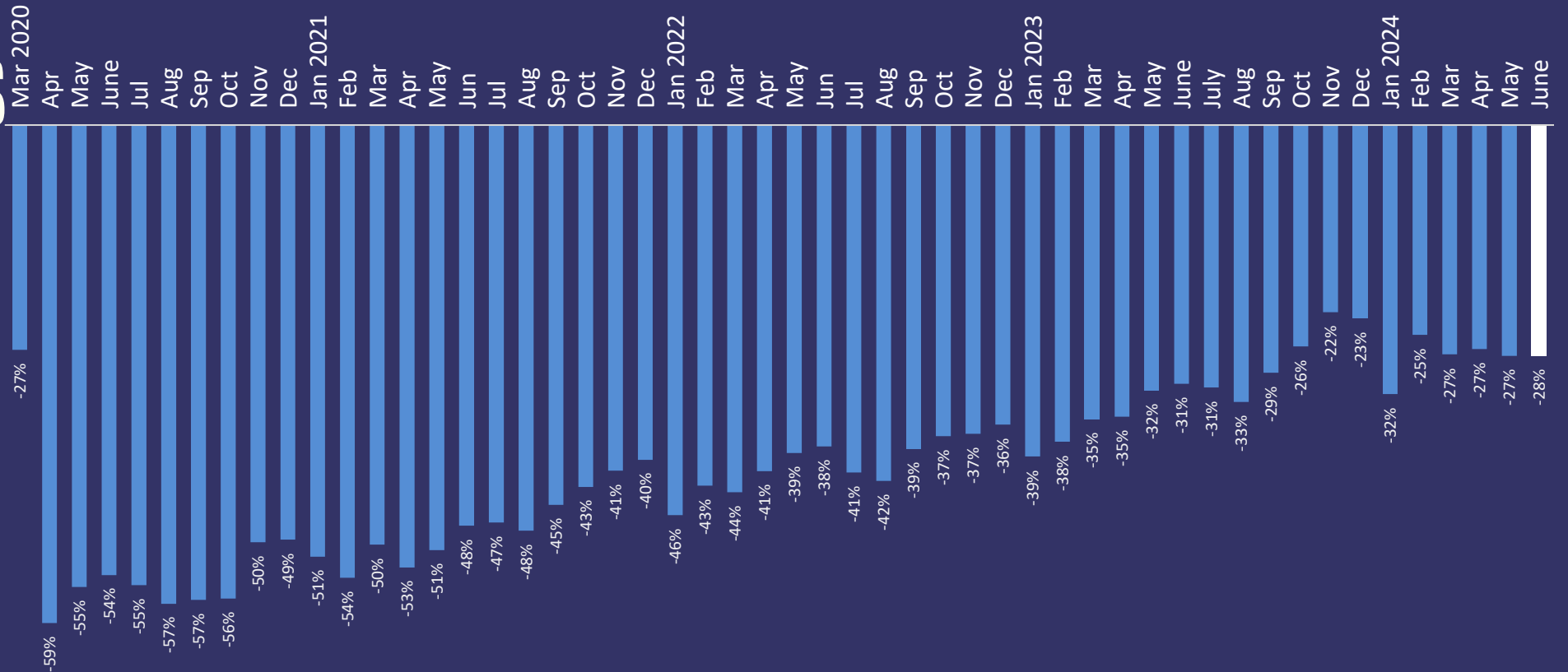
Average Weekday Speeds, Weighted by Traffic Volumes



TRANSIT IMPACTS

Weekday Ridership

Passenger Decrease vs Baseline



Source: DART, DCTA, and Trinity Metro

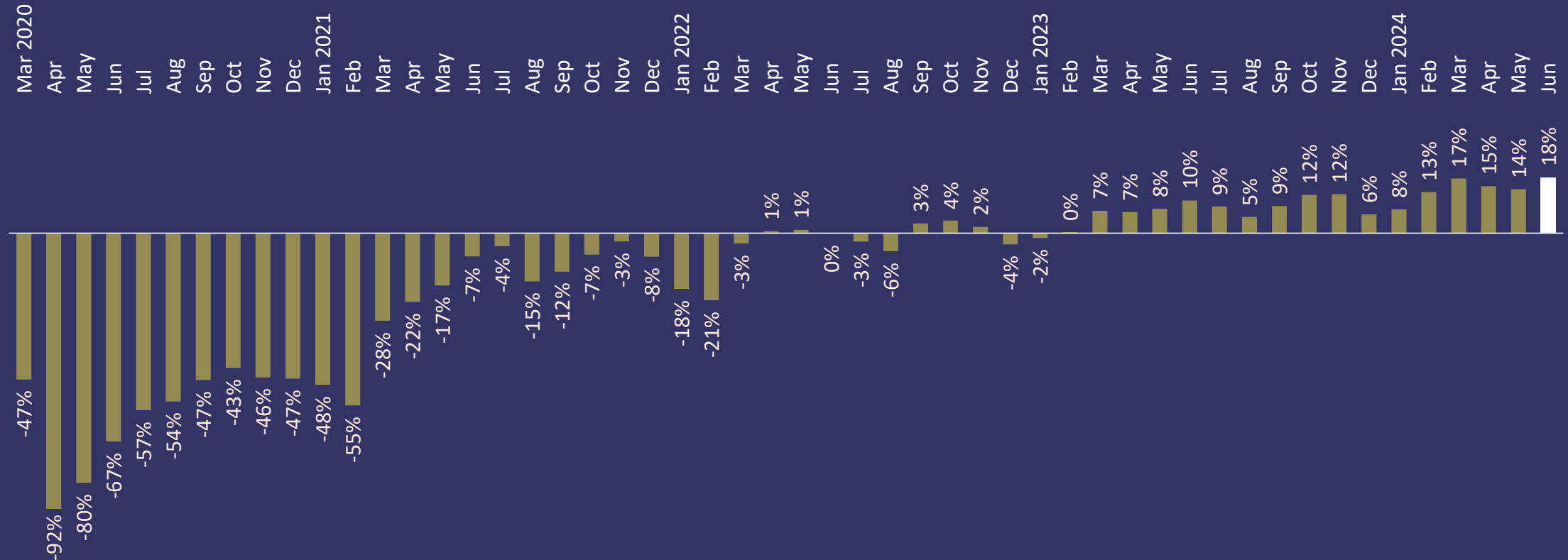
Note: Baseline is March 2019-February 2020.

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

AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline



Source: Dallas Love Field and DFWIA Websites

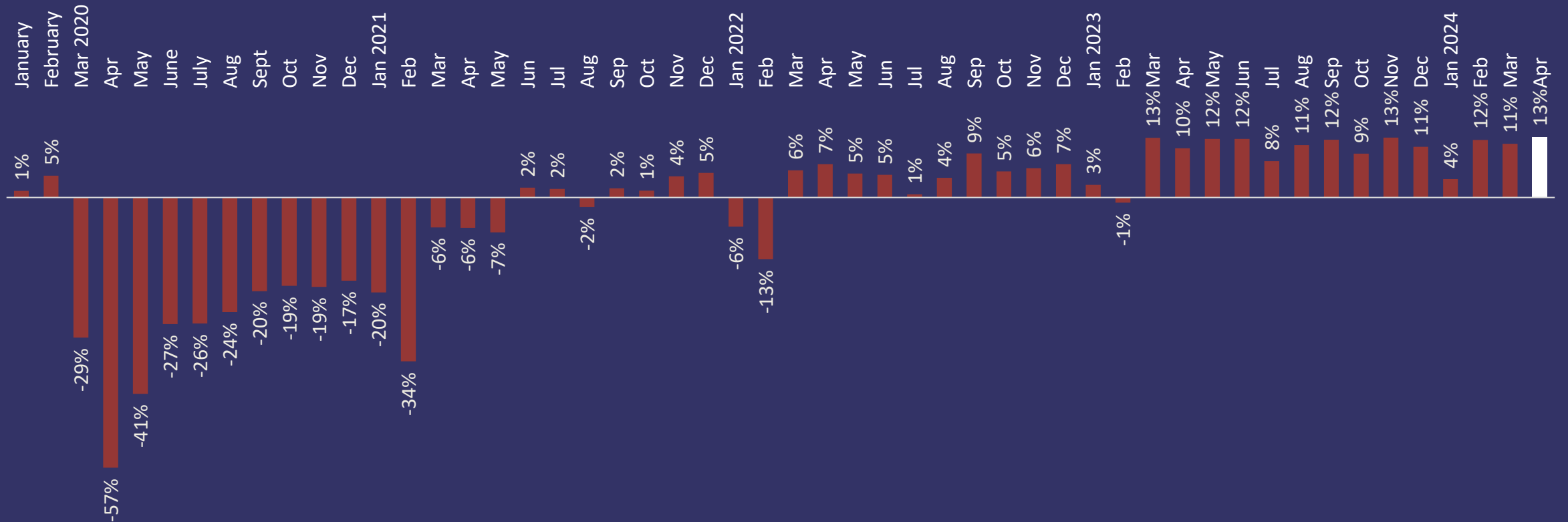
Note: Baseline is March 2019-February 2020.

Note: Airlines experienced many flight cancellations in Dec. 2021 due to omicron variant affecting staff.

FUNDING IMPACT

NTTA Transactions

Change in Tollway Transactions vs Baseline



Source: NTTA

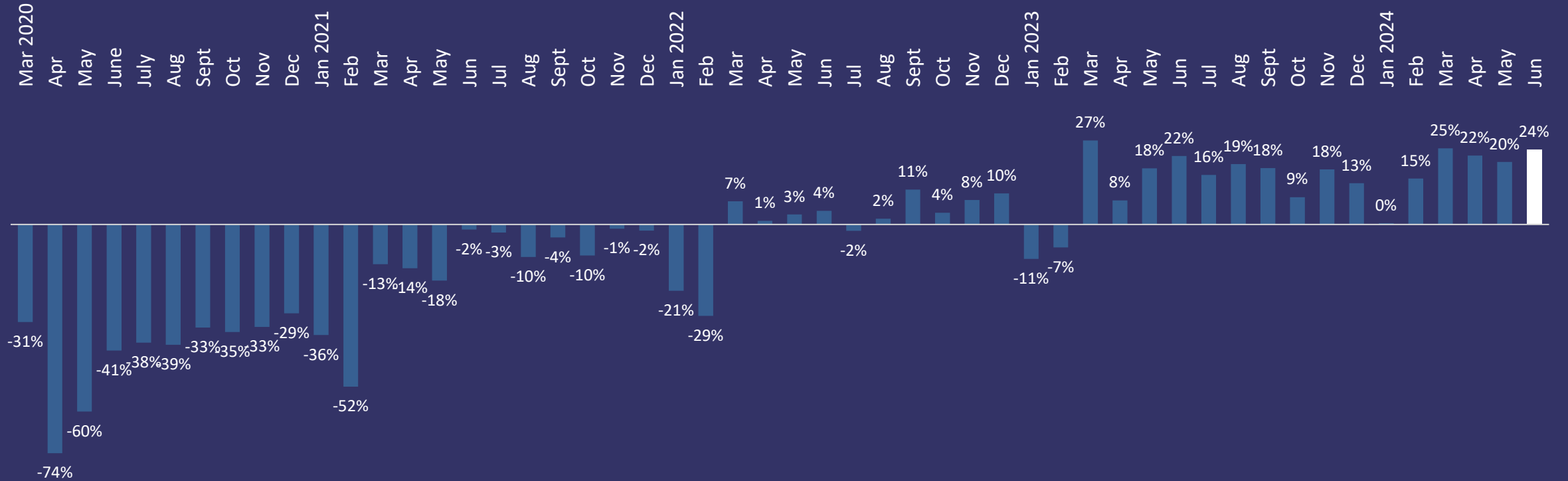
Notes: Baseline is March 2019-February 2020.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

FUNDING IMPACT

I-35E TEXpress Lane Transactions

Change in Tollway Transactions vs Baseline



Source: Texas Department of Transportation

Notes: Baseline is March 2019-February 2020.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

The Horse is out of the Barn

While it is essential to preserve and maintain homogeneous single family home neighborhoods, it is lunacy that low-density 1970s strip retail centers are not replaced with greater mixed-use density.

In June, when the North Central Texas Council of Governments (NCTCOG) announced the annual population estimates, we learned that Dallas-Fort Worth continues to grow at a brisk pace. The 16-county region added approximately 200,000 residents for an estimated population of almost 8.5 million. Rockwall (5.2%), Ellis (4.7%) and Collin (4.6%) counties led the region. They all have something in common: They are all suburban counties.

This growth outside the city centers follows a pattern we've seen developing for years: People have gravitated toward the suburbs, where developers can take advantage of building in unincorporated areas with large swaths of open land.

As we add residents and workers to fill the jobs created by our fast-growing economy, we need to examine how best to integrate them into a region that is expected to surpass 12 million people within 25 years. The new Mobility 2050 plan is being developed, and the horse is out of the barn.

As NCTCOG and the Regional Transportation Council (RTC) plan for 2050, the critical question is: Can local governments reduce congestion through land-use density, resulting in higher holding capacities and shorter trip lengths with a balance of jobs to housing? In other words, how can cities help reduce traffic congestion while providing opportunities for jobs and housing near the workplace?

The RTC is conducting a strategic review of public transportation authorities as part of the Transit 2.0 initiative. This initiative lays out a series of tasks to reimagine what our public transportation system will look like in a quarter-century. One of these tasks involves increased density around existing rail stations. So, we begin here.

Increased development around rail stations and inside transit authority boundaries. In the coming decades, we must continue to diversify our transportation system, relying more on public transportation and walkable communities. The issue is much of our growth is occurring outside the boundaries of our existing transit authorities. Through efforts like Transit 2.0, we can explore greater focus on passenger rail and land use.

Infill development in the central cities and suburban downtowns. A household in the urban center produces half the vehicle miles of travel of a rural household. If you support safety, air quality and walkable neighborhoods, infill is critical.

Infill density in suburban cities. By working with the cities and counties outside the urban core in rethinking development and providing additional transportation options, we can make it possible for people who want to rely less on their cars to do so. As those areas fill up, they could more readily support transit, walking and bicycling.

Greater density and more mixed-use developments. We also need more communities where people can live, work and play without having to get in and out of their cars.

Integration of pedestrian facilities and trails and bicycle facilities within development. The DFW Discovery Trail and Cotton Belt Regional Veloweb are connecting cities across the

region via active transportation. These also provide opportunities for development accessible by bicyclists and pedestrians to passenger rail. The more connections we can create across modes, the more prepared our cities will be for future development.

Integrated focus on housing choices for working families. We should work with cities and developers to ensure that families have affordable housing options close to their jobs. Developments adding mixed-use options may be what some workers need to avoid long commutes.

Development that matches housing values and employee income along transportation corridors. We should pursue solutions that make it easier for people to live near work in the same corridor. This requires a jobs-housing balance that offers affordable options.

Increased development in environmental justice and Title VI communities. Not all communities have access to necessities such as education, telemedicine and food. NCTCOG is helping to close these gaps with technology, specifically the use of broadband as a transportation mode. Focus is placed on all Dallas-Fort Worth, regardless of income.

Using the same approach to density and setting communities up for a range of transportation options will help Dallas-Fort Worth navigate the challenges posed by growth far beyond 2050. High-speed rail efforts would also maximize speed, safety, air quality and urban density.

More efficient land-use location and increased housing choice can lower user transportation and public-sector infrastructure costs. Four million more friends are on the way. The increased pressure on taxpayers is not the solution. Urban density brings a higher quality of life for everyone.

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
Staff Director to the Regional Transportation Council

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NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

2023 Safety Program Performance Measures

NCTCOG's Support of Federal Safety Performance Targets

- NCTCOG Safety Position: Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.
- On February 9, 2023, the Regional Transportation Council (RTC) approved the 2023 — 2027 Safety Performance Target reduction schedule for the region as shown below.

Targets: Number of Fatalities and Fatality Rate	
Year	Percent Reduction
2023	3.4%
2024	3.6%
2025	3.7%
2026	3.8%
2027	4.0%

Safety Performance Targets	2022 TxDOT Targets	2022 NCTCOG Targets	2023 TxDOT Targets	2023 NCTCOG Targets	2024 TxDOT Targets	2024 NCTCOG Targets
		2% Reduction		Fatality - 3.4% Serious Injury – 2%		Fatality - 3.6% Serious Injury – 2%
No. of Fatalities	3,563	579.5	3,628.0	590.4	4,145.6	598.5
Fatality Rate	1.27	0.755	1.38	0.767	1.388	0.760
No. of Serious Injuries	16,677	3,032.9	17,062.0	3,711.5	17,515.2	3,943.7
Serious Injury Rate	5.76	3,939	6.39	4.615	5.839	4.793
No. of Non-motorized Fatalities and Serious Injuries	2,367	594.7	2,357	637.7	2,357	634.7

Fatality and fatality rate targets represent a 50% reduction by 2035, while serious injury related measures target a two percent reduction from the trendline each year. Targets are based on a five-year rolling average.

Actual Safety Performance Reporting for 2022 Targets

Safety Performance Measures	Original 2022 Target	PY2022 Actual Performance	PY2016-2020 Baseline Performance	Met Target?	Better than the Baseline?	Met or Made Significant Progress?
Number of Fatalities	579.5	622.2	584.8	No	No	No
Rate of Fatalities	0.755	0.799	0.802	No	Yes	
Number of Serious Injuries	3,032.9	3645.8	3,559.8	No	No	
Rate of Serious Injuries	3.939	4.685	4.891	No	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	594.7	594.6	588.4	Yes	No	

- Actual Performance reporting of Safety Performance Targets is completed on a two-year delay.
- Reporting of 2022 Actual Performance was conducted in January of 2024.
- Reporting of the 2023 Actual Performance will be conducted during the first quarter of 2025.
- An agency is determined to have met or made significant progress toward meeting its targets when at least four of the five established performance targets are either: a) met or b) the outcome for a performance measure is less than a five-year rolling average baseline. The baseline performance is established as the five-year period of data available at the time the target was established. For Performance Year (PY) 2021, that data period was 2016-2020.
- 2022 was the 2nd year that NCTCOG failed to meet roadway safety performance targets due to the high number of fatal and serious injury crashes recorded during COVID in 2020 and 2021.

NCTCOG's 12 - County MPA Crash and Fatality Data 2019 - 2023

NCTCOG receives regional crash data from TxDOT's Crash Records Information System annually. The performance measures below highlight reportable crashes and fatalities that occurred in the NCTCOG 12-county Metropolitan Planning Area (MPA) from 2019 to 2023. The data below indicates that in 2023 the NCTCOG region experienced **one crash every five minutes** and **one fatality every 10 hours**. The regional fatality rate for 2023 was 0.967.

2019-2023 Crashes						
County	2019	2020	2021	2022	2023	% Change 2022-2023
Collin	13,942	10,270	12,378	13,824	14,846	6.88%
Dallas	55,267	48,297	55,369	54,555	52,121	-4.67%
Denton	12,193	9,556	11,409	11,966	12,263	2.42%
Ellis	2,798	2,842	3,303	3,231	3,403	5.05%
Hood	799	709	804	812	843	3.68%
Hunt	1,365	1,362	1,782	1,604	1,714	6.42%
Johnson	2,392	2,191	2,776	2,736	2,780	1.58%
Kaufman	2,015	1,956	2,226	2,282	2,355	3.10%
Parker	2,201	2,035	2,640	2,525	2,644	4.50%
Rockwall	1,588	1,422	1,748	1,861	2,152	13.52%
Tarrant	32,465	27,431	30,724	29,009	29,058	0.17%
Wise	931	901	1,022	1,148	1,152	0.35%
Total	127,956	108,972	126,181	125,553	125,331	-0.18%

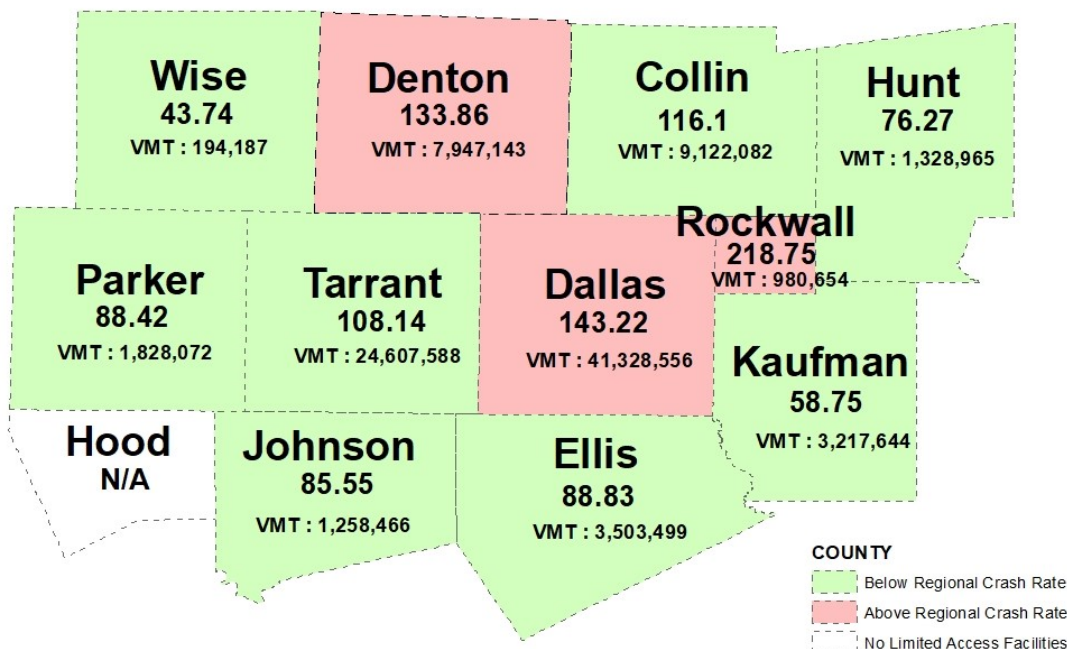
2019-2023 Fatalities						
County	2019	2020	2021	2022	2023	% Change 2022-2023
Collin	53	64	50	76	62	-22.58%
Dallas	271	333	352	354	334	-5.99%
Denton	52	59	66	49	51	3.92%
Ellis	27	49	36	33	37	10.81%
Hood	12	10	12	10	9	-11.11%
Hunt	25	26	38	15	35	57.14%
Johnson	39	20	39	36	31	-16.13%
Kaufman	32	33	36	26	23	-13.04%
Parker	26	21	28	15	24	37.50%
Rockwall	2	7	10	6	12	50.00%
Tarrant	171	189	227	210	217	3.23%
Wise	14	11	21	23	22	-4.55%
Total	724	822	915	853	857	0.47%

Data Source: TxDOT Crash Records Information System (CRIS) current as of 4/3/2024 - All TxDOT disclaimers apply to this information.

Note: A reportable motor vehicle crash is defined by TxDOT as: "Any crash involving a motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to property of any one person to the apparent extent of \$1,000."

2023 Crash Rates by County

NCTCOG calculates crash rates on limited access facilities for counties within the NCTCOG 12-County MPA. The map below displays these crash rates by county in comparison to the regional crash rate of 123.76. This represents an increase from the 2022 rate of 69.33 crashes per 100 million vehicle miles traveled (VMT). Dallas, Denton, and Rockwall Counties were the only counties with a crash rate above the regional average in 2023.



2023 Regional Crash Rate = 123.76



Crash Rates calculated for limited access facilities: IH, SH, and US mainlanes

2023 Contributing Factors for Serious Injury and Fatality Crashes

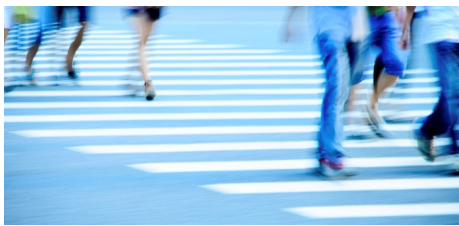
	Top Ten Contributing Factors — Limited Access Facilities Only	2022	2023
1	Speeding (Overlimit / Unsafe Speed / Failed to Control Speed)	30.56%	30.54%
2	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Followed Too Closely / Cell/Mobile Device Use (Texting / Other / Unknown - [0.08%])	16.24%	15.19%
3	Failed to Drive in Single Lane	10.33%	10.36%
4	Impaired Driving (Intoxicated: Alcohol/Drug / Had Been Drinking / Taking Medication / Fatigued or Asleep)	11.89%	9.30%
5a	Changed Lane When Unsafe	7.34%	8.54%
5b	Faulty Evasive Action	8.05%	8.54%
6	Pedestrian Failed to Yield Right of Way to Vehicle	5.56%	4.76%
7	Disabled/Parked in Traffic Lane	3.70%	4.31%
8	Fleeing or Evading Police	1.00%	1.21%
9	ILL or Sick	1.14%	1.13%
10	Wrong Way Driving (Wrong Way - One Way Road / Wrong Side - Approach or Intersection)	1.78%	1.06%

Note: The Contributing Factor Analysis above includes Primary, Secondary, and Tertiary Contributing Crash Factors on limited access facilities in the NCTCOG 12-County MPA only. Speeding has been the number one contributing factor for all analysis done from 2010-2023. For more information on contributing factor trends for previous years, please visit the [NCTCOG Safety Program](#) webpage.

NCTCOG Pedestrian Safety Action Plan

In 2021, the North Central Texas Council of Governments (NCTCOG) completed a regional Pedestrian Safety Action Plan (PSAP) for the 12-county Metropolitan Planning Area (MPA) to address the steadily increasing number of reported serious or fatal crashes involving pedestrians across North Texas.

The PSAP serves as a guide for State, regional and local governments for improving overall pedestrian safety across the MPA.



This guide includes goals, action items and policies, all aimed at supporting the safety position adopted by the Regional Transportation Council, which states that “even one death on the transportation system is unacceptable,” and the action taken by the Texas Transportation Commission, who ordered the Texas Department of Transportation to “develop strategies for reducing traffic deaths by 50 percent by 2035 and to zero by 2050.”

One of the PSAP action items is to conduct Roadway Safety Audits (RSAs) for the designated primary pedestrian safety corridors — roadway corridors that have a high number of crashes involving pedestrians and high crash severity. In collaboration with the Federal Highway Administration (FHWA), an RSA was conducted and a report finalized for a subarea of Downtown Dallas. A similar RSA was also conducted for N. Cooper St. and N. Center St. in Arlington. Using the approach developed by the FHWA, an RSA core team made up of independent and multi-disciplinary members assessed the roadways over several days and provided an official report detailing observations, recommendations, and proposed safety solutions for the City of Dallas and the City of Arlington. Additional RSAs are expected to be completed on other primary pedestrian safety corridors throughout the region as identified in the PSAP. These efforts will be funded in part by an award from the United States Department of Transportation 2023 Safe Streets and Roadways for All grant program to conduct additional planning to implement the regional Safety Plan.

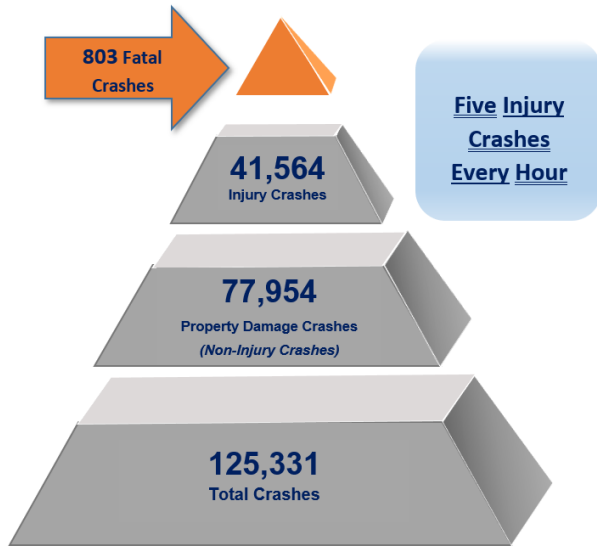
Another PSAP action item focuses on coordination and support of educational programs and marketing campaigns aimed at informing the public of their rights and responsibilities while traveling on the roadway. NCTCOG is coordinating with local agencies in the region to promote Look Out Texans. In 2024, NCTCOG is collaborating with local agencies to publish newsletter articles, broadcast safety tip videos and pedestrian and bicyclist crash survivor testimonial videos on local government access channels and share informative social media post aimed at educating North Texans on their rights and responsibilities while walking, biking, or driving. Promotion and advertising of Look Out Texans safety education content is expected to continue.

The regional Pedestrian Safety Action Plan, including all appendices, can be viewed at www.nctcog.org/pedsafetyplan.

NCTCOG Crash Pyramid and Regional Struck-By Stats

2023 Regional Crash Pyramid — NCTCOG 12-County MPA

The crash pyramid represents the high volume of crashes in the region, equating to four injury crashes every hour. There is an obvious need for highly effective training for those agencies responsible for managing and clearing traffic incidents. Traffic incident management training promotes consistency among agency responders, significantly improves responder and motorist safety, and reduces the duration of traffic incidents.



On average, each injury crash requires

- 2 Law Enforcement
- 4 Fire/Rescue
- 2 Emergency Medical Services
- 1 Towing and Recovery
- 9 Responders

Potentially 45 responders “working in or near moving traffic” every hour 24/7/365.

*Crash pyramid does not include “Unknown Injury Crashes”

First Responder Struck-By ‘Fatality’ Stats (2022 - 2023)

Every day, firefighters, EMTs/paramedics, state troopers, police officers, sheriff’s deputies, tow operators, and department of transportation responders are exposed to the grave hazards inherent in emergency responses on the nation’s highways and roadways. Below is a breakdown of the fatality statistics at the regional, statewide, and national level, broken down by discipline.

Discipline	2022 National	2023 National	2022 Statewide	2023 Statewide	2022 Region	2023 Region
Police	17	14	3	0	1	0
Fire/EMS	11	8	0	3	0	0
Towing	18	20	3	1	0	1
Roadside Assistance Patrol	1	3	0	0	0	0
Total Responder Fatality Struck-bys	47	45	6	4	1	1

“Between January—July 2024, nationwide **twenty** responders have been struck and killed by vehicles (4 in Texas, 1 in Duncanville, 1 in Grapevine).”

www.ResponderSafety.com

NCTCOG Roadside Assistance Patrol Struck-By ‘Non-Fatality’ Stats

Roadside Assistance Patrol	Dallas County	LBJ Express	NTE Express	NTTA	Tarrant County	NCTCOG Region
2020	23	0	1	15	2	41
2021	18	0	10	19	2	39
2022	34	3	0	16	0	50
2023	15	7	6	*	0	15

Data was collected directly from regional mobility assistance patrol providers.

*Information Pending from reporting agency

NCTCOG Traffic Incident Management Program

NCTCOG First Responder and Manager's Course Attendance — Breakdown By Agency

Cities and Counties Represented (96): August 2013 - September 2023

Allen	Cross Roads	Hickory Creek	Northlake
Alvarado	Dallas	Highland Park	Oak Point
Amarillo	Decatur	Hurst	Pantego
Argyle	Denton	Irving	Plano
Arlington	DeSoto	Joshua	Ponder
Aubrey	Duncanville	Keene	Princeton
Azle	Ennis	Keller	Prosper
Balch Springs	Euless	Kennedale	Reno
Bedford	Farmers Branch	Krum	Rhame
Benbrook	Flower Mound	Lake Cities	Richardson
Bridgeport	Forest Hill	Lake Worth	Richland Hills
Burleson	Forney	Lavon	Rio Vista
Caddo Mills	Fort Worth	Lewisville	Roanoke
Carrollton	Frisco	Little Elm	Rockwall
Cedar Hill	Garland	Mansfield	Sachse
Celina	Glenn Heights	Maypearl	Seagoville
Cleburne	Granbury	McKinney	Springtown
Colleyville	Grand Prairie	Melissa	Sunnyvale
Coppell	Grapevine	Mesquite	Terrell
Corinth	Greenville	Midlothian	University Park
Cresson		N. Richland Hills	Venus
			Waxahachie
			Weatherford
			Willow Park
			Wilmer

Counties: **Collin, Dallas, Erath,** Hood, Hunt, Johnson, **Rockwall, Tarrant,** Wise

- Notes:**
1. Agencies shown in **bold text** have attended both the First Responder and Manager's Course and the Executive Level Course.
 2. A complete list of Agency Attendance from 2003 is available upon request.

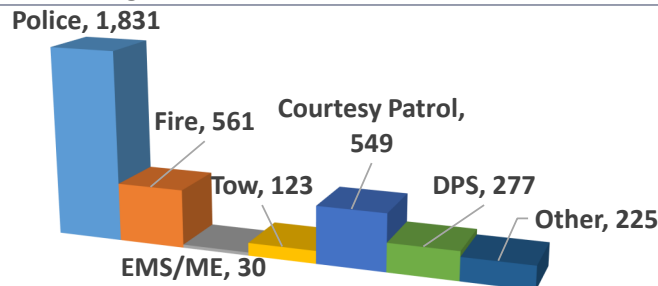
NCTCOG TIM First Responder and Manager's Course

The Traffic Incident Management (TIM) training series was developed in February of 2003 and first offered in December of 2003. The goal of the TIM training course is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve the air quality in the Dallas-Fort Worth region. The **First Responder and Manager's Course**, geared towards those with daily involvement in responding to traffic incidents, is offered six times per year. The training is eligible for TCOLE Credits, Fire Commission Credits, and Emergency Medical Services Continuing Education Units.

Course Registration Link — <https://www.nctcog.org/training-development-institute/public-safety-academy>

NCTCOG First Responder and Manager's Course Attendance		
2003 - 2022	2023	Total
3,492	104	3,596

NCTCOG First Responder and Manager's Course Attendance - Breakdown By Discipline



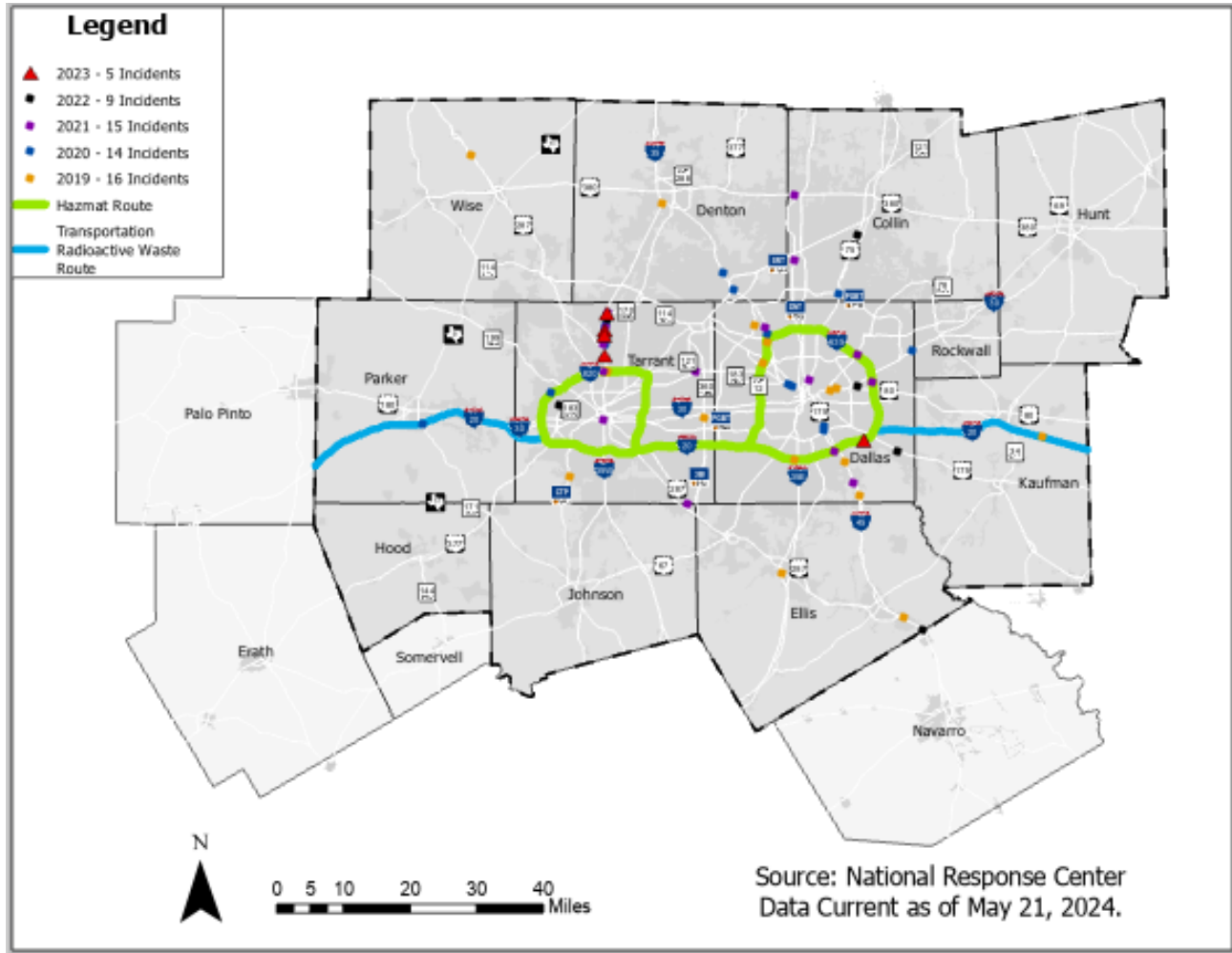
NCTCOG TIM Executive Level Course Attendance

The **Executive Level Course** introduced in 2005 & is geared towards agency decision and policy makers and provides a high-level overview of the topics discussed in the 1st Responder and Manager's Course. The Executive Level Course is offered twice a year.

Police	Fire	City Staff	Elected Officials	Public Works/ Strategic Services Transportation	Medical Staff	Other	Total (February 2005 - November 2023)
498	240	42	15	70	23	317	1,205

2023 NCTCOG 16-County HazMat Incidents

NCTCOG continues to monitor major hazardous material spills on limited access facilities using data obtained from the National Response Center. This analysis helps identify roadway corridors which have been impacted by incidents involving a hazardous material. Currently, the IH 20 corridor and the regional loops IH 820 and IH 635 are designated as radioactive waste routes. In 2023, there were 5 significant HazMat spills within the 16-county region. This is down from the previous year, which had 9 such incidents.



County	2019	2020	2021	2022	2023	Total
Collin	0	0	2	2	0	4
Dallas	8	8	6	4	1	27
Denton	1	2	0	0	0	3
Ellis	2	0	0	1	0	3
Erath	0	0	0	0	0	0
Hood	0	0	0	0	0	0
Hunt	0	0	0	0	0	0
Johnson	0	0	0	0	0	0
Kaufman	1	0	0	0	0	1
Navarro	0	0	0	0	0	0
Parker	0	1	0	0	0	1
Palo Pinto	0	0	0	0	0	0
Rockwall	0	0	0	0	0	0
Somervell	0	0	0	0	0	0
Tarrant	3	3	7	2	4	19
Wise	1	0	0	0	0	1
Total	16	14	15	9	5	59

Roadside Assistance Program

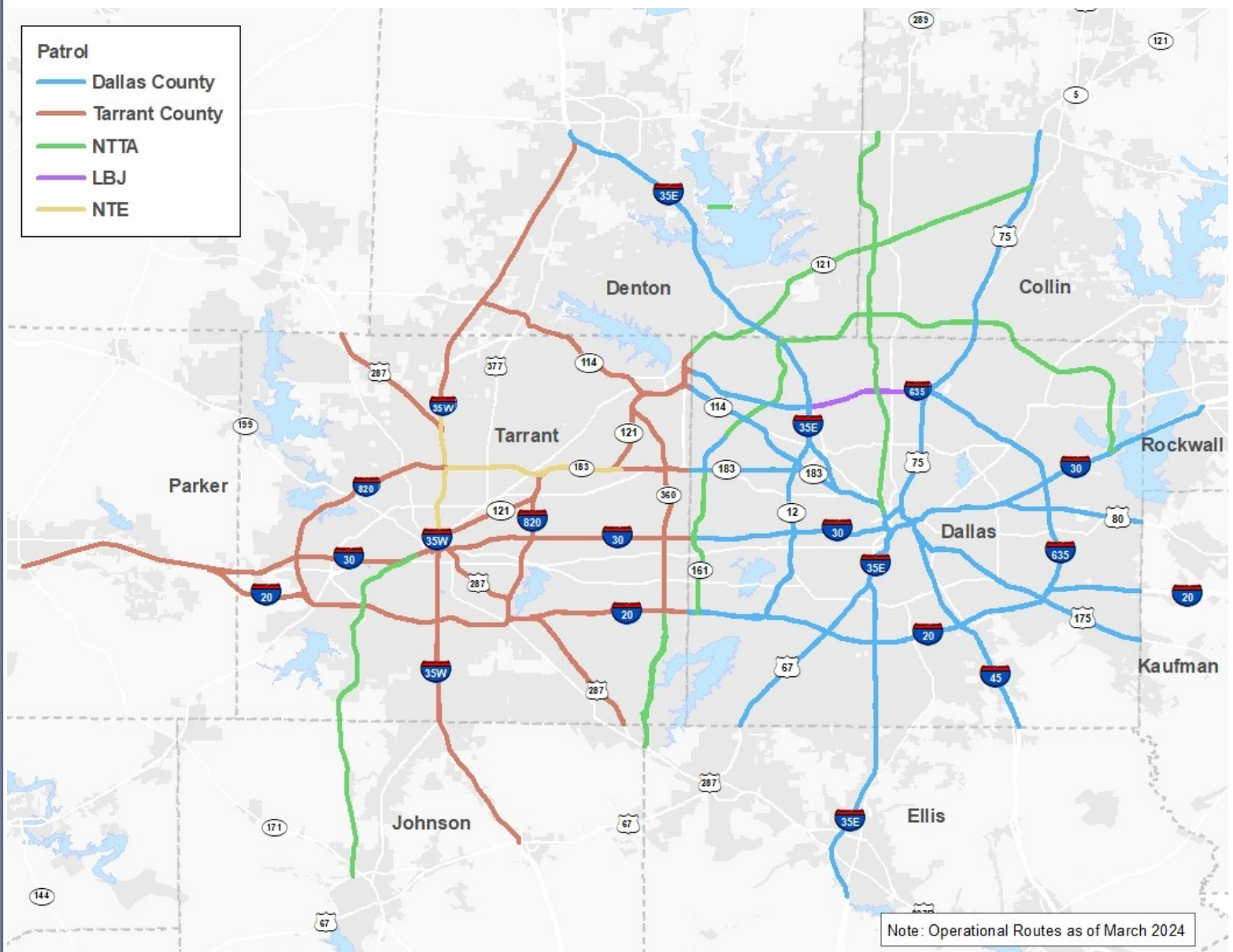
The Roadside Assistance Program (RAP) is a crucial part of incident response and traffic safety efforts in North Texas. Area RAP programs help alleviate congestion and prevent secondary crashes on busy highways/freeways and toll roads by providing free assistance to stalled and stranded motorists by either getting the vehicles operating again or moving them off the facility completely. Patrols also provide protection to other first responders, and give advance warning to motorists approaching the scene of a crash. Patrol coverage has focused on congested highways in Dallas and Tarrant Counties but also extends into portions of Collin, Denton, and Johnson Counties. Further expansions into Parker, Ellis, Johnson, and Rockwall Counties are in development.

Patrols are currently operated by the Dallas County Sheriff's Office, Tarrant County Sheriff's Office, North Texas Tollway Authority (NTTA), LBJ Express, and North Tarrant Express (NTE) Mobility Partners. Each agency's coverage area is shown in the map below.

Roadside Assistance Program Performance Measures

Agency	2022 Assists	2023 Assists
Dallas County Operations	54,301	50,207
Tarrant County Operations	25,638	24,617
NTTA	49,372	50,265
NTE Express	4,261	4,806
LBJ Express	3,602	3,501

Patrol Routes

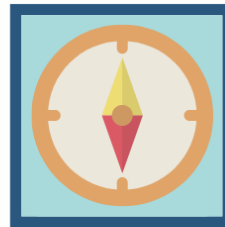


In 2023, Dallas/Fort Worth Area Roadside Assistance Patrols

provided:



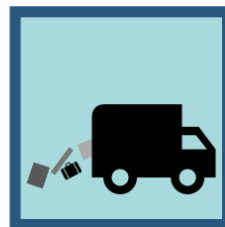
46,550
Driver Assistance /
Stalled Vehicle



8,294
Courtesy Check /
Directions



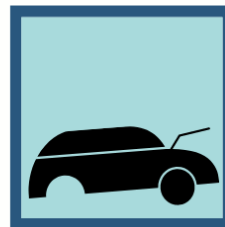
2,662
Crash
Assistance



3,881
Debris
Removal



11,602
Protection to
First Responders



4,481
Abandoned
Vehicle Check

Total Combined Assists: 77,470*

Notes:

Data includes Dallas County and Tarrant County assists combined.

*2,646 assists were either not found or were cancelled before a patrol vehicle arrived. NTTA, North Tarrant Express and Lyndon B. Johnson patrol assists are not included in this total.

		Hours of Operation	Phone Number
Dallas County		Mon - Sun 5 AM - 12:00 AM	(214) 320-4444
Tarrant County		Mon - Sun 6 AM - 10 PM	(817) 884-1213
NTTA		Mon - Sun 24 Hours a Day	(214) 224-2203 or #999
NTE and LBJ TEXpress		Mon - Sun 24 Hours a Day	(972) 661-8693 or #789



Highway Safety Improvement Program

The TxDOT Highway Safety Improvement Program (HSIP) Call for Projects (CFP) is a funding opportunity for highway safety projects that decrease the number of fatalities and serious injuries on all public roadways. Funds are provided for construction and operational improvements that address crash types outlined in the Texas Strategic Highway Safety Program. TxDOT updated the 2022 HSIP CFP for FY2023-FY2025. The 2023 TxDOT HSIP CFP resulted in the following projects for our region:

- The Dallas District received approval on 33 projects for a total of \$32,574,139.00.
- The Fort Worth District received approval on \$31,198,936 for 18 projects.

Statewide TxDOT and Metropolitan Planning Organization Safety Performance

The table below identifies performance measures that TxDOT and MPOs will report on annually. NCTCOG Safety staff will survey partners once a year to collect information on regional safety-related & safety education related programs and efforts, in order to better report on and support the safety efforts within the region. Updates will be provided in future reports.

2023 Annual Performance Measures	Statewide Safety Task Force	Total or Status
No. of Fatalities	TxDOT/MPO	857
Fatality Rate	TxDOT/MPO	0.967
Number of Law Enforcement Encounters During Grant-Funded or MPO Funded Activities	TxDOT/MPO	Future
Number of Safety Related Programs	TxDOT/MPO	Survey Results Pending
Number of Education Related Programs	TxDOT/MPO	Survey Results Pending

Regional Roadway Safety Plan

The NCTCOG Regional Roadway Safety Plan was developed to help eliminate all fatalities on our roadways by 2050. Eight emphasis areas were identified as part of the plan: speeding, distracted driving, impaired driving, intersection safety, bicyclist and pedestrian safety, roadway and lane departures, occupant protection (seatbelts), and motorcycles.

The regional Roadway Safety Plan will serve as a guide for the implementation of future systemic safety projects and programs throughout the NCTCOG region as we work towards a goal of zero fatalities on our region's roadways by 2050.

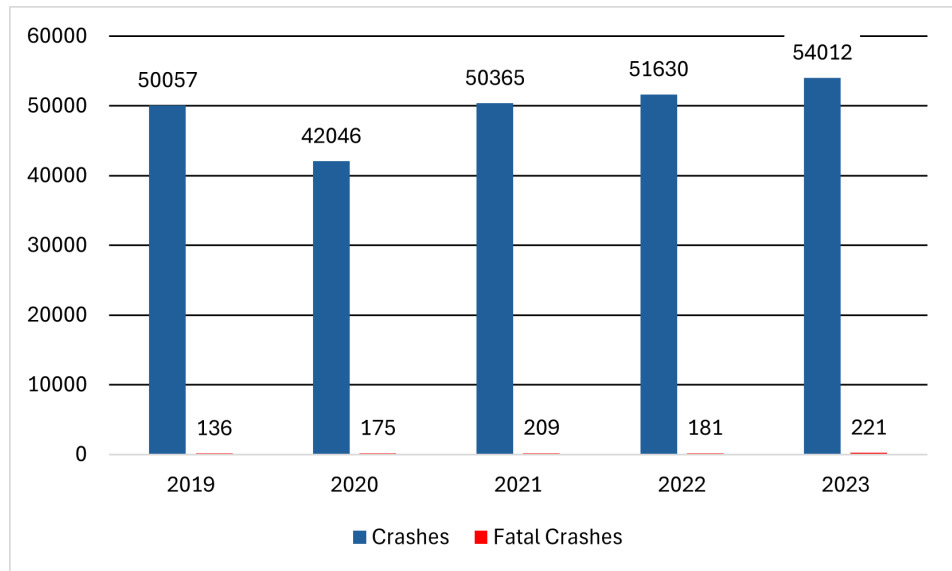
Regional Roadway Safety Plan Goals:

1. Eliminate fatal crashes from all modes of travel by 2050.
2. Prioritize safety in roadway project selection and provide guidance on countermeasure development to partner agencies.
3. Work with partners to foster a culture of safety that utilizes the safe systems approach; and develop behavioral and educational countermeasures to address dangerous driving behaviors.
4. Fund and implement safety projects and policies equitably to ensure safe transportation access for all road users.
5. Implement a proactive approach to roadway safety to identify problems before they occur.
6. Work with police to effectively enforce traffic rules and traffic management professionals to improve quick clearance strategies.

Updates to the data analysis from the Regional Safety Plan is included below.

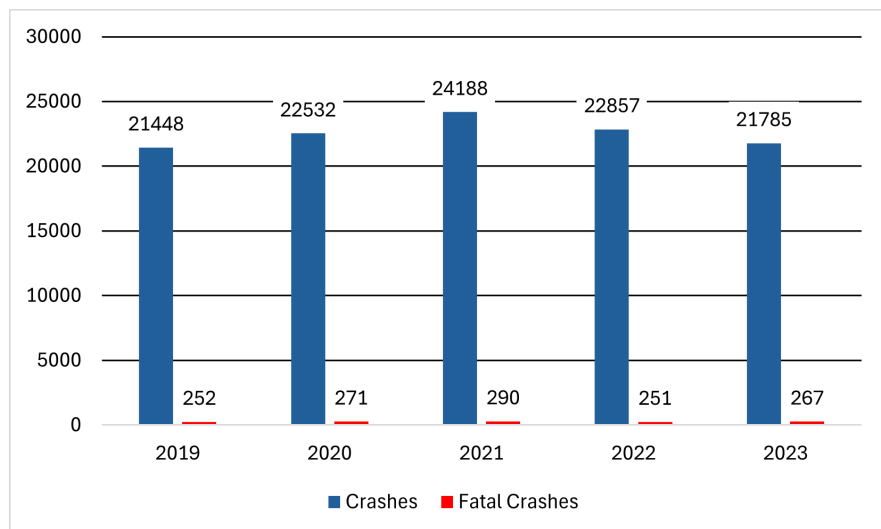
12-County MPA - Intersection Related Crashes: 2019 - 2023

Intersection related crashes are those that occur within the boundaries of an intersection or at an approach to or an exit from an intersection. Intersection related crashes increased by 4.6 percent from 2022 to 2023 with an increase of 2,422 crashes in 2023.



Roadway and Lane Departure Crashes: 2019 - 2023

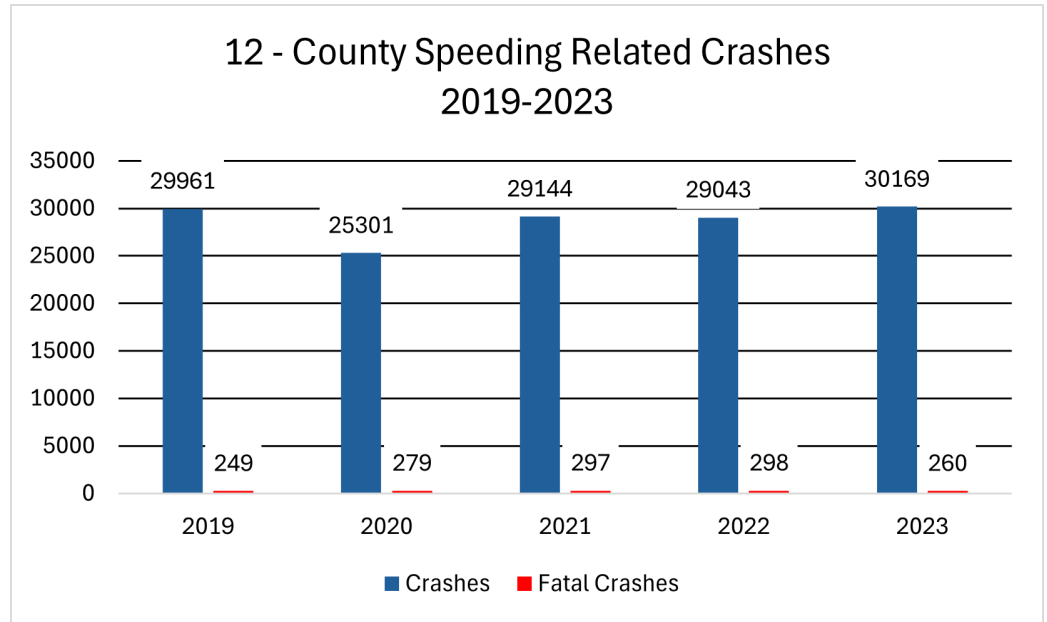
Roadway and Lane Departure crashes are those that occur either off the road, on the shoulder, or in the center median and only involved one motor vehicle. There was a 4.5 percent decrease in Roadway and Lane Departure crashes from 2022 to 2023 and 1,056 fewer crashes in 2023.



Speeding Related Crashes: 2019 - 2023

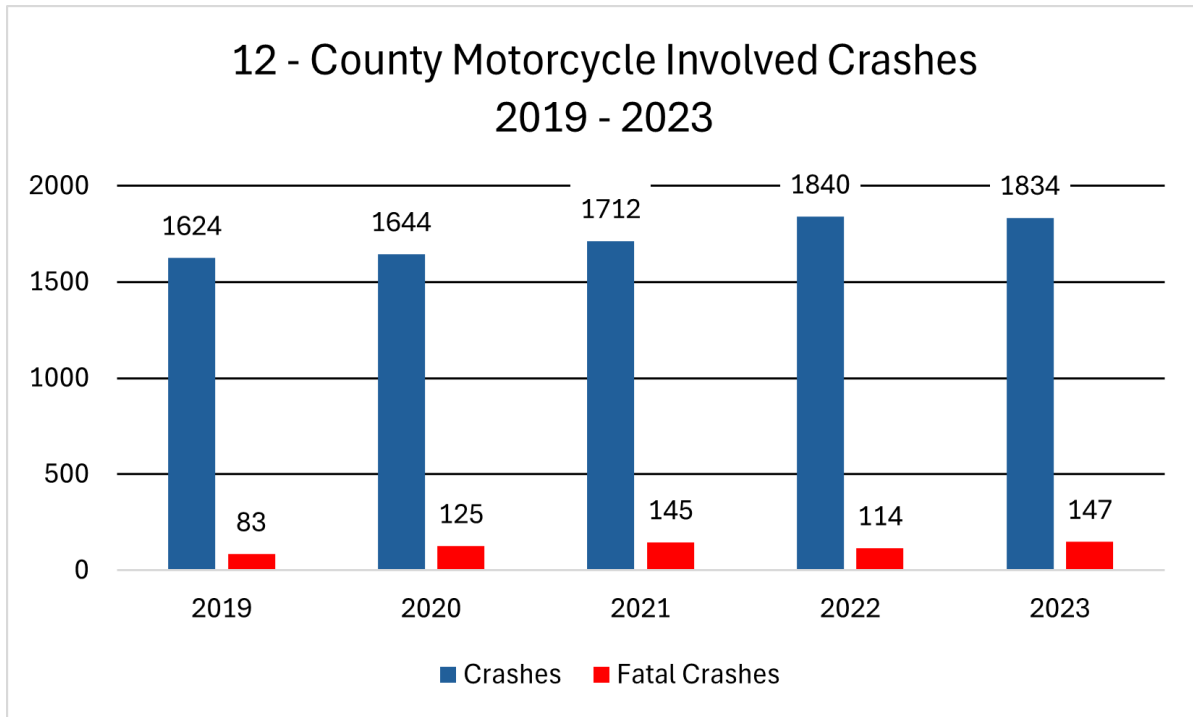
Speeding related crashes are those where at least one driver was travelling well above the posted speed limit or too fast for current roadway conditions. Vehicle speed is proven to have a direct correlation to crash severity. From 2022 to 2023, the number of crashes on all roadways where speeding was cited as a contributing factor increased by 1,088 crashes.

Note: Speeding Related crashes include those where speeding were cited either as a primary, secondary, or tertiary contributing factor to the crash.



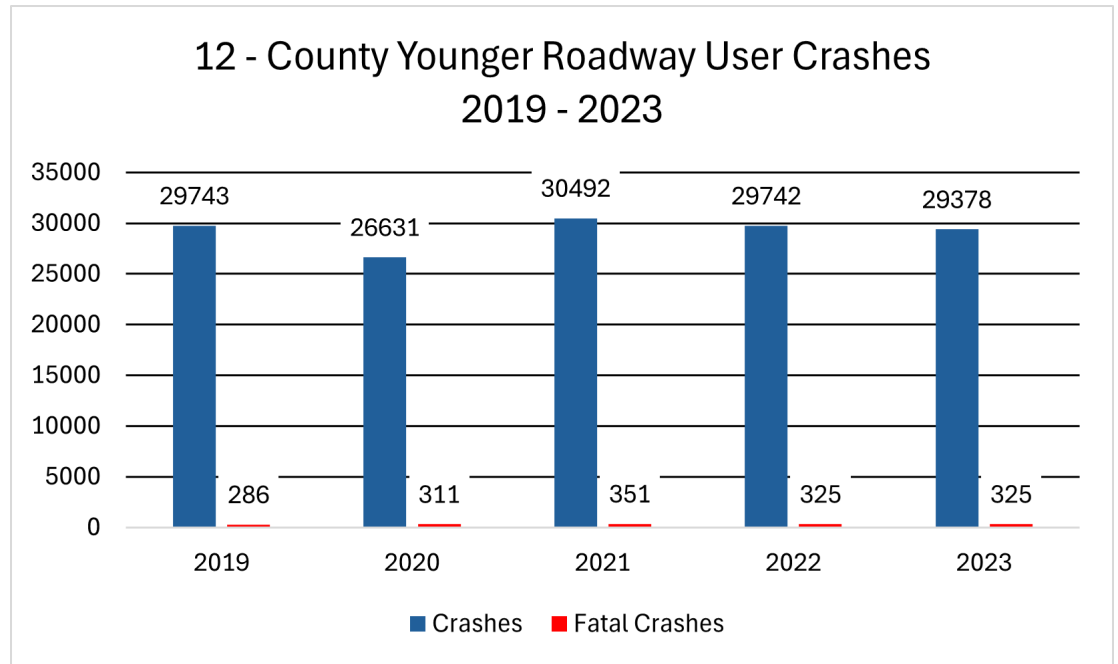
Motorcyclist Involved Crashes: 2019 - 2023

Like bicyclists and pedestrians, motorcyclists are vulnerable roadway users due to the lack of protection provided by a vehicle. Helmet usage for motorcyclists, like restraint usage has a significant impact on injury severity. There was an increase of 27 crashes involving motorcyclists from 2022 to 2023.



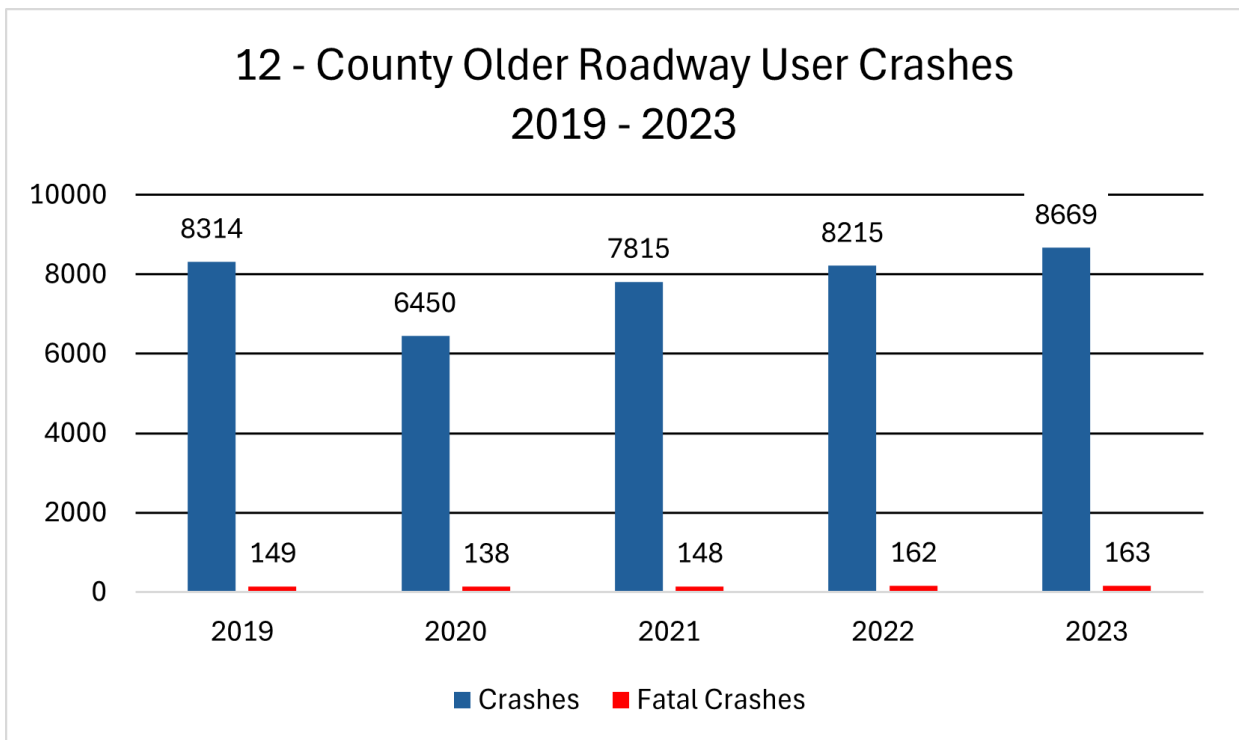
Younger Roadway User Crashes: 2019 - 2023

Younger roadway users are drivers who are 24 years of age and younger. From 2022 to 2023, Younger Roadway User crashes decreased by 1.2 percent, with a decrease of 364 crashes in 2023.



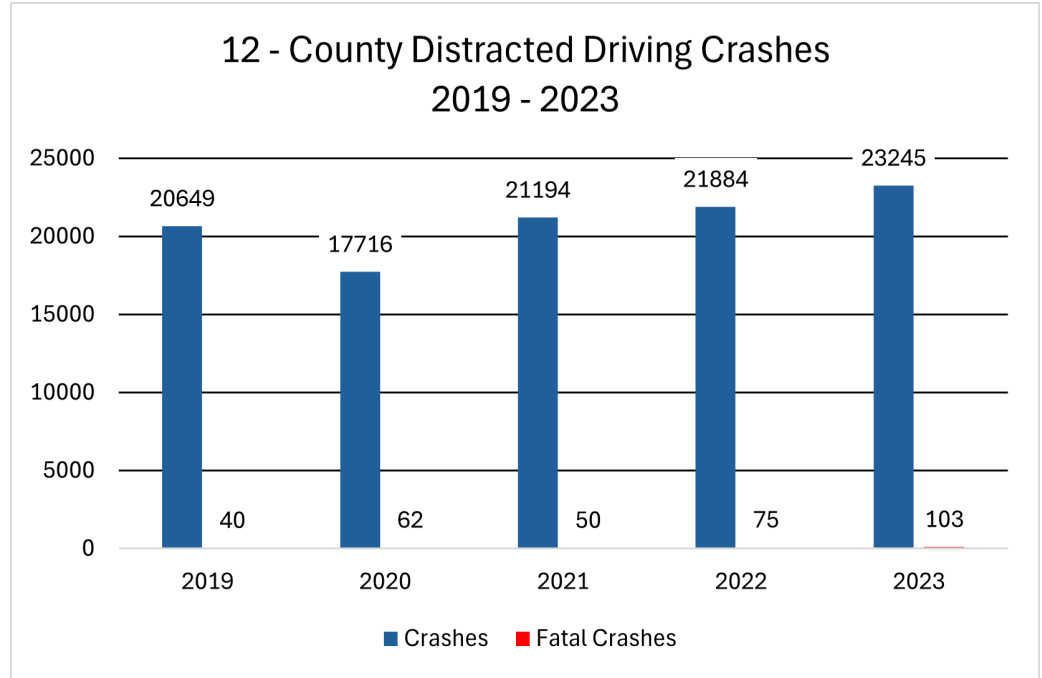
Older Roadway User Crashes: 2019 - 2023

Older Roadway Users are drivers that are of the age 65 and older. From 2022 to 2023, Older Roadway User crashes increased by 5.4 percent, with an increase of 455 crashes in 2023.



Distracted Driving: 2019 - 2023

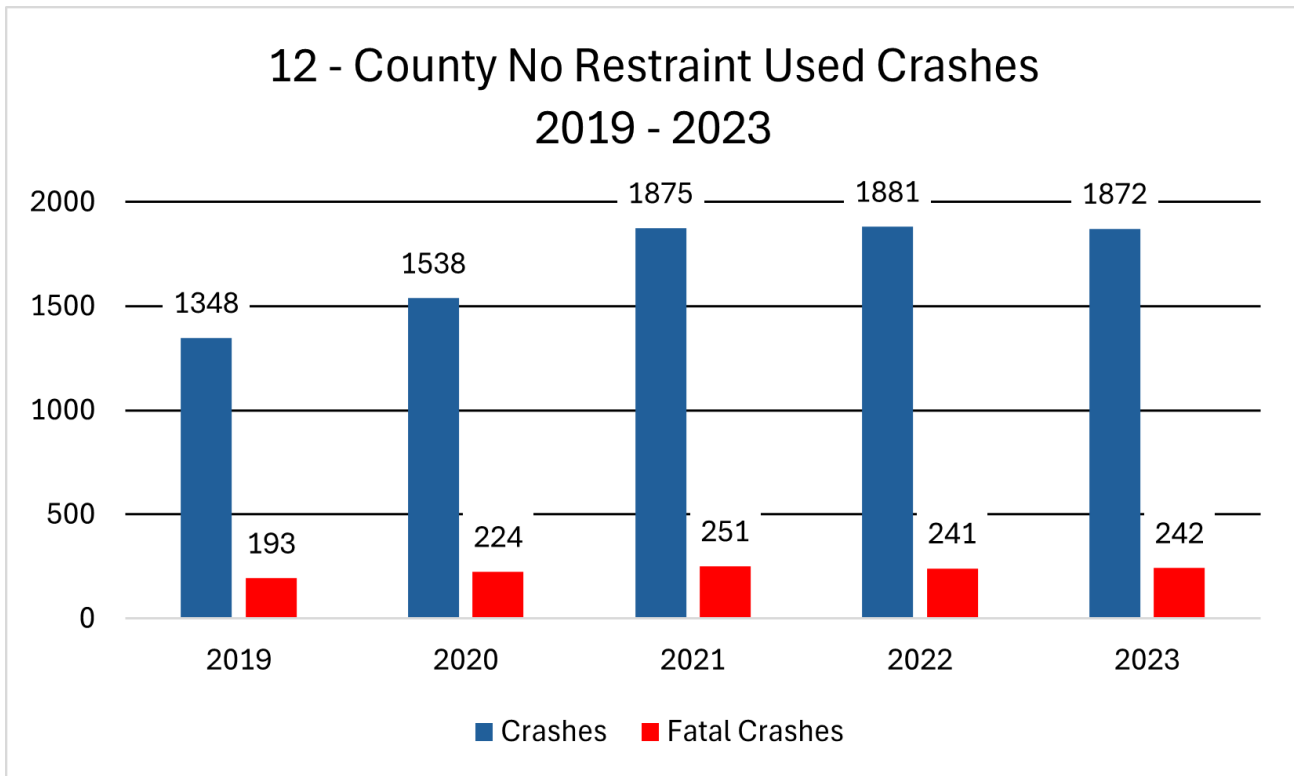
From 2019 to 2023, the number of crashes on all roadways caused by a distracted driver increased 12.8 percent within the 12-county MPA. The total number of crashes caused by a distracted driver increased by 1,389 from in 2022 compared to 2021.



Note: Distracted Driving crashes include those where driver inattention, distraction in the vehicle, or cell phone/mobile device use were either a primary, secondary, or tertiary contributing factor to the crash.

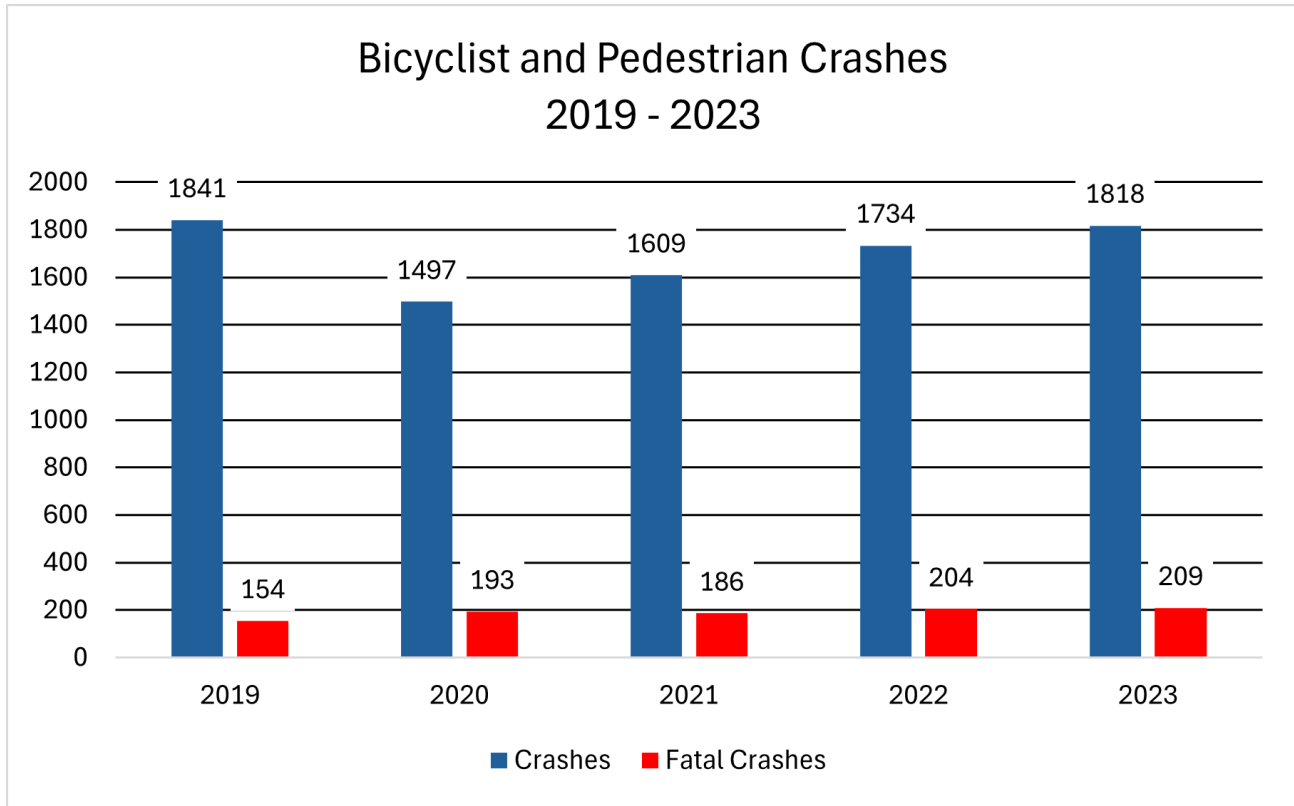
No Restraint Used Crashes: 2019 - 2023

No Restraint Used crashes involve drivers or occupants of the vehicle who were not wearing seatbelts at the time of the crash. These crashes are characterized as dangerous crash types and usually tend to result in more severe injuries for the persons involved.



12-County MPA - Bicyclist and Pedestrian Crashes: 2019 - 2023

A bicyclist and pedestrian crash involves a crash where a vehicle strikes either a bicyclist or a pedestrian. From 2019 to 2023, the number of crashes involving a bicyclist or a pedestrian increased by 1.6% from 2022 to 2023 with an increase of 89 crashes. Crashes involving bicyclists and pedestrians typically tend to have more severe injuries.



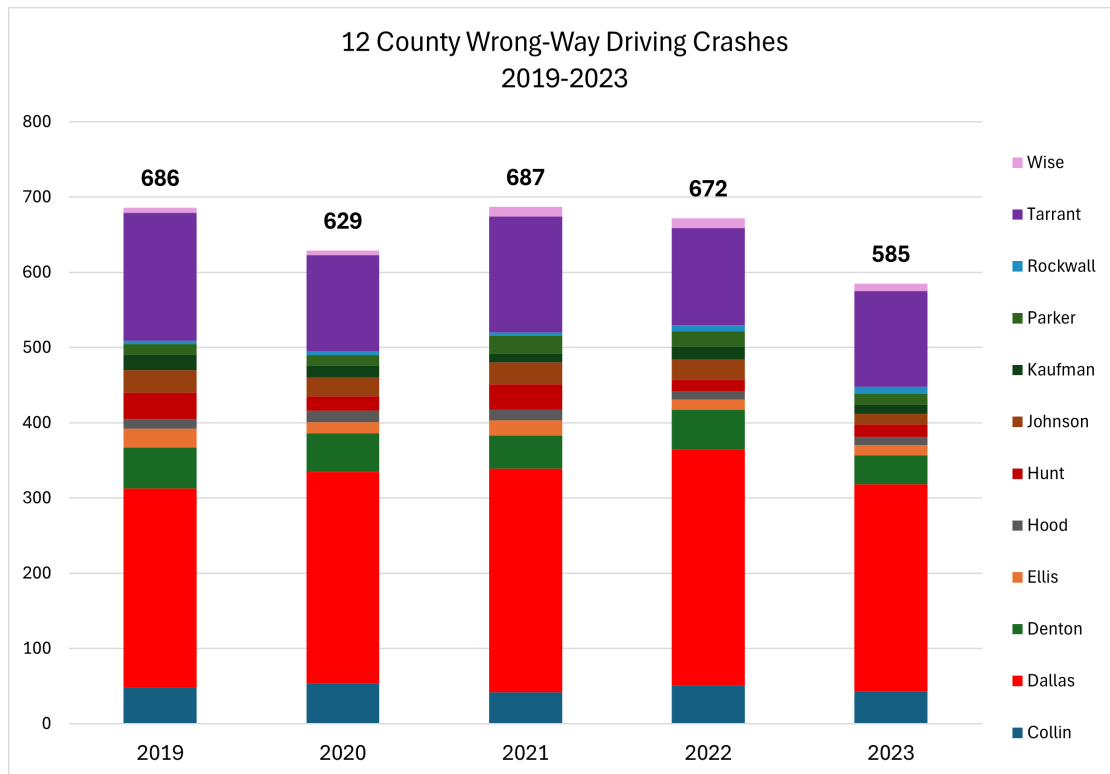
2023 Bicyclist and Pedestrian Crashes by County

County	Pedestrian Involved	Bicyclist Involved	Total
Collin	111	98	209
Dallas	751	186	937
Denton	121	74	195
Ellis	16	9	25
Hood	6	3	9
Hunt	12	3	15
Johnson	10	6	16
Kaufman	14	4	18
Parker	10	7	17
Rockwall	6	3	9
Tarrant	426	146	572
Wise	5	0	5
Total	1488	539	2027

Wrong Way Driving Crashes: 2019 - 2023

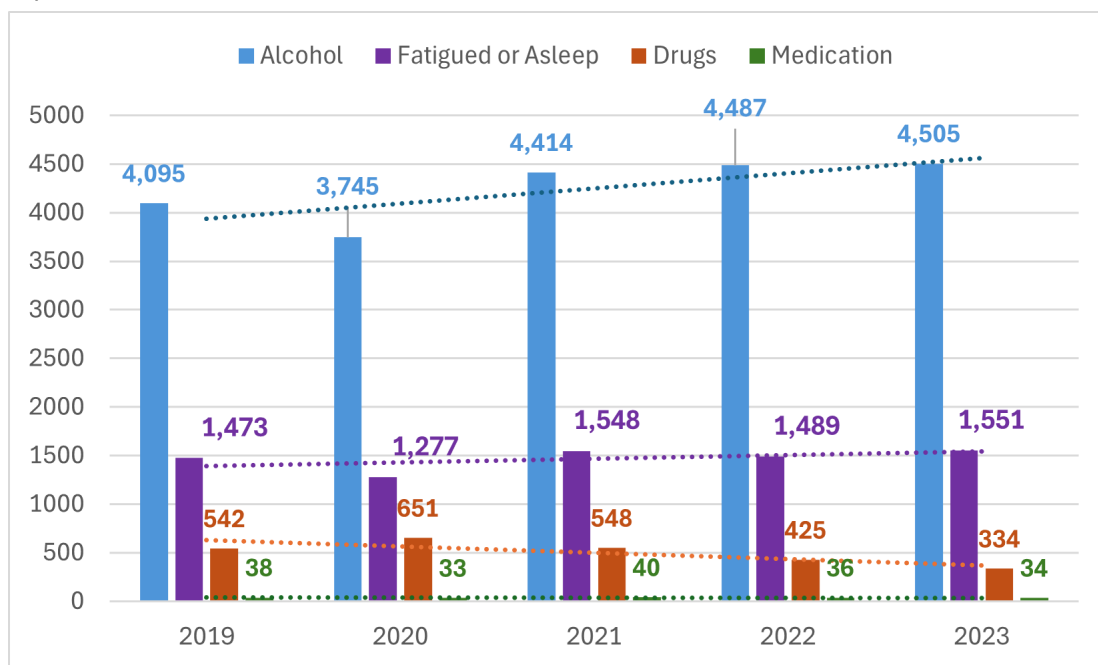
From 2019 to 2023, the number of crashes on all roadways caused by a wrong way driver decreased 14.7 % within the 12-county MPA. The total number of crashes caused by a wrong way driver decreased by 87 from in 2023 compared to 2022.

Note: WWD crashes include those where wrong way driving was identified as either a primary, secondary, or tertiary contributing factor to the crash.



Crashes Involving Impaired Drivers: 2019 - 2023

Crashes involving a driver impaired by alcohol, illegal drugs, legal medication, or fatigue have remained one of the top ten contributing factors in both the state of Texas and NCTCOG region. The graph below highlights these crashes in the North Central Texas 12-county region from the past five years. During this time period, the number of crashes involving an impaired driver has increased close to 4.5 percent overall.



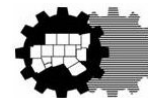
Note: The Impaired Driving Analysis includes TxDOT crash records where the primary, secondary, or tertiary contributing factors were cited as "Had been drinking", "Taking medication", "Under influence—alcohol", "Under influence—drugs", or "Fatigued or Asleep". Motor vehicle crash within the NCTCOG 12-County area are included.

Contact Information

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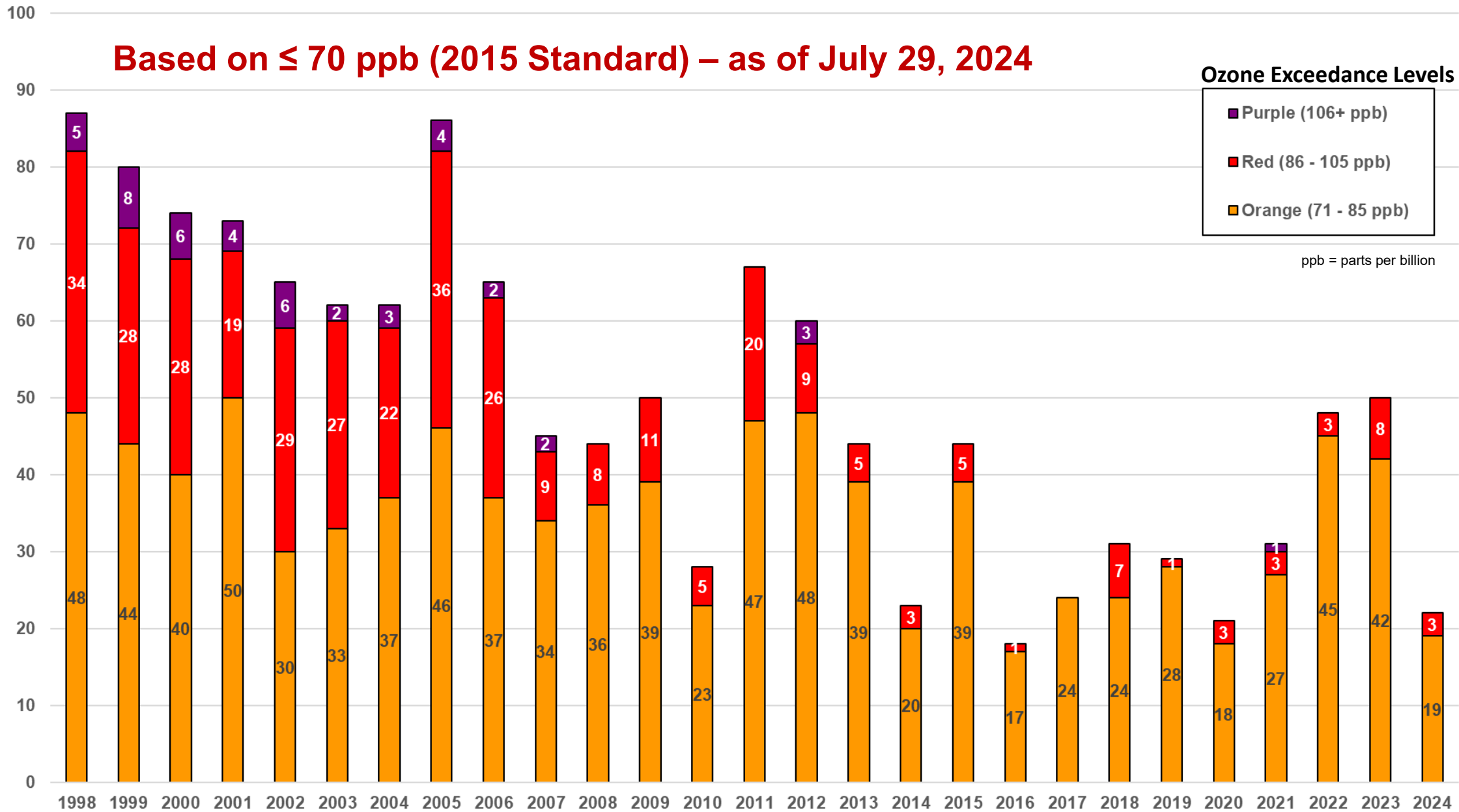
Sonya J. Landrum
(817) 695-9273
slandrum@nctcog.org



North Central Texas
Council of Governments
Transportation Department

8-HOUR OZONE NAAQS HISTORICAL TRENDS

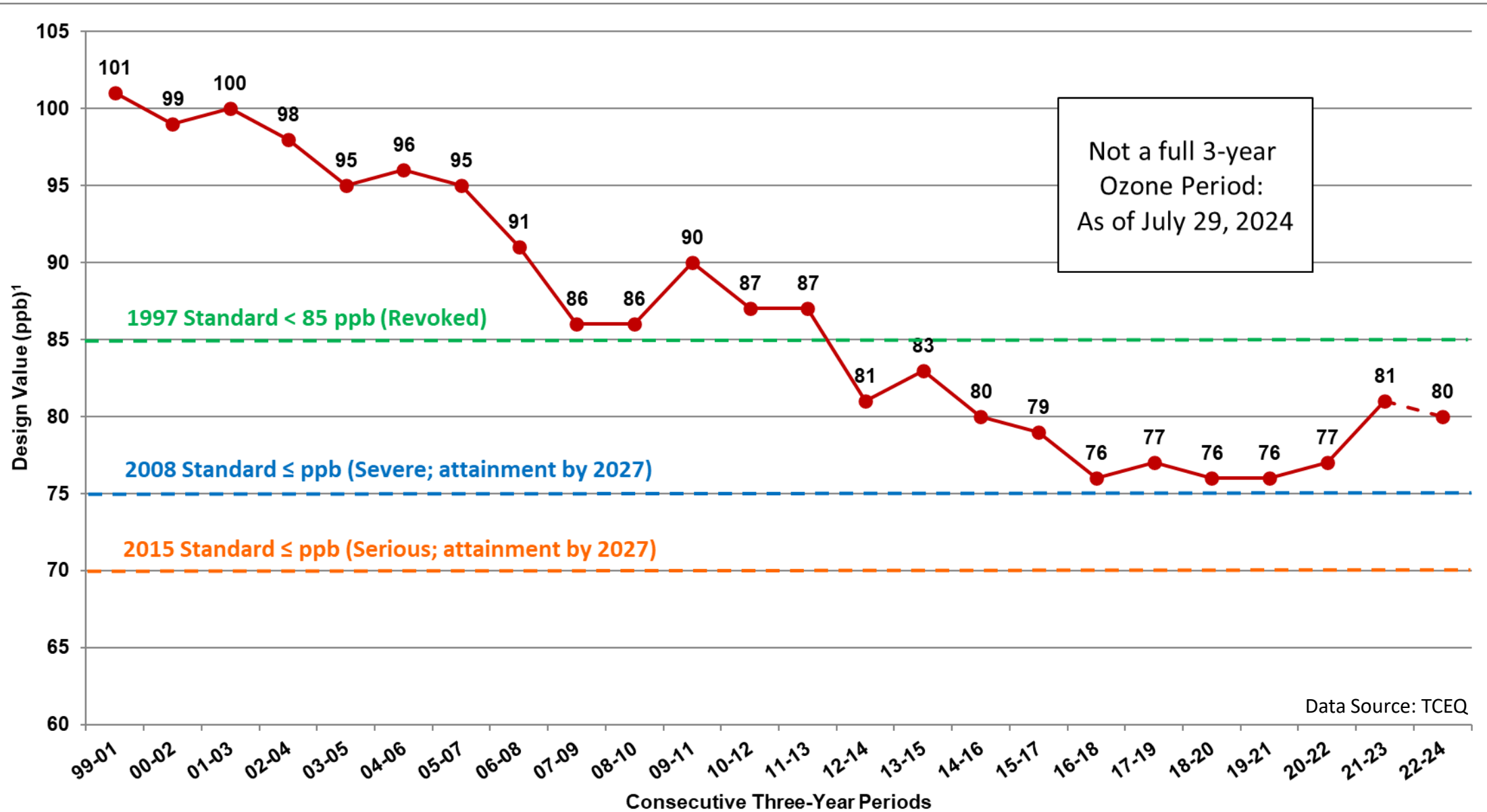
Based on ≤ 70 ppb (2015 Standard) – as of July 29, 2024



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

8-HOUR OZONE NAAQS HISTORICAL 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).

FOR MORE INFORMATION

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Local Clean Air Project Spotlight

Regional Transportation Council

August 8, 2024

North Central Texas Council of Governments

Project Spotlight – PACCAR Leasing

Awarded Project	Two All-Electric Powered Class 8 Trucks
Technology Replaced	Two Diesel Class 8 Trucks
Project Geographic Area	Dallas, Texas (Dallas County)
Implementation Date	March 2024
Awarded Amount	\$208,365
Total Project Cost	\$463,034
Call for Projects	North Texas Emissions Reduction Project
Funding Source	Environmental Protection Agency



Project Spotlight – PACCAR Leasing



All-Electric Truck Front and Side Profile
Connected to Charging Unit



All-Electric Truck Side Profile
Connected to Charging Unit



Contact Us



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JBrown@nctcog.org | 817-704-2514



MINUTES**REGIONAL TRANSPORTATION COUNCIL
PUBLIC MEETING****Regional 10-Year Plan Update****Access North Texas – 2026 Update****Transit Strategic Partnerships****Charging Smart****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, July 8, 2024, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogJuly24. Lori Clark, Senior Program Manager, moderated the meeting attended by 63 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:

- Regional 10-Year Plan Update – **presented by Cody Derrick**
- Access North Texas – 2026 Update – **presented by Evan Paret**
- Transit Strategic Partnerships – **presented by Zoe Aguilar**
- Charging Smart – **presented by Carolyn Burns**

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/nctcogJuly24.

Summary of Presentations

Regional 10-Year Plan Update presentation: <https://www.nctcog.org/getmedia/361ac88d-4de5-49ef-9e72-b059dd87e214/Regional-10-Year-Plan-Update-2024.pdf>

2024 Regional 10-Year Plan Project List: <https://www.nctcog.org/getmedia/8cf8fed4-2d5e-4d95-a922-15cdf9edcbfb/Regional-10-Year-Plan-Update-2024-Project-List.pdf>

2024 Regional 10-Year Plan Let or Completed Projects:
<https://www.nctcog.org/getmedia/fc7664ba-9c9c-442c-a5ef-b247c2c9a558/Regional-10-Year-Plan-Update-2024-Let-and-Completed.pdf>

Metropolitan Planning Organizations (MPO) are required by law to develop 10-year plans using performance-based planning methods. A Regional 10-Year Plan was first approved by the Regional Transportation Council (RTC) in December 2016 and includes projects selected by

NCTCOG, the Texas Department of Transportation (TxDOT) and the Texas Transportation Commission (TTC). This plan is updated annually in conjunction with the development of TxDOT's Unified Transportation Program (UTP).

While reviewing projects for the Regional 10-Year Plan, staff focused on the following principles:

- Projects should be included in the Metropolitan Transportation Plan
- Focus on the “system” versus new, stand-alone projects
- Fully fund existing projects before funding new projects
- Ensure equity of county allocations
- Maintain toll lanes and toll managed lanes on selected corridors
- Refund previously unfunded projects (when possible)
- Ensure all RTC projects are approved in the 2025 UTP
- Projects must be scored and should have a score sufficient to qualify for funding

The RTC will take action on the Regional 10-Year Plan update on August 8, 2024, and the TTC will take action on the 2025 UTP in August 2024.

Access North Texas – 2026 Update presentation:

<https://www.nctcog.org/getmedia/d0b3a71e-b26f-464b-bd7b-ce6ddd9ddc3f/Access-North-Texas.pdf>

Access North Texas is a regional transportation plan that identifies public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges. The plan meets federal and State requirements for transit coordination in 16 counties and includes specific strategies to address needs, eliminate gaps in service and avoid duplication of services.

The Regional Transportation Council (RTC) adopted the last update in 2022, and updates are required every four or five years. The 2026 Update encourages coordination and non-traditional transit solutions, includes new regional goals and prioritized county strategies and may be used to guide funding and project implementation decisions.

Access North Texas is currently in the public outreach phase, which will conclude in Spring 2025. For more information, visit www.AccessNorthTexas.org or email AccessNorthTexas@nctcog.org.

Transit Strategic Partnerships presentation:

<https://www.nctcog.org/getmedia/66baa66b-88c4-429e-a586-d254d15b3874/Transit-Strategic-Partnerships-Program.pdf>

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

The most recent cycle of project evaluations is nearing completion, and the Transportation Assistance Hub is one of the initiatives being considered for funding. NCTCOG is currently accepting the next round of Transit Strategic Partnership proposals through October 2024. Proposals will be reviewed, scored and selected in Winter 2024, and federal approval is expected in Fall 2025.

Charging Smart presentation:

<https://www.nctcog.org/getmedia/1992ad78-b9a3-4ca4-95d7-d80a978bc933/Charging-Smart.pdf>

NCTCOG invites cities to participate in the Charging Smart program developed by the Interstate Renewable Energy Council (IREC) and funded by the Department of Energy's (DOE) Vehicle Technologies Office. Charging Smart aims to achieve equitable electric vehicle (EV) readiness goals. This structured technical assistance and designation program supports local governments in streamlining the planning, permitting and inspection processes for deploying EV charging infrastructure. By adhering to the Justice 40 initiative, the program prioritizes serving disadvantaged and low-income communities.

In partnership with organizations like the Great Plains Institute, Rocky Mountain Institute, and various Clean Cities Coalitions, Charging Smart facilitates EV charging development on public properties. Key industry partners include Edison Electric Institute, EVgo, ChargePoint and Tesla. The program offers communities access to expert technical assistance at no cost and improves local government processes to save money and staff time.

Cities interested in participating will undergo a self-assessment, submit a commitment letter and receive a scorecard and consultation call to set goals. The program's framework includes actions organized into six categories: planning, regulation, utility engagement, education and incentives, government operations and shared mobility. Actions have corresponding point values, with additional points available for serving disadvantaged populations. Upon meeting prerequisites and accumulating sufficient points, cities can qualify for a Charging Smart designation.

Interested cities can join a cohort of peer participants by emailing cleancities@nctcog.org. For more information, visit www.dfwcleancities.org/charging-smart.

COMMENTS RECEIVED DURING THE MEETING

Access North Texas

Phyllis Silver, Citizen

- A. Plan updates

Question: Is it possible to obtain information about Access North Texas outside of the update period?

Summary of response by Evan Paret: We have a contact list t we encourage people to subscribe to. Additionally, on our webpage, we have previous versions of the plan available for you to review and provide additional feedback. For additional information on the current update to Access North Texas, you can contact the staff members included at the end of the presentation slides.

Brenda Groom, Citizen

- A. Micromobility

Question: What is the reasoning behind focusing on micromobility solutions outside of Dallas, such as the new Mansfield on-demand service expansion?

Summary of response by Evan Paret: When it comes to Access North Texas, it's just one of many tools that can be utilized by regional partners. When it comes to expanding access to transit services, a lot of it has to do with local government and transit agency collaborations. The plans can be used as a tool by those parties in the decision-making process, but overall, it doesn't directly result in the expansion of transit programs.

Summary of response by Dora Kelly: Micro transit is really a way to introduce transit to a specific area, but we also work very closely with local governments on their wants and needs. For example, Plano decided they no longer wanted to pursue micro transit while Mansfield initiated expanding Via services. Our goal is to see more transit and have mass transit available everywhere, but it is up to the local governments to make those decisions.

Summary of response by Lori Clark: Dallas is a very large part of the region, but it's only one part. A lot of it comes down to what specific communities are asking for. NCTCOG is working on a Transit 2.0 initiative to assess how we can take transit to the next level throughout our entire transportation planning area. NCTCOG recognizes that having multiple transit authorities and different micro transit services makes for a complicated system. We want to make that system as seamless and efficient as possible for all users.

Charging Smart

Brenda Groom, Citizen

A. Air Quality initiatives

Question: What is the logic behind focusing on EVs to cut carbon emissions instead of incentivizing mass transit?

Summary of response by Carolyn Burns: NCTCOG does encourage the use of mass transit, but Charging Smart is a program funded by the Department of Energy (DOE) for improving local air quality.

Summary of response by Lori Clark: NCTCOG focuses on criteria air pollutants that are regulated by the Environmental Protection Agency (EPA). Our region violates EPA standards for ozone, mainly from fossil fuel combustion and fine particulate matter, whose sources in Dallas-Fort Worth are unclear but locally influenced. Climate and carbon issues are global pollutants. Electric vehicles can benefit the climate, especially with Texas' relatively clean power grid. As the grid improves, this benefit will grow. EVs also help local air quality by eliminating tailpipe pollution. NCTCOG supports public transportation, and our Mobility Plan emphasizes transit and alternative options like working from home, carpooling, biking and walking. For unavoidable trips, we advocate for the cleanest vehicles possible.

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

Email

Arthur Berwald

Hello NCTCOG,

Below are a few of my concerns and comments to put on the agenda:

1. Have your organization take a trip to Sydney, Australia, Hong Kong, etc. where traffic has been greatly eased by their network of tunnels. Apply that approach here.
2. The cost of "rebuilding" is so expensive.... approve and build for the long term in the first place.
3. Investigate the issue of road noise. There are surface materials that can be used to minimize roadway noise. Insist that these surfaces are part of all plans for all new and rehab projects. Make roadways a good neighbor and not an earful.
4. The speed limit along I-635 access roads is 40 MPH in many places. Few drivers observe that limit. Install the "Your speed is" electronic warning signs to help "enforce" (make the drivers aware) the speed limit in these areas.

Website

Melva Grant, Citizen

We need passenger trains and buses that run 24/7. We need to adopt a more stress relieving and climate friendly way to travel. Imagine not needing a car. We would have more disposable income and time. Imagine taking a nap, reading, or playing on your phone as you ride home after a long day's work or after a Ranger's win on a train or bus with unrestricted right of way that bypasses all the traffic.

Karen Miller, Citizen

On demand transportation for youth and young adults is needed in McKinney. There are some options - especially for disabled persons and economically disadvantaged. We need to get more of our east side citizens to jobs and community college. Is it realistic to expect expansion? Is McKinney limited due to low level (\$) of DART participation?

Could you provide a layman's summary of the current state of the 380 bypass in McKinney/Prosper?

John W. Ford, Jr., Citizen

All the people claiming they do not want more freeway lanes are the first to lament about traffic congestion. The reality is you have increasing density of population in the urban core, which means you must increase the carrying capacity of the roadways, especially freeways at all costs. It may not be fashionable or politically correct, but it is what is undisputedly necessary to maintain economic prosperity and mobility in the region that directly impacts resident's everyday quality of life. Roads are for vehicles. We do not live in a fantasy utopia where people can magically transport themselves across distances. We need roads with as much carrying capacity for vehicles as possible. Not bicycles, scooters, or other impediments to the flow of vehicular traffic. Those are recreational devices for use outside of thoroughfares.

Bob, Citizen

1. Install bike lanes that are separate from roads. Safer and much better. 2. The entrance ramp shoulders on I 35E going north from the Bush Turnpike into Lewisville have loads of trash on both sides. This needs to be cleaned up. Some of the shoulders cannot be used due to the trash. The trash has been there for what seems like years!

Debbie, Citizen

We need busses and passenger trains not more freeways and tollways. When roads are widened, it just adds more cars rather than helps the environment or the people.

Scott Cooper, Citizen

Include bike lanes where possible to decrease car traffic, road wear and environmental effects. Biking provides a better way to commute, run errands, and exercise, improving the health and mobility of our residents.

David Pyke, Citizen

Don't rebuild any more interchanges. TxDOT always makes them worse. You spend billions and we get nothing. Begin to adjust your thinking that more lanes does not solve traffic issues.

TRANSPORTATION

PUBLIC MEETING

AUGUST 12 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX 76011

PRESENTATIONS

Alternative Fuel Infrastructure Grant Award Additions to Mobility Plan

The Mobility 2045 Update guides the spending of federal and State transportation funds based on our regional goals. Relevant sections in the Mobility 2045 Update have been amended to include recent federal grants awarded to NCTCOG for publicly accessible alternative fuel infrastructure projects, including hydrogen refueling infrastructure for medium- and heavy-duty vehicles and electric vehicle charging stations. The updated information can be found in Environmental Considerations Chapter 4 and Appendix C available at nctcog.org/mobility2045.

2050 Demographics for New Mobility Plan

Per Federal regulations, demographic forecasts are evaluated every four years to coincide with the Metropolitan Transportation Plan development cycle. One of the initial steps in NCTCOG's demographic forecasting process is the review of Regional Control Totals for Population and Employment. Over the past year, NCTCOG staff has completed an analysis of various control total forecasts and will present the results to the public.

Transit Strategic Partnerships: Recommended Projects

The Transit Strategic Partnerships Program is a competitive grant program that funds innovative transit projects supporting services for seniors, persons with disabilities and low-income populations from public agencies looking to directly implement service and those seeking partnership with an existing transit provider. The May 2024 cycle for proposal submissions has closed, and an update on selected projects will be provided for review and comment. For more information, visit nctcog.org/strategicpartnerships-transit.

FY24 Public Transportation Funding: Program of Projects

NCTCOG staff will present proposed transit projects funded by the Federal Transit Administration through the award of Fiscal Year 2024 funds for the following four programs: Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair, and Bus and Bus Facilities.

ONLINE REVIEW & COMMENT (NO PRESENTATION)

Proposed Modifications to the List of Funded Projects
publicinput.com/nctcogAugust24

For special accommodations due to a disability or for language interpretation, contact Jackie Castillo at 817-695-9255 or jcastillo@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

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

Attend in person, watch the presentations live at publicinput.com/nctcogAugust24 or participate via phone by dialing 855-925-2801 then code 10355.



RESOURCES & INFORMATION

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

NCTCOG Spatial Data Cooperative Program
nctcog.org/sdcp

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

Access North Texas:
AccessNorthTexas.org

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, June 20 through Friday, July 19, 2024 via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to air quality and roadways 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 40 new comments related to bicycle and pedestrian, roadway, and transit conditions. You can view these new comments as well as past comments by visiting <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Air Quality

Email –

1. Tamecia Bradshaw

Good morning, I want to know how I can apply for vehicle repairs or vouchers?

Response by NCTCOG Transportation Staff:

Hi Tamecia, Thank you for reaching out to us this morning regarding vehicle assistance. Unfortunately, there is currently no program available to assist with vehicle repair or replacement at this time. We did have a voucher program, perhaps the one you are referring to, the AirCheckTexas Program. That program hasn't operated since 2019 because of a veto by the Governor. However, below are a few resources that may be able to assist you with your vehicle.

If you are unable to pass an emissions test, there is a Department of Public Safety Waiver Station that exists to help motorists who are unable to pass the annual vehicle emissions test. An emissions testing waiver or a time extension defers the need for full compliance with the vehicle emissions standards of the vehicle emissions I/M program for a specified period of time after a vehicle fails an emissions test. Applications for emissions testing waivers and time extensions shall be accepted by the DPS. The motorist may apply once each annual testing cycle for the Low Mileage Waiver, Individual Vehicle Waiver, and Parts Availability Time Extension:

<https://www.dps.texas.gov/section/vehicle-inspection/waivers-and-time-extensions>

Additionally, the Cross Timbers Church in Denton has a program that repairs vehicles free of charge. The program opens twice a year and is by application only. They will be open for applications again in the fall. More information can be found here: <https://crosstimberschurch.org/fixmyride/>

Also, the following chart provides guidance on possible engine issues based on color of smoke exiting from the tailpipe. Please let us know if we can assist you further and thank you again for your email this morning.

Common Causes of Vehicle Smoke		
Gasoline Engines		
Color of Smoke	Diagnosis	Probable Causes
White	Coolant or water leaking into combustion chamber	<ul style="list-style-type: none"> • Bad head gasket • Cracked block or cylinder head
Blue	Engine oil being burned	<ul style="list-style-type: none"> • Oil leaking in combustion chamber • Worn piston rings, valves, or cylinders • Bad camshaft timing/rod • Bad head gasket
Black or Gray	Incomplete fuel combustion	<ul style="list-style-type: none"> • Clogged air filter • Carburetor, choke, fuel injection or emission system malfunction • Ignition timing off • Low compression due to engine wear
Diesel Engines		
Color of Smoke	Diagnosis	Probable Causes
White	Incomplete air/fuel mixture	<ul style="list-style-type: none"> • Faulty fuel injection system • Incorrect fuel injection and valve timing • Engine overheating • Faulty fuel pump and/or injection pump
Blue	Engine oil being burned	<ul style="list-style-type: none"> • Excess engine oil • Worn piston rings, valves or cylinders
Black or Gray	Incomplete fuel combustion	<ul style="list-style-type: none"> • Damaged air filter • Faulty fuel injection system • Clogged air filter • Wrong grade of fuel • Incorrect fuel injection pump timing • Engine overheating • Low compression ratio

Facebook –

1. Here's the weekend #AirQuality forecast for DFW:

Saturday, June 22: Ozone (yellow)

Sunday, June 23: Ozone (orange)*

Monday, June 24: Ozone (yellow)

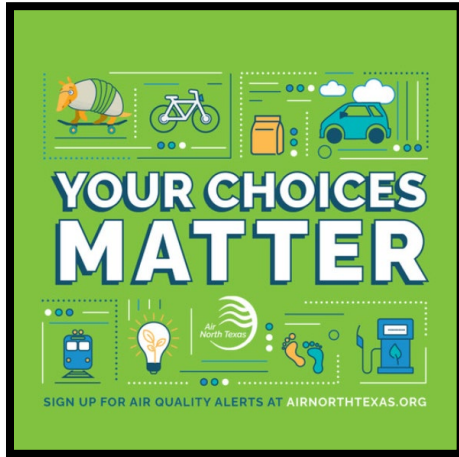
*Level Orange is unhealthy for sensitive groups. Children, older adults and people with lung disease, such as asthma, emphysema, or chronic bronchitis, should limit outdoor activity.

To learn more and sign up for Air Pollution Alerts, visit AirNorthTexas.org — NCTCOG Transportation Department



The highway system in NT is messed up beyond hope of EVER being efficient! It takes so long to get the work done that it is obsolete before it is HALF finished and the congestion caused by the construction creates more air pollution! Jus' sayin'! — Michael Brussow

2. Join Air North Texas in improving North Texas air quality. Learn how to reduce the number of harmful pollutants that enter our air. — NCTCOG Transportation Department



Your primary goal is to blame me — Dennis Zahradnik

3. Join Air North Texas in improving North Texas air quality. Learn how to reduce the number of harmful pollutants that enter our air. — NCTCOG Transportation Department



How does signing up for air quality alerts improve North Texas air quality? The citizens can't improve the emissions allowed by TCEQ. — Terri White

Terri White It only helps if you are willing to suspend your life when those alerts are issued. — Randy Fischer

Democrats cause all the pollution in north tx — Dennis Zahradnik

No, they don't. As if any of you government spenders care what any taxpayer has to say.... Your "environmental, green" lie has been sucking taxpayers dry for years.... — Tricia Bouvette Lukaska

Liars — Tricia Bouvette Lukaska

It's amazing how the folks who have the big houses and big yards and pools and AC and all those little gas powered toys are the biggest supporters of the climate change hoax. Scale down YOUR carbon footprint before you tell me to scale down my carbon footprint. — Randy Fischer

4. Join Air North Texas in improving North Texas air quality. Learn how to reduce the number of harmful pollutants that enter our air. — NCTCOG Transportation Department



Maybe stop supporting sprawl with giant car-only roads through ranch land? The outside lane for all those 6 lane arterials should be a shaded multi-modal path instead. That would improve our air quality. — Pam Thompson

Don't worry you have the best up there go 5:00 am and check out the trinity river for clean air just take a look and smell of that fresh aroma — David Williams

Sure woulda been nice if we woulda invested more in mass transit than fancy overpasses — Sharyn Wisdom

5. Ozone Action Day – Ozone in the DFW area Friday, July 12, is predicted to be at Level Orange, unhealthy for sensitive groups. Children, older adults and people with lung disease, such as asthma, emphysema, or chronic bronchitis, should limit outdoor activity. — NCTCOG Transportation Department



Please fix our service road on I-20 between Mile Marker 409 to 410... in Parker County! We need a bridge over the train track to help alleviate the amount of traffic on I 20! — Hegre Eric

Twitter –

1. Ozone Action Day – Ozone in the DFW area Wednesday, July 10, is predicted to be at Level Orange, unhealthy for sensitive groups. Children, older adults and people with lung disease, such as asthma, emphysema, or chronic bronchitis, should limit outdoor activity. — NCTCOGTransportation (@NCTCOGtrans)



Back to more Orange Armadillo days here locally. — Bojo Pigeon (@BojoPigeon)

2. North Texas reports more poor air quality days to date than all of 2023 — Fort Worth Report (@FortWorthReport)



Carpool if you can,” says Jenny Narvaez, #TRBvolunteer and #AirQuality program manager for the @NCTCOGtrans. “In our area, people don’t really have a choice. They have to drive.” — TRB (@NASEMTRB)

Alternative Fuel Vehicles

Facebook –

1. Congratulations to Fort Worth ISD for receiving a grant from the U.S. Environmental Protection Agency’s Clean School Bus program for new electric school buses! — NCTCOG

Transportation Department



Dumb. Should convert to CNG. — Wm Atkins

Congratulations NCTCOG Transportation Department for the valuable service of sharing that news. — Rob Dentremont

Bicycle/Pedestrian/Sustainable Development

Facebook –

1. The North Central Texas Council of Governments is holding a pre-application meeting on July 17 from 1 - 3 pm to provide information on the Blue-Green-Grey proposal process, schedule, and submittal guidelines. The meeting will be held in person at NCTCOG with a virtual option available. For more info and to sign up visit <https://nctcog.org/trans/plan/land-use/green-infrastructure> — NCTCOG Transportation Department



“NCTCOG promotes the planning and construction of green or sustainable infrastructure in the region to help reduce carbon emissions, mitigate urban heat islands, reduce pollution from stormwater runoff, and provide health benefits to communities.” Except for at your home office in Arlington, the largest city in the U.S. without mass transit. How

about a little “leadership by example, NCTCOG Transportation Department? — Rob Dentremont

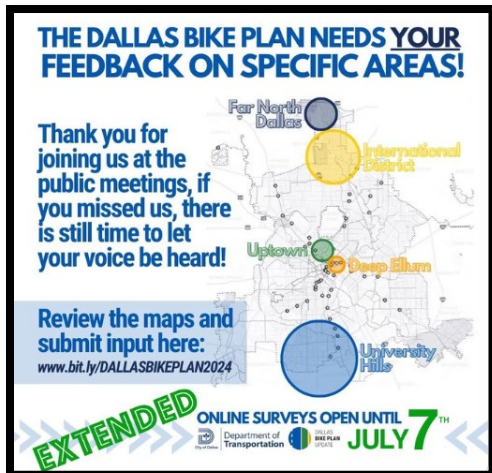
2. Help the League of American Bicyclists gain a better understanding of local bicyclists’ experiences and perceptions of bicycling in XYZ. Take this survey today! <https://bit.ly/4bL8Zgs> — NCTCOG Transportation Department



The League of American Bicyclists gets full credit for the sad state of biking in the United States. Bunch of Washington D.C. bureaucrats who don’t even ride bikes, else their profiles would be front and center on their website. Don’t believe them phonies like the phony NCTCOG Transportation Department does! — Rob Dentremont

Twitter –

1. You still have time! #DallasBikePlan surveys are open through July 7. Review maps, share your insights, and tell your neighbors! #dallastraffic #dfwtraffic #VisionZeroDallas — Dallas Department of Transportation (@DDOTransport)



2. On Friday (July 5), our crews turned on the city’s first bike signals at Abrams Road and Gaston Avenue. These signals reduce conflicts between cyclists and drivers and are important for our #VisionZero goal of eliminating traffic deaths. #DallasBikePlan #DFWTraffic #dallastraffic

— Dallas Department of Transportation (@DDOTransport)



How many deaths is this intersection responsible for ? I never see cyclists on this road. They stay on the Santa Fe trail. — Morris Wanchuk (@MoeWanchuk)

I agree. Not too many cyclists on Gaston as the route can be achieved by SFT. A few feet over on Abrams and Richmond might be better. Where there is a bike lane at Richmond and Abrams. And people get confused how to take a right turn across a bike lane. — JohnnyBot 🙌 👍 (@Johnyalamo)

Instagram –

1. Tomorrow is @nctcogtrans monthly regional transportation council meeting at 1 p.m. Virtual link will be on Linktree. The Transportation Department at NCTCOG serves as the Metropolitan Planning Organization (MPO) for the 12-county Dallas-Fort Worth region. The MPO works closely with regional, state and federal partners to plan and recommend transportation projects that will improve mobility and encourage more efficient land use, all while minimizing the impact on the region's air quality. #urbanism #dart #trinitymetro #texrail — Walkable Fort Worth (@walkablefortworth)

REGIONAL TRANSPORTATION COUNCIL 2024 SCHEDULE OF MEETINGS (Second Thursday, 1:00 pm)
January 11, 2024
February 8, 2024
March 14, 2024 ¹
April 11, 2024
May 9, 2024
June 13, 2024
July 11, 2024
August 8, 2024 ²
September 12, 2024
October 10, 2024 ³
November 14, 2024 ⁴
December 12, 2024

Dates are subject to change.

¹ The 2024 National League of Cities Congressional City Conference is scheduled for March 11 - 13 and does not conflict with the RTC meeting schedule.

² This meeting date may coincide with the annual Irving Transportation Investment Summit.

³ The 2024 Texas Municipal League Annual Conference and Exhibition is scheduled for October 9 - 11 and does conflict with the RTC meeting schedule, the Chair will consider the dates.

⁴ The National League of Cities 2024 City Summit is scheduled for November 16 - 18 and does not conflict with the RTC meeting schedule.

High-Speed Transportation

Twitter –

1. Who needs Big D? New high-speed rail plan would bypass Dallas for @cityofArlington @cityofFortWorth connection. @NCTCOG_Official @NCTCOGtrans — Robert Francis (@RobertF1414)



Other

Instagram –

1. @unt Nonprofit Leadership Studies and Urban Planning here are some great career opportunities @untnlisa @cupa_unt @untcareercenter @unthps @atx.meliyah @prspurpose @nctcogtrans — UNT Public Administration (@unt.public.administration)

Job Posting

Looking for a... Interested Person(s)

To work as a.. Program Coordinator

For the company.. PRS: Portfolio Resident Services

Located in... Denton, Texas

How to apply!
Find the link to apply below!
portfolio-resident-services-inc.gnahiring.com/
job/810975/program-coordinator

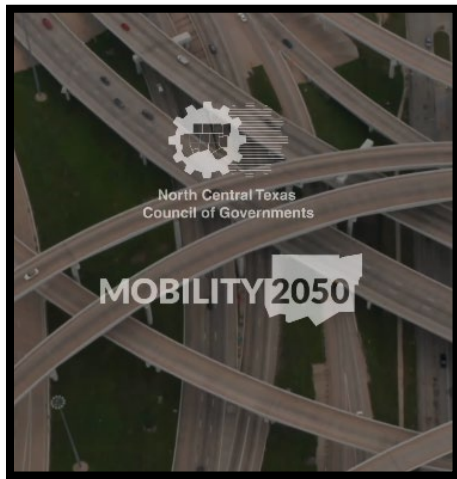
t.public.administration UNT COLLEGE OF PUBLIC SERVICES Department of Administration

Public Involvement

Instagram –

1. Meet Gigi, our Program Manager for Transit Mobility Management in the Sustainable Development team. She grew up in DFW and is passionate about improving access to employment opportunities, healthcare and social services to improve the quality of life in her hometown and beyond. View other People Behind the Plan at nctcog.org/peoplebehindtheplan

#Transportation #DFW #Mobility2050 — NCTCOG Transportation (@nctcogtrans)

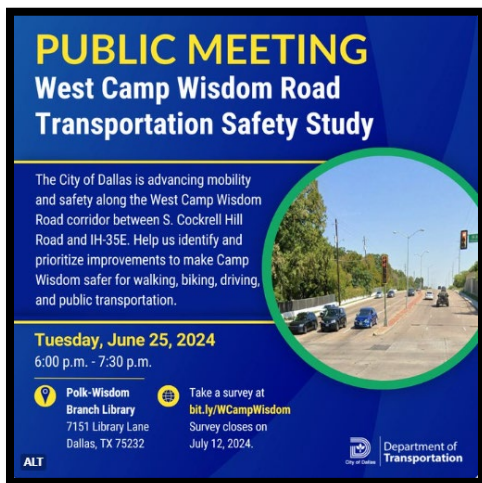


So proud of her 🙌! Strides were needed and this lady is making it happen. — Maria Salazar (@pita2us)

Roadways

Twitter –

1. 🚧 We want your input! Come join us on Tuesday (6/25) for a public meeting on transportation safety along Camp Wisdom Road in #Dallas. Take our survey! #dallastraffic #dfwtraffic #VisionZeroDallas — Dallas Department of Transportation (@DDOTransport)



2. Bluff Springs Rd. is getting safer. ✅ New data shows a 58% drop in vehicles exceeding the speed limit by 10+ mph since #VisionZero upgrades. Upgrades include: 🚲 Protected bikeways 🚶 Pedestrian crossing islands 🚌 Upgraded bus stops 🚦 New signals & street lighting

coming soon — ATX Transportation and Public Works (@austinmobility)

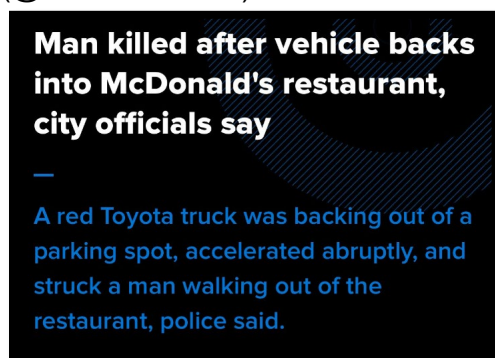


@MayorMattie @NCTCOGtrans let's take notes! — DCbyLonghorn (@WMATASoldier)

3. North Texas is one of the fastest-growing regions in the country, adding more than 1 million residents every 7 years. @NCTCOGtrans expects that more corridors will become significantly congested by 2045. Planners say that means they have to think beyond highway expansions. 5/6 — Laura Fingal-Surma is at Edge Esmeralda ✨ (@urbanistvc)

Swyft Cities has been working with the North Central Texas Council of Governments to identify potential sites. The company chose North Texas because of an @NCTCOGtrans program that looks to attract new transit technology to the region and connect them with local governments. 6/6 — Laura Fingal-Surma is at Edge Esmeralda ✨ (@urbanistvc)

4. A simple bollard could have saved this man's life. Instead, we give free rein to cars. How fast do you have to be driving to even do that? How is this possible? — DCbyLonghorn (@WMATASoldier)



@NCTCOGtrans @LewisvilleTexas @TxDOTDallas Road design killed this person. — DCbyLonghorn (@WMATASoldier)

Instagram –

1. SHARE YOUR FEEDBACK! Take the first Access Butler Place Plan community survey today to shape future transportation, infrastructure, and mobility priorities across the Central Area, which includes Downtown Fort Worth, Butler Place, and the United Riverside. Visit www.AccessButlerPlacePlan.com to learn how to get involved throughout the process and to learn more about the planning goals across the Central Area! #AccessButlerPlacePlan #Accessibility #Reconnect #FortWorth #Community #Transportation #FWHS #Mobility #Infrastructure #Downtown #Neighborhoods #Engagement #GetInvolved #Planning @CityofFortWorth @DowntownFortWorth @NCTCOGTrans @TxDOT — Access Butler Place Plan (@accessbutlerplaceplan)

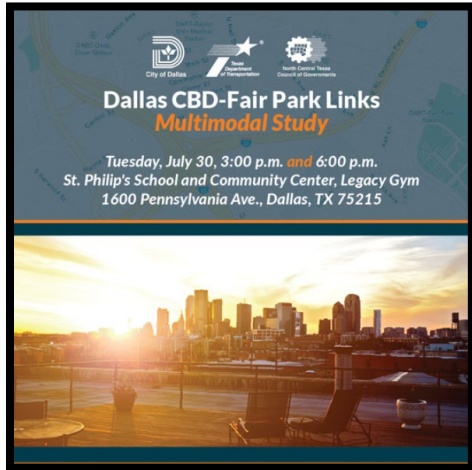


2. On June 11, Public Works in partnership with @nctcogtrans (NCTCOG), hosted a new two-day construction inspection training seminar for City employees and North Central Texas Council of Governments representatives, with more than 70 attendees from 22 different local municipalities in attendance. The session featured speakers from the City of Dallas and attendees learned about a variety of in-depth construction inspection topics including traffic control planning, materials testing, construction material calculations, and effective communication. — City of Dallas (@dallascityhall)



Facebook –

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



Tabitha Wheeler-Reagan — Jay McGee

Jay McGee thank you. I recieved it earlier from PUD and sent it to the Neighborhood Association. — Tabitha Wheeler-Reagan

Where is 345? — Velma Collins

Email –

1. Marcus Wood

I received the below email yesterday sent by the frustrated residents of Kleberg (Dallas District 8) to Dr. Leslie Feinglas, Assistant Superintendent of Partnerships & Strategic Initiatives for Mesquite ISD. Although MISD is trying hard to educate the children of Henrie Elementary School, everything else is stacked against the children and their parents including the danger to children going to and from school. Because Manufactured Houses are “owned personal property housing” set on “rented pads” this causes the area to not rate as an Equity Priority Area for Dallas Public Works Projects even when there is severe poverty of minorities, many of whom are not fluent in English.

Lasater Road remains a “Failure State” 2-lane country asphalt road although it has been classified as a Primary 6-lanes divided Arterial in Dallas for over thirty years. The Dallas 2024 Bond Program includes funds for “resurfacing” the 2-lanes sometime in the next how many years. And more than 600 additional mobile homes are set to be added on two vacant Dallas MH zoned acreages accessible only by Lasater Road.

Because Lasater Road and Lawson Road (called West Lawson or Belt Line Extension in Dallas) consist of pieces in various cities (Balch Springs, Mesquite, Dallas, Seagoville) or none (Dallas County section adjoining Balch Springs), I suggest these roads might best be described as “orphans.” NCTCOG/RTC need to adopt both – and while doing so add E. Simonds Road in Seagoville since Lasater and Simonds connect. The two pdf files describe the overall situation (Attachments 1 and 2). Additionally COG, Dallas, and MISD need to work together and take emergency actions to provide safe travel for the students of all grades that use these roads. Please note I am submitting this also as an official comment to the currently open Unified

Planning Work Program for FY2024 and FY2025 (until July 9th) "NCTCOG Online Public Input Opportunity." (See information posted at publicinput.com/nctcogJune24)

I suggest NCTCOG and RTC have simply overlooked the conditions and needs of this area. Please take action to remediate that now.

Dear Dr. Leslie Feinglas,

My name is David Carranza, and I am the president of the Kleberg Neighborhood Association & Crime Watch. Our organization is a volunteer group committed to building community and maintaining a beautiful, safe, and enjoyable neighborhood.

Our goals include:

- Maintaining and improving property values within our community.
- Providing safety and security through Crime Watch and Volunteers in Patrol (VIP).
- Upkeeping current and creating new beautification projects in the neighborhood.
- Enforcing city ordinances and code requirements as regulated by the City of Dallas.
- Cooperating with City Officials and City Hall on issues affecting our community.
- Communicating information to neighbors via email newsletters and social media.
- Connecting neighbors and encouraging input on ways to improve and enhance the neighborhood.

We are very concerned about the area around Dr. Linda Henrie Elementary School, located at 253 W. Lawson Rd, which lies in the city of Dallas. Parents of children who attend this school have expressed concerns about the traffic and lack of infrastructure in this area, which they believe is unsafe for their children.

We have had meetings with District 8 City Councilman Tennell Atkins and Planning Commissioner Lorie Blair, requesting that they not allow new developments until the area receives wider roads, a stoplight, and sidewalks for the children. Unfortunately, the development was still approved.

In March, we sent a letter (Attachment 3) outlining our concerns to Mayor Eric Johnson, all 14 City Council Representatives, and the City Manager's Office, but we did not receive a response.

We believe this is a critical issue and hope that Mesquite ISD shares our concerns. Therefore, we are reaching out to invite you to join us in our efforts to make Dr. Linda Henrie Elementary School a safer environment for the children.

We were unsure who would be the best person to contact within Mesquite ISD, but we felt that you would be an appropriate choice given your leadership role.

Please read the attached letter and let us know if you would be interested in working with us to address this important issue.

We look forward to hearing from you.

2. Jessica Ramirez

Dear Council of Governments,

I am writing to express my serious concern regarding the safety of residents of Yes Communities who commonly bike and walk to the newly opened gas station located at 5065 Lawson Rd. Mesquite, TX 75181. The current conditions of the roads and lack of necessary infrastructure pose significant dangers to the City of Dallas pedestrians and cyclists.

The primary issues that need immediate attention are:

- **Absence of Traffic Lights:** The roads leading to the gas station have no traffic lights, making it exceedingly dangerous for residents, especially during peak traffic hours. This lack of traffic control increases the risk of accidents.
- **Lack of Bike Lane Access:** There are no designated bike lanes on the roads to the gas station. This forces cyclists to share the road with vehicles, which is particularly hazardous given the narrow and poorly maintained roads.
- **Poor Road Conditions:** The roads are in bad condition, with numerous potholes and uneven surfaces. These conditions make it difficult for both pedestrians and cyclists to travel safely.
- **Increased Traffic Volume:** Since the opening of the gas station, traffic volume has significantly increased, exacerbating the safety issues for non-motorized road users.

These conditions are not only inconvenient but also pose a serious risk to the safety and wellbeing of our community members. Many residents rely on biking and walking as their primary

means of transportation, and the current infrastructure fails to support their safety needs.

I kindly request the Council of Governments to take the following actions:

- Install traffic lights at critical intersections leading to the gas station.
- Develop and implement designated bike lanes or sidewalks on these roads.
- Repair and maintain the roads to ensure they are safe for all users.
- Conduct a traffic safety assessment to identify further necessary improvements.

Addressing these concerns promptly will significantly enhance the safety and quality of life for the residents of Yes Communities and surrounding mobile home communities. I urge you to consider this matter with the urgency it deserves and to take the necessary steps to protect our community members.

Thank you for your attention to this pressing issue. I look forward to your prompt response and to seeing positive changes implemented in my area.

RTC/STTC/Executive Board

RTC –

Please see Attachment 4 for comments submitted during the RTC meeting on July 11, 2024.

Email –

1. Paul McManus

Hello, I watched the recording of the RTC meeting held on Thursday (June 13), and I just wanted to say that I'm pleased that both the NCTCOG Transportation Dept. and the RTC as a whole governing body will continue to move forward on the Dallas-to-Fort Worth High-Speed Rail (HSR) project. The implementation of the HSR corridor is absolutely critical toward reducing car traffic, road congestion and air pollution, as well as providing a terrific transportation option given the current growth in the region and population projections through at least 2050. Thanks

so much for all of the great work that NCTCOG Transportation Dept. staff and the RTC do to improve mobility throughout north Texas!

2. Matt James

Hi, we need modern passenger rail (both local and intercity) on par with Europe and Japan. Looking to other countries for solutions is the best idea. We can't let the evil NIMBY [REDACTED] get in the way of progress. It's obvious that she joined the RTC just to sabotage passenger rail with her stupid NIMBY crap. [REDACTED] is the biggest threat to transport improvements in the region. We must defy her and ignore her complaints at all costs. Better yet, you should remove her from all public offices. Please read this article for more info:

<https://texasrailadvocates.org/post/new-high-speed-rail-bypass-of-downtown-dallas-explained-at-regional-transportation-meeting>

We must stand up to the evil NIMBY [REDACTED], call her out on her pro-highway/anti-train hypocrisy, and refuse to listen to her garbage. Mendelsohn has been a thorn in the side of us transit advocates and urbanists for too long. We must defy her and build world-class passenger rail anyway, including elevated high-speed rail in the best location downtown to induce high train ridership demand. [REDACTED] is also a corrupt crook who should be indicted for taking bribes from oil billionaires, which she has. Mendelsohn took billions in bribes from a greedy developer tied to the fossil fuel industry to kill all future elevated rail projects in Dallas, but the hypocrite Mendelsohn is perfectly fine with elevated highways. Never mind that highways are much uglier and generate much worse noise than trains any day. [REDACTED]

[REDACTED] It's time we say enough of her and ignore all her complaints and criticism! An even better idea is to remove her from office.

Below is a wonderful article that highlights the importance of building modern passenger rail in North America: <https://reecemartin.ca/2024/07/09/why-having-few-modern-railways-is-going-to-throw-the-brakes-on-for-north-america/>

Facebook –

1. The Regional Transportation Council will begin at 1 PM today! Watch the meeting live at <https://bit.ly/3SOQrWo> — NCTCOG Transportation Department



Please fix our service road on I-20 between Mile Marker 409 to 410... in Parker County!
We need a bridge over the train track to help alleviate the amount of traffic on I 20! — Hegre Eric

No toll roads in Parker County — Hegre Eric

Good Day Weatherford 95.5 The Coyote Txdot District Office, Waco, Tx — Hegre Eric

Transit

Twitter –

1. @dartmedia wants to raise rider fares, especially for local transit, as they eliminate the least costly option. DART has GREATLY increased their revenue in the last 5 yrs. Guess they want more \$ for exec bonuses from transit-dependent riders. 🙄 @NCTCOGtrans @TxDOT @FTA_DOT — Cara Mendelsohn 🟦 (@caraathome)

Day Pass	\$4.00	\$7.00	\$10.00	\$2.00	Day Pass	\$5.00	\$10.00
7-Day Pass	\$20.00	\$35.00	\$50.00	--	7-Day Pass	\$25.00	\$50.00
Monthly Pass	\$65.00	\$100.00	\$120.00	\$32.00	Monthly Pass	\$80.00	\$160.00
Annual Pass	\$650.00	\$1,000.00	\$1,200.00	\$384.00	Annual Pass	\$800.00	\$1,600.00
Corporate (Normal SL)	\$312.00	\$480.00	\$576.00	--	Mid-day 5-Hr. Pass	\$1.75*	\$3.50*
Corporate (High SL)	\$468.00	\$720.00	\$864.00	--	Reduced 2-Hr. Pass	\$1.25**	\$2.50**
					Corporate (Single SL)	\$600.00	\$1,200.00

** Available to Senior Citizens with valid DART Photo ID only
 LOCAL – Good on DART trains and Local buses, FLEX Service along the fixed route
 SYSTEM – Good on all DART trains and buses, including FLEX and DART On Call, Triply Railway Express

(*) These passes would be valid between 9:30 a.m. and 2:30 p.m. Monday through Friday only
 (**) These passes would be valid between 9:30 a.m. and 2:30 p.m. and after 7 p.m. weekdays and all day Saturday and Sundays to eligible Reduced riders.
 SYSTEM – Good on all DART trains and buses, including FLEX and DART On Call, Triply Railway Express

Facebook –

1. North Texas comes together this week to celebrate Independence Day. Avoid traffic and parking and let your red, white and blue fly at these DARTable Fourth of July events. Read more: <https://bit.ly/4cxErA8> #DARTable — Dallas Area Rapid Transit (Official DART page)



No DART for you though, huh NCTCOG Transportation Department, you chose to locate your office in Arlington, largest city in the United States with no mass transit. No biking for you, either, apparently not even carpooling. Way to lead not by example! — Rob Dentremont

Email –

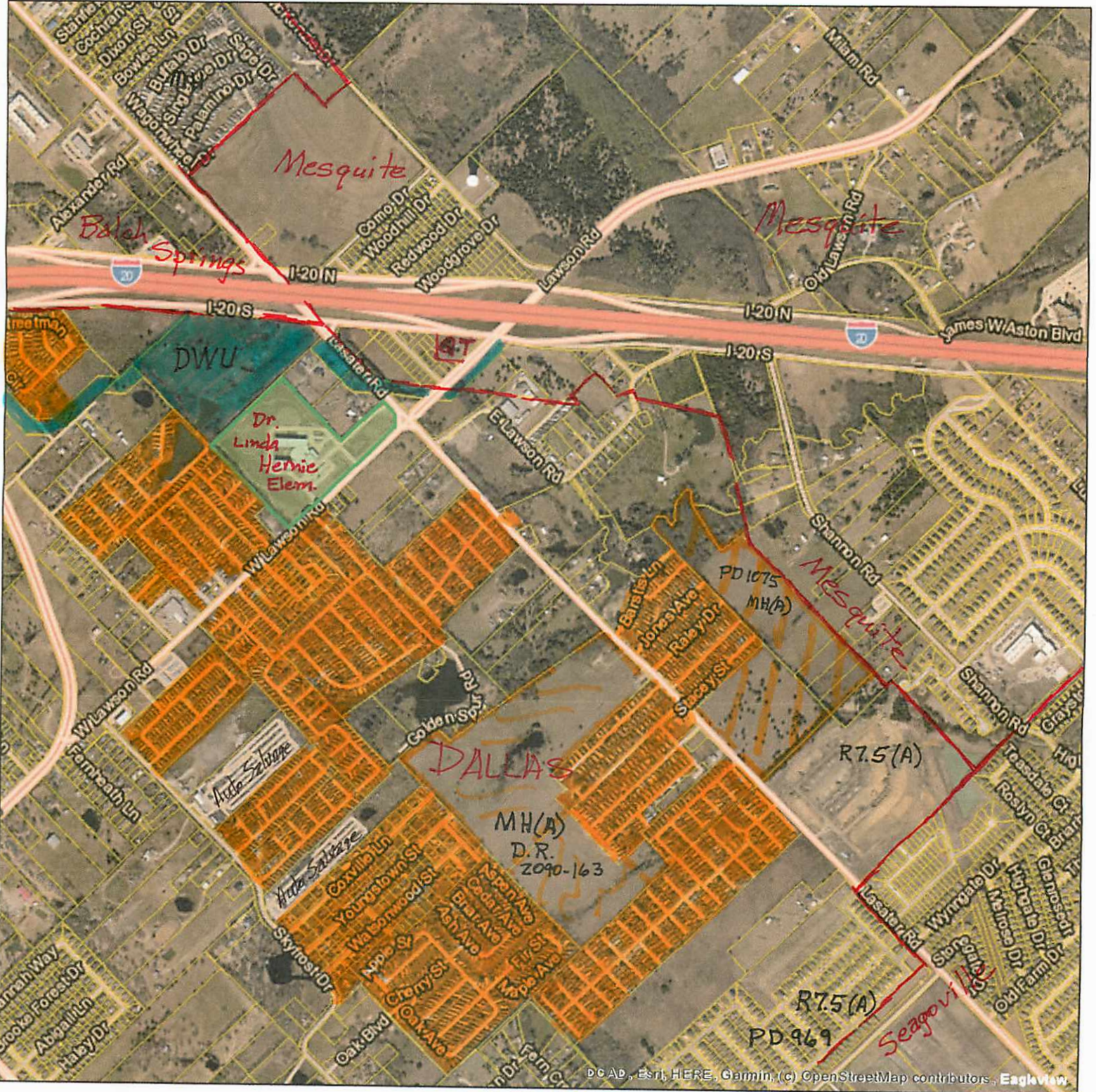
1. Mary Starnes

We need more bus service and other transportation services available in Lake Worth! We live outside of the zone for any transportation services.

LASATER-W. LAWSON-S. BELT LINE Attachment 1

Date of copy: 4/7/2024

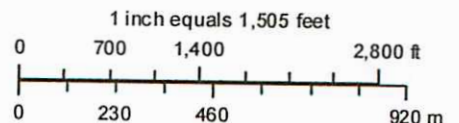
DCAD Tax Account: 008837000C0010000



This product is for **INFORMATIONAL** purposes only and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.



Dallas Central Appraisal District
2949 N Stemmons Freeway
Dallas, TX 75247-6195
(214) 631-1342
www.dallascad.org



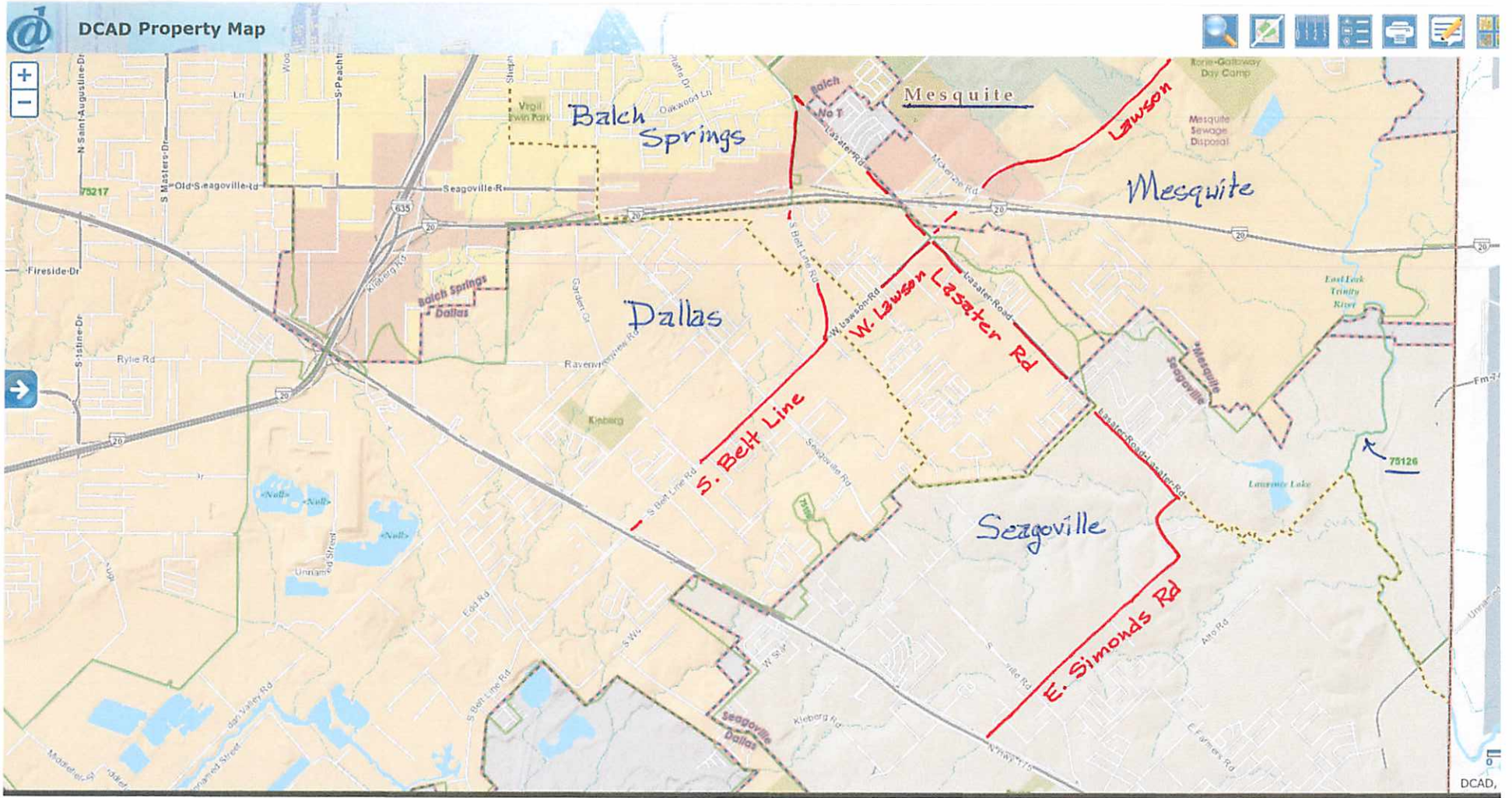
DCAD, NCTCOG, USGS, Esri, Inc



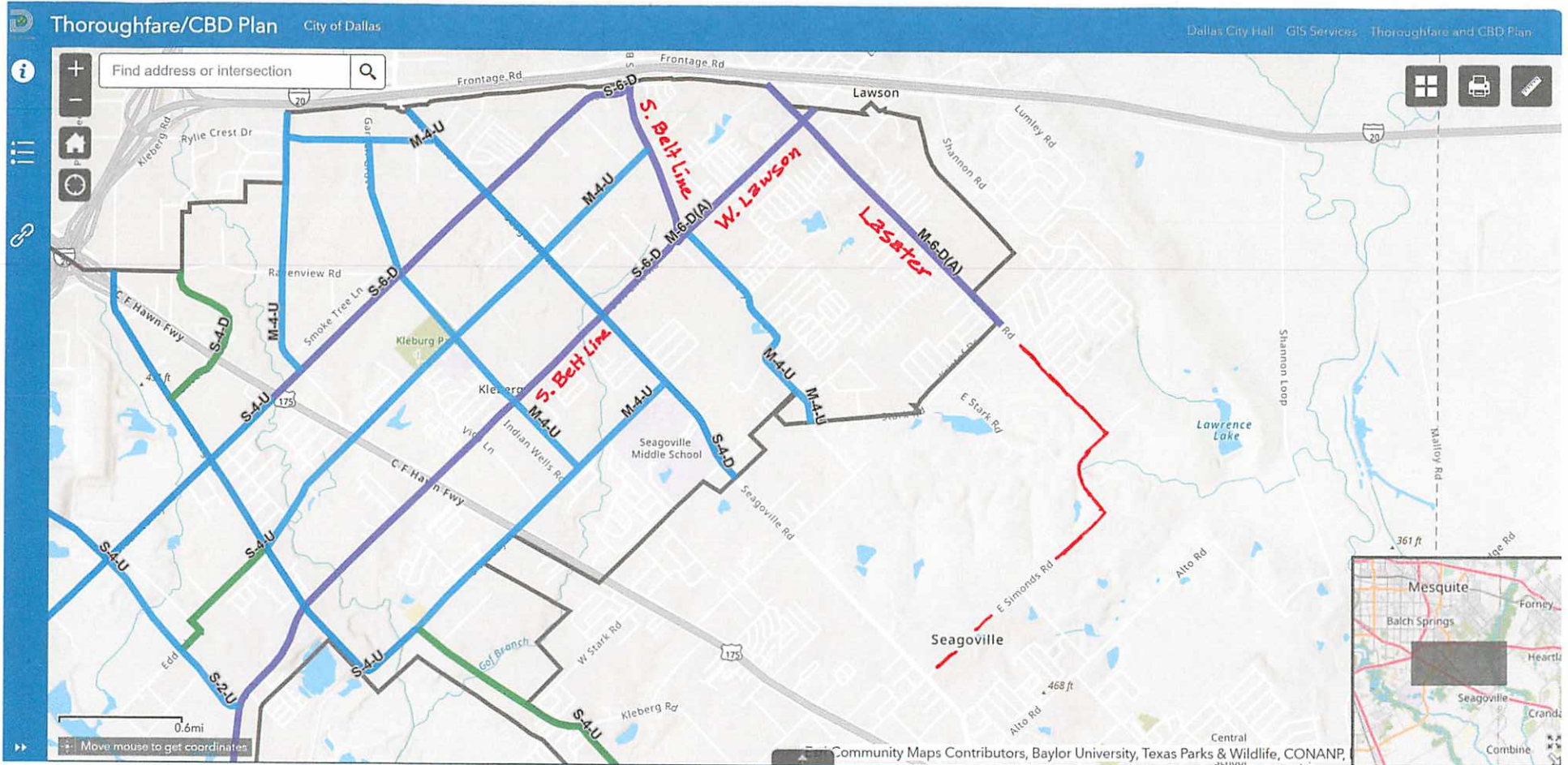
DCAD Property Map

 Dr. Linda Henrie Elem. School (MISD)





CITY LIMITS



S = Standard Width 107'

M = Minimum Width 90'

6 = No. of Lanes

D = Divided

Lasater = PA Principal Arterial

W. Lawson = PA Principal Arterial

FY2024 and FY2025

Unified Planning Work Program

for Regional Transportation Planning



Transportation Department
North Central Texas Council of Governments

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
11650.1	TRANSPORTATION TECHNICAL SUPPORT; 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
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

- Identification of needed transportation solutions along the entire corridor;
- Identification of transportation solutions to be processed as Transportation Improvement Program recommendations for engineering and construction; and
- Development of a communications plan for the City of Dallas, Dallas County, TxDOT, the North Texas Tollway Authority, Southwest Airlines, and public entities/citizens.

5.03 Land-Use/Transportation Initiatives


This subtask is ongoing throughout both FY2024 and FY2025. Work will include various elements, including Sustainable Development Initiatives, Transit-Oriented Development, and Bicycle/Pedestrian Planning, Safety, and Engineering Initiatives.

Sustainable Development Initiatives

General Land Use and Transportation Coordination

Transportation Planning Funds

This subtask includes regional, subarea, corridor, and district-level planning, along with technical assistance focused on the interface between transportation and land use. Staff will continue work on the development and implementation of tools related to land-use planning principles such as sustainable zoning practices and others and will host training sessions and develop educational information. Staff will continue to pursue funding opportunities to expand or enhance activities. Anticipated products during FY2024 and FY2025 include:



SUSTAINABLE DEVELOPMENT IS NOT:

- connected to the Agenda 21 Movement; nor
- an avenue to promote United Nations Policies; nor
- a challenge to, or restriction of, property rights of landowners.

- Technical assistance to local governments on implementing Sustainable Development programs and projects such as the development of unified corridor plans, land-use analysis, data collection, education and training regarding transportation and land-use planning best practices, form-based code review, school siting and safe routes to school, curb lane management, parking, housing and transportation analysis, 3D visualization services, financing strategies and tools for economic development, zoning and special district analysis, and planning to promote infill and mixed-use developments;
- Online information, training, and education on topics related to Green Infrastructure, transportation and sustainable stormwater projects and practices, and other such topics to assist in growth management and land-use planning;
- Planning support for the development of the Blue-Green-Grey Program;
- Technical assistance to local governments and Independent School Districts (ISD's) for school siting in relation to transportation infrastructure;
- Coordination with NCTCOG's Environment and Development-related programs;
- Practical tools and planning support for curb lane management throughout the region;
- Meetings and materials for the Coordinated Land Use and Transportation Planning Task Force;

- Analysis of the impacts of mixed-use developments on travel patterns and congestion compared to conventional single-use development; and
- Technical assistance to the City of Plano regarding context-sensitive thoroughfare design best practices.

Increasing Safe and Accessible Transportation Options

Transportation Planning Funds

During FY2024 and FY2025, NCTCOG staff will coordinate with various local governments, transportation agencies, and the Texas Department of Transportation (TxDOT) to increase safe and accessible options for multiple travel modes for people of all ages and abilities. Technical assistance and education and training will be provided on the concepts and principles related to Complete Streets and context-sensitive design. Anticipated products include:

- Adoption of regional and local Complete Streets standards or policies, and the development of Complete Streets prioritization plans that identify a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;
- Development of transportation projects and plans that support a network of active transportation facilities (sidewalks, bikeways, or pedestrian and bicycle trails) to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers;
- Planning and technical assistance to create multiuse transportation facilities, including bikeways or pedestrian and bicycle trails that make connections within or between communities, increase public transportation ridership, and improve the safety of bicyclists and pedestrians;
- Multimodal corridor coordination with the regional model on active transportation modes and performance measure reporting; and
- Education and training on Complete Streets and context-sensitive design topics.

Other Funding Sources

The Regional Transportation Council (RTC) selected a series of infrastructure/construction, planning, and land-banking projects during three Sustainable Development Calls for Projects (SDCFP) in 2001, 2005-2006, and 2009-2010. Efforts in overseeing passthrough construction dollars are conducted in conjunction with local governments to better coordinate transportation investments and land use. This program of projects was originally funded by Surface Transportation Program–Metropolitan Mobility funds (now known as Surface Transportation Block Grant Program [STBG] funds), and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and was established in 2001 when the RTC selected the first Land-Use/Transportation Joint Venture projects. Additional RTC Local funds were programmed to fund these projects through the 2005-2006 SDCFP. Regional Toll Revenue funds, Surface Transportation Block Grant Program funds, and local funds were allocated to the program with the 2009-2010 Sustainable Development Call for Projects, and Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, and local funds were allocated to the program with the Sustainable Development Phase IV: Turnback, Context-Sensitive, and Transit-Oriented Development funding initiative in FY2018.

Exhibit VI-1 contains the listing of the Sustainable Development infrastructure and land-banking projects still underway. The funds are used to provide:

- Road construction, sidewalks, pedestrian amenities, bike trails, etc.

EXHIBIT VI-1
Sustainable Development Projects

Project Name	Type	Funding Source
Dallas Collective	Infrastructure	RTR/STBG/TDCs
Dallas-Lake Highlands Transit-Oriented Development Town Center	Infrastructure	RTC Local/Local
Irving Heritage District	Land banking	RTC Local/Local
Crowley Main Street	Infrastructure	CMAQ/STBG/Local
Ennis UPRR Safety Zone	Infrastructure	CMAQ/STBG/Local
Irving SH 356/Irving Boulevard	Infrastructure	CMAQ/STBG/Local
Lewisville College Street	Infrastructure	CMAQ/STBG/Local/TDCs
DCTA Intermodal Transit Center	Infrastructure	CMAQ/STBG/TDCs

The 2001 and 2018 projects are coordinated directly between the implementing agencies and the Texas Department of Transportation with staff monitoring project progress. Utilizing Regional Transportation Council Local funds, NCTCOG staff will provide oversight for the implementation of the 2005-2006 infrastructure and land-banking projects. Utilizing Surface Transportation Block Grant Program funds and Transportation Development Credits (TDCs), staff will oversee the implementation of the 2009-2010 infrastructure projects that may be assigned that are project/corridor specific. Regional Transportation Council Local funds will also be used to identify and support the development of future funding opportunities for Sustainable Development initiatives. Anticipated products during FY2024 and FY2025 include:

- Implementation and tracking of infrastructure and land-banking projects which include invoice, progress report, and schedule review; and project sponsor meetings;
- Project tracking and technical assistance to local governments developing Sustainable Development projects;
- Work scopes for plan procurements and consultant selection;
- In-house studies on land use/transportation and sustainability/livability topics of regional benefit;
- Coordination on growth and demographics;
- Training opportunities on regional land use/transportation and sustainability/livability topics of benefit to stakeholders;
- Collection of data as needed, and development and tracking of regional performance measures for reporting to stakeholders and elected officials; and
- Development and assistance in identifying funding programs and grants for regional sustainability/livability initiatives.

Community Schools and Transportation

Other Funding Sources

During FY2024 and FY2025, staff will coordinate with various local cities, counties, independent school districts, and the Texas Department of Transportation to assist in Safe Routes to School project development. The team will provide technical assistance related to needed safety improvements and best practices related to school location siting. Surface Transportation Block Grant Program funds and Transportation Development Credits will support work activities. Anticipated products include:

- Development of Safe Routes to School plans, training, and education information, as well as promotion of Safe Routes to School encouragement activities;
- Technical assistance and best practices related to school siting and transportation connections to schools, and assistance in reviewing roadway and active transportation projects impacting schools and analysis of potential school sites;
- Various maps and route analysis for specific safety or access projects;
- Training opportunities for technical staff and elected officials;
- Coordination meetings between independent school districts (ISDs) and other stakeholders to engage in regional issues related to school siting, safe routes to school, and policy and transportation issues;
- Practical tools for rapidly growing and greenfield cities and ISDs to plan proactively for school siting and safe bicycle/pedestrian access to schools;
- Survey and/or data collection of site conditions as needed;
- Development of a Safe Routes to School Plan for the City of Richardson and provision of resources for larger-scale planning by City staff; and
- Development of Teen Driver education materials and outreach to targeted high school campuses and Independent School Districts around the region.

→ Safe Routes to Schools in Lower-Income Communities

Transportation Planning Funds

During FY2024, data will be collected, and areas of concern evaluated related to school safety in lower-income and underserved communities. Contributing factors will be examined and transportation policies reviewed. This information will be developed into a best practice that can be shared with local governments and Independent School Districts (ISDs) and expanded in the future for additional areas of concern. University assistance will be utilized. Anticipated products include:

- Summary of sites studied; and
- Best practice guide on the process and policies to enhance safety around schools in low-income communities.

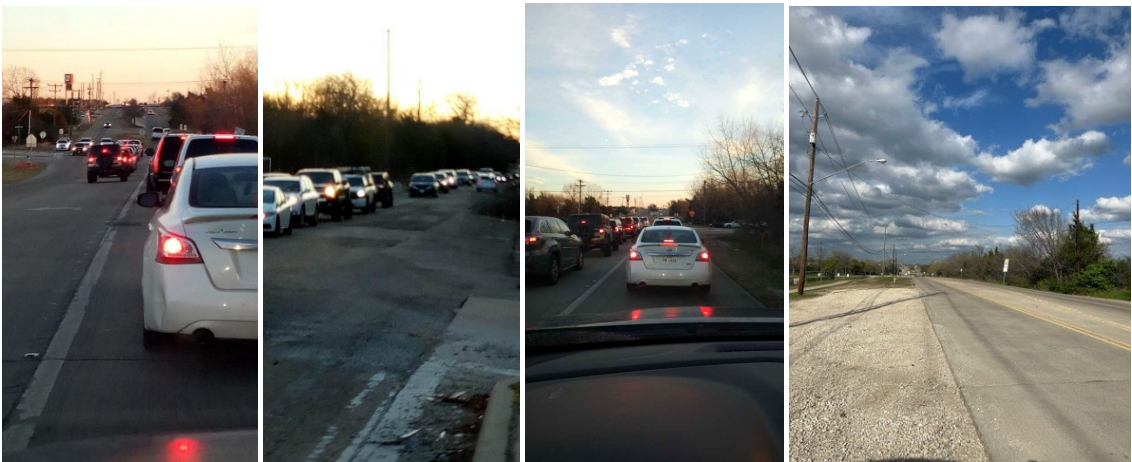
Dear Mayor, City Council & Staff of City of Dallas,

March 25, 2024

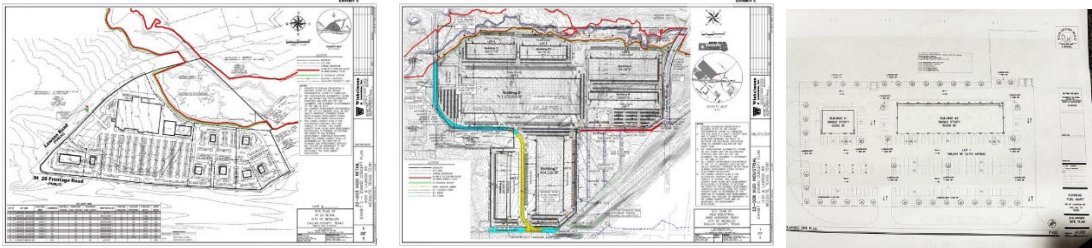
The Kleberg Neighborhood Association is writing to you all to please reconsider [ENZ223_125_sent_2-21-23.pdf \(dallascityhall.com\)](#) and [ENZ223_139_sent_3-17-23.pdf \(dallascityhall.com\)](#) or give us the infrastructure needed to support this growth.

In April of 2023 we were asked by Dallas Planning Commissioner Blair to call a community meeting on these two zoning cases. In our meeting the majority were adamantly against them. The community felt there was not enough infrastructure to support the proposed businesses along Lawson Rd and Lasater Rd.

Both streets are one lane roads with no sidewalks and only one stop sign. On that street there is Dr. Linda Henrie Elementary School. This street is already very busy, but when the parents drop off their children in the morning and the evening traffic comes to a standstill. When it's raining it's even worse because since there are no sidewalks parents park in the mud and wait for kids.



We have been asking for sidewalks and infrastructure here, but it hasn't come. The traffic will get worse because Mesquite just added a Quick Trip at Hwy 20 and Lawson Rd. and will be adding a 30-acre industrial park and an apartment complex on the other side of Hwy 20. The City of Dallas approved a Manufactured Home Development that will house 257 homes with 900 parking spaces around the corner on Lasater and The City is proposing to fix the street in front of that development with the 2024 Bond Issue. Yet leaving the road in front of the school untouched.



Now the City of Dallas has approved a Gas station and Mini Mart with approximately 100 parking spaces which will be directly across the street from the school. If that wasn't enough the City of Dallas also approved a 54' 4 story Public Storage Warehouse that will be on 13900 Lasater Dr and Lawson Rd.

In the evening at Lawson Rd and Lasater Rd. the intersection is full of traffic because of several Roach Coaches that come and sell their goods causing congestion. The city tries to combat them, but they keep coming. This happens almost every night and on weekends its much worse.

Just recently I learned of The Vision Zero Action Plan where The Mayor, City Council and City Manager all signed. This plan was adopted roughly June of 2022.

Here is the Mayor's Letter introducing the plan.

Safety is the number one responsibility of every level of government. Without safety, we cannot expect our residents to thrive. And safety is not only about preventing crime in our neighborhoods. It is also about allowing people to walk, bike, drive, and move around safely throughout Dallas.

Traffic safety has not always been treated as a priority, unfortunately. The data shows that despite the major advances over the years in vehicle safety and technology, the rate of traffic deaths in Dallas has been steadily increasing during the past two decades. Frankly, this is a tragedy — one that has not received the attention it deserves. Far too many lives and livelihoods have been forever altered by these awful incidents and accidents.

Action is needed now. That is why the Dallas City Council and I have responded to these alarming trends by setting ambitious goals: zero traffic fatalities and a 50% reduction in severe injuries by 2030. However, this plan, which we call Vision Zero, is much more than just a goal. It is a strategic and collaboratively designed roadmap to a safer, more prosperous Dallas. Our plan includes input from nearly every city department, including the Department of Transportation and the Dallas Police Department. This plan also outlines steps we can take to improve safety for all modes of transportation in Dallas.

Achieving our goals will not be easy. But this work is imperative. Safety must come first in Dallas. We must ensure that our residents are able to safely get to school, go to work, run errands, visit friends and family, and travel to restaurants, events, and entertainment. That is what is at stake: the lives, livelihoods, health, and well-being of our residents.

We understand our challenges and opportunities clearly. And through our Vision Zero plan, we will make Dallas a safer, more livable, and more vibrant city for years to come.

Here is a link of the entire plan [FINAL-Vision Zero Action Plan \(high res\).pdf \(dallascityhall.com\)](#)

Although our area is not in the "High Injury Network," we should still be aware and plan to keep this area safe. Two weeks ago, Dallas Morning News had a story "[Is Dallas unsafe for Walkers](#)"

In our opinion adding this much traffic and density on a one lane road each way with no stop lights or sidewalks in front of an Elementary School is fiscally irresponsible and must be stopped. These developments and lack of infrastructure is a disaster waiting to happen.

Already in this area last year there was an attempted kidnapping of a child, a Kidnap of a teacher that was found murdered, and accident where a child died wrecking a car that he was joy riding in.

Last week alone in that area there were approximately 6 car thefts and other crimes,

Please help our neighborhood and help stop these developments or get us wider roads, sidewalks and stop lights to make this a safer area.

Sincerely

David Carranza, President
Dakota Wrinkle, Vice President
Jessica Ramirez, Treasure
Niki Kingsberry, Secretary
Kleberg Neighborhood Association & Crime Watch

Regional Transportation Council Speaker Request Card

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment (pursuant to HB 2840), a written comment, or both oral and written comments.
2. Speakers are permitted up to three (3) minutes to speak. A person addressing the RTC through a translator will be provided up to six (6) minutes.
3. Please fill in your name, affiliation and agenda item you are providing comments on.
4. If you are submitting a written comment, please write your comment on this form.
5. **Please return this form to an NCTCOG employee.**

- I wish to make an oral comment at the Regional Transportation Council meeting
- I wish to submit a written comment at the Regional Transportation Council meeting
- I wish to make both oral and written comments at the Regional Transportation Council meeting

Name Jessica Ramirez
Organization, if any Kleberg Neighborhood Assoc.
City of Residence Dallas Zip Code 75253
RTC Agenda Item # #3.2, #7, #13

Please select one of the following:

- I wish to speak on this topic
- I wish to speak for this topic
- I wish to speak against this topic

Please provide written comments below:

Future agenda items specially the
collaboration between Balch Springs, Mesquite,
Seagrville, and Dallas County. TO mpwive Lasater
and Lawson roads that are dangerous for
students of this area.

North Texas Council of Governments

Dear Members of the Council,

I am writing to urgently express my concern regarding the safety and infrastructure of the Kleberg/Rylie communities. My name is David Carranza, and I serve as the President of the Kleberg Neighborhood Association & Crime Watch. We represent residents in the 75253 and 75217 zip codes in Dallas, which encompass approximately 50% of District 8. Kleberg/Rylie remains one of the last rural areas of Dallas, and this has led to a longstanding neglect of our infrastructure needs. Since Dallas annexed our area in 1979, the infrastructure has been insufficiently developed, leaving us ill-prepared for the ongoing and accelerating developments in Southeast Dallas County. It is imperative to stop overlooking our community; there is more to the region than the affluent northern areas.

District 8 contains the highest concentration of mobile home parks in Dallas, which limits our access to essential amenities like big-box stores, forcing us to travel to neighboring cities such as Mesquite, Balch Springs, or Seagoville.

One of the most pressing issues is the situation at Dr. Linda Henri Elementary School, located at the busy intersection of Lawson Ave and Lasater Rd. This intersection, with its single-lane roads, is surrounded by mobile home parks and open spaces slated for further development, including a business mart, gas station, Self Storage Facility and a 454 Manufactured Home Development around the corner. Currently, there is only a stop sign to manage traffic at this intersection. During peak hours, parents must park on the gravel and dirt roadside to pick up their children, resulting in gridlock and unsafe conditions, especially in bad weather. Moreover, the lack of sidewalks forces children to walk on the grass, mud, or street, further endangering their safety.

Despite raising these concerns with our City Council Representative, we have received no response to our letters sent on May 25th to Mayor Eric Johnson, City Council Members, and the City Manager's Office. This lack of response led us to send a follow-up letter on June 11th, inviting key stakeholders, including the Mayor, City Council, City Manager's Office, and Mesquite ISD, to discuss solutions for making the school and the intersection safer.

We also extend this invitation to the North Texas Council of Governments to participate in this crucial meeting, scheduled for August 5th, at 6pm to be held at the Kleberg/Rylie Recreation Center at 1515 Edd Rd, Dallas, Texas, 75253. The primary issues requiring immediate attention are:

1. **Wider Roads or Additional Lanes:** The current single lanes are inadequate for the busy intersection, especially with impending developments.
2. **Traffic Lights:** The absence of traffic lights at key intersections poses significant danger, particularly during peak hours.
3. **Bike Lane Access:** There are no designated bike lanes, forcing cyclists to share narrow, poorly maintained roads with vehicles.

4. **Road Conditions:** The roads are in poor condition, with potholes and uneven surfaces, endangering pedestrians and cyclists.

5. **Increased Traffic Volume:** The opening of new developments has exacerbated traffic volume, increasing the risk of accidents.

These conditions are not only inconvenient but also present a serious risk to our community's safety and well-being. Many residents rely on biking and walking as primary transportation modes, and the current infrastructure fails to support their needs.

I urgently request that the Council of Governments take the following actions:

1. **Enhance Lawson and Lasater Roads:** Transform these roads into the thoroughfares they were intended to be.
2. **Install Traffic Lights:** At critical intersections, particularly those leading to the new gas station.
3. **Develop Bike Lanes and Sidewalks:** Ensure safe pathways for non-motorized road users.
4. **Repair and Maintain Roads:** Improve road conditions for the safety of all users.
5. **Conduct a Traffic Safety Assessment:** Identify further necessary improvements.

Addressing these concerns promptly will significantly enhance the safety and quality of life for the residents of East Kleberg and surrounding mobile home communities. I urge you to consider this matter with the urgency it deserves and take the necessary steps to protect our community members.

Thank you for your attention to this pressing issue. I look forward to your prompt response and to seeing positive changes implemented in our area.

Sincerely,

David Carranza KlebergCommunity@gmail.com cell 408-230-3276

President

Kleberg Neighborhood Association & Crime Watch

MARCUS WOOD – COMMENTS TO RTC July 11, 2024

There is a need for NCTCOG and RTC to work with the cities of Balch Springs, Dallas, Mesquite, and Seagoville as well as Dallas County in developing a consolidated plan for the design, funding, and construction of Lasater and E. Simonds Roads in or adjacent to these cities and unincorporated Dallas County in Southeast Dallas County from S. Belt Line Road in Balch Springs to Seagoville Road in Seagoville.

The portion of Lasater in Dallas is designated as a Primary Arterial (6-lanes, divided), but today is two lanes, most of which distance is in "Failure State."

The Pre-k through 5th Grade Dr. Linda Henrie Elementary School (MISD) with enrollment of about 900 students is located at the west corner of Lasater and West Lawson Roads, in Dallas. It is dangerous for students or anyone to travel by foot or bike along such narrow and poor Lasater Road.

This effort by COG, RTC, cities, and Dallas County needs to be part of today's RTC Agenda Items:

- #3.2 - Modifications to the Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program
- #9 - 2025 Unified Transportation Program and Regional 10-Year Plan Update
- #13 - Future Agenda Items.

There is a well established history of such coordination in northern sections of COG region resulting in trails (such as the DART Silver Line) and roads. Please undertake such actions now in this often overlooked area. The residents of these often lower income and large ethnic groups need immediate actions by COG and you.

RE RTC AGENDA ITEM 4.17 “RECENT NEWS ARTICLES”

(Electronic Item 4.12)

PLEASE ADD THE FOLLOWING **DALLAS OBSERVER** ARTICLES REGARDING INFRASTRUCTURE ISSUES INCLUDING ROADS IN EASTERN MOST AREA OF DALLAS DISTRICT 8 (ZIP CODE 75253) AND SOUTHEAST DALLAS COUNTY:

May 20, 2024 ON-LINE

<https://www.dallasobserver.com/news/some-in-kleberg-rylie-say-they-feel-neglected-by-dallas-city-council-19396647>

JUNE 26, 2024 PRINT – COVER STORY

<https://www.dallasobserver.com/news/residents-in-a-kleberg-rylie-struggle-to-get-dallas-city-services-19705350>



**A Resolution by Ellis County Commissioners' Court
In Support of State Highway Spur 394 from FM 877 to I-35E**

WHEREAS, it is a top priority of the Ellis County Commissioners' Court to promote efficient and safe transportation within the boundaries of the county; and

WHEREAS, it is a goal of the Ellis County Commissioners' Court to cooperate with and promote regional transportation projects within North Texas, including carrying out the Texas Department of Transportation (TxDOT) Thoroughfare Plan and aligning with the North Central Texas Council of Governments Mobility 2045 Plan; and


WHEREAS, Ellis County appreciates the courtesy of TxDOT to seek approval and input from local governments, including Ellis County, before proceeding with highway development projects; and

WHEREAS, TxDOT has commenced design phase plans for the State Highway Spur 394 Project to connect FM 877 to I-35E with a four-lane divided highway; and


WHEREAS, it is the consensus of the Ellis County Commissioners' Court that Spur 394 would increase the efficiency and safety of transportation for residents in Southeastern Ellis County, who currently have no major east-west thoroughfare;

NOW, THEREFORE BE IT RESOLVED that we, the Commissioners of Ellis County, Texas, hereby endorse and support the Texas Department of Transportation's construction of State Highway Spur 394 to connect FM 877 and I-35E.

IN WITNESS THEREOF, SIGNED AND ENACTED the 9th day of July, 2024 –



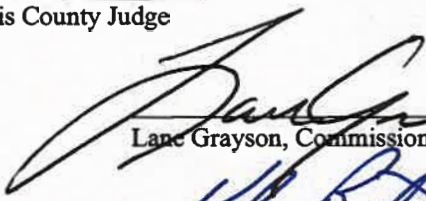
Randy Stinson, Commissioner, Precinct 1




Louis Ponder, Commissioner, Precinct 3




Todd Little, Ellis County Judge



Lane Grayson, Commissioner, Precinct 2



Kyle Butler, Commissioner, Precinct 4



Attest: Mandy Bennett, County Clerk
Deputy Clerk



OFFICE OF COMMISSIONER
DISTRICT NO. 3



JOHN WILEY PRICE

July 1, 2024

Mr. Michael Morris
Director of Transportation
Transportation Department
North Central Texas Council of Governments - Centerpoint II
616 Six Flags Drive
Arlington, Texas 76011

Dear Mr. Morris,

The Dallas County Commissioners Court recently led the charge to establish the Inland Port of Dallas County (IPDC) local government corporation in partnership with the Cities of Balch Springs, Mesquite, and Wilmer. The Certificate of Formation has been finalized and filed with the Secretary of State and we are awaiting final approval so we can begin operations. During this process, you committed to providing seed funding to help the IPDC begin operations and establish itself as the official Port Authority for the region. As such, we have prepared an initial proposed two-year budget for IPDC:

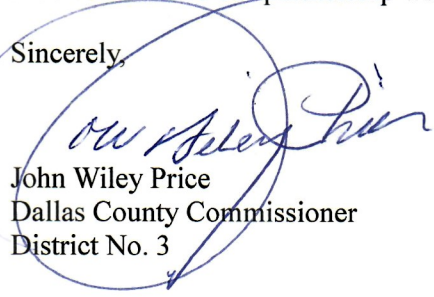
	Year 1	Year 2	Total
Executive Director	\$200,000	\$200,000	\$400,000
Strategic Plan Development	\$345,000	-	\$345,000
Total	\$545,000	\$200,000	\$745,000

In order for the IDPC to effectively operate, especially during the organization's infancy, there is a need to hire a quality Executive Director to provide leadership and encourage growth of the organization.

Additionally, in the first year, it will be imperative for the organization to develop a Strategic Plan that assesses the current market status of the Inland Port, defines short- and long-term objectives for the region, and provides a market analysis of potential development to help guide the activities of the port. This Strategic Plan will be the backbone of all grant applications and development initiatives going forward.

I look forward to our partnership with NCTCOG on this important initiative for the Inland Port region.

Sincerely,


John Wiley Price
Dallas County Commissioner
District No. 3

Enclosures



**Proposal: Consultancy Services to Develop a Strategic Plan
for the Dallas County Inland Port.**

Date: 22nd May 2024

**Proposal Prepared by: Andrew Griffiths – Project Director,
Nigel Nixon and Partners, Inc
3308 Preston Road,**

Plano, Texas 75093

Email contact: andrew@nnp-engineers.com

Contents

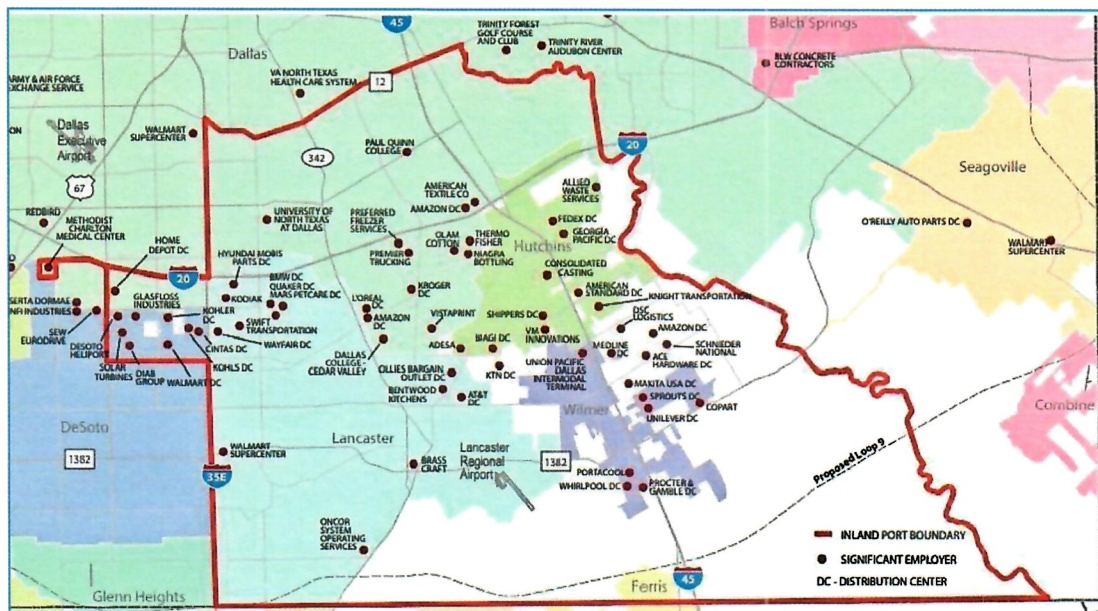
1	Introduction	3
2	Approach & Methodology	5
2.1	Introduction.....	5
2.2	Our Approach.....	5
	Data Collection	6
2.3	Phases / Work Packages	6
	Phase 1: Workshop.....	6
3	Phase 2: Market & Baseline Study	7
3.1	Short and Long term agreed objectives.....	7
3.2	Competitive Environment	8
3.2.1	Task 1: Work Structure and Approach	8
3.2.2	Task 1 Deliverables	10
3.3	Appraisal of Resources	11
4	Phase 3: Business Proposals	11
4.1	Option Identification and Selection.....	11
4.2	Option Development.....	13
5	Phase 4: Conclusions and Recommendations	13
5.1	Conclusions.....	13
5.2	Recommendations	14
5.3	Action Plan	14
6	Project Deliverables	15
6.1	Meeting and Report Schedule	15
6.1.1	Meetings.....	15
6.1.2	Reports.....	15
6.2	Payment Schedule & Terms.....	16

1 Introduction

NNP Inc (Nigel Nixon Partners Inc), in cooperation with Chris Fetters, is responding to the Southern Dallas County - Inland Port Transportation Management Association (IPTMA) request for consultancy services. This proposal outlines the key components to develop a strategic plan for the Dallas County Inland Port (DCIP) to assess and recommend the development of businesses and infrastructure within the DCIP area while increasing skilled employment opportunities.

The planned development at Louisiana’s Gateway Terminal (LGT) located in Plaquemines Parish, Louisiana, provides both LGT and DCIP the opportunity to create a direct link from a strategic gateway terminal in the Gulf of Mexico to one of the fastest-growing regions in the United States.

Accomplishing the objectives will require the project team to evaluate the feasibility of transportation infrastructure to support all modes of transportation in the DCIP to enable the region to attract and support additional business primarily in manufacturing and distribution while also assessing Environmental, Governance, and Safety (ESG) impacts to the region. The map below depicts major employers and transportation infrastructure.



The continued development of logistics infrastructure and capabilities in the DFW metroplex has led to the region becoming one of the major logistics hubs in North America. The region is currently the largest inland port in the United States not located on a national border or major waterway.

Based on recent reports over USD 68 billion in import/export trade cleared the DFW customs district in 2020 and over USD 67 billion through October 2021. The region has over

935 million square feet in industrial space and trails only Chicago and Greater Los Angeles interms of distribution space. The Dallas metroplex currently ranks as the fourth largest economy in the United States. However, Axios ranked DFW eighth in economic performance in 2024, down from sixth, due to the metro's struggles to keep up with the population growth and housing. The decline in economic performance is a key factor in the IPTMA working with a consulting partner in supporting the future growth of the region.

DCIP is a 120-square-mile (76,000-acre) area within the boundary of five cities in the Greater South Dallas Metroplex (Hutchins, Wilmer, Lancaster, DeSoto, and Dallas) with a population of over 100,000. There are an additional five cities that are in the vicinity of DCIP (Balch Springs, Mesquite, Cedar Hill, Glenn Heights, and Grand Prairie) that will be strategic stakeholders. The DCIP currently has 110 large employers.

The DCIP area has three interstate highways connecting it to all transportation corridors in the U.S. with the I-35 traveling north to south on the western edge of the DCIP, I-20 traveling east to west through the DCIP, and I-45 traveling north to south through the DCIP.

The Union Pacific intermodal facility (Dallas Intermodal Terminal) is located within the DCIP boundary. The 360-acre Dallas Intermodal Terminal (DIT) is located 12 miles from downtown Dallas, within the city limits of Hutchins and Wilmer, Texas, and handles 360,000 intermodal containers annually and has the capability to handle 500,000. The DIT along with the other three additional Intermodal Rail Terminals serving the Dallas Metroplex including the BNSF at Alliance, Texas, UP at Mesquite, Texas, and KCS at Wylie, Texas support the DFW metroplex intermodal and transportation activities creating a logistic hub that enables current and future growth opportunities.

The DIT's primary import activity is supported by West Coast ports located in Los Angeles and Long Beach with limited opportunities from the U.S. Gulf and East Coast regions. As previously outlined, the project team will evaluate and recommend alternative gateways that include the LGT to provide a pathway for accomplishing its short- and long-term objectives.

2 Approach & Methodology

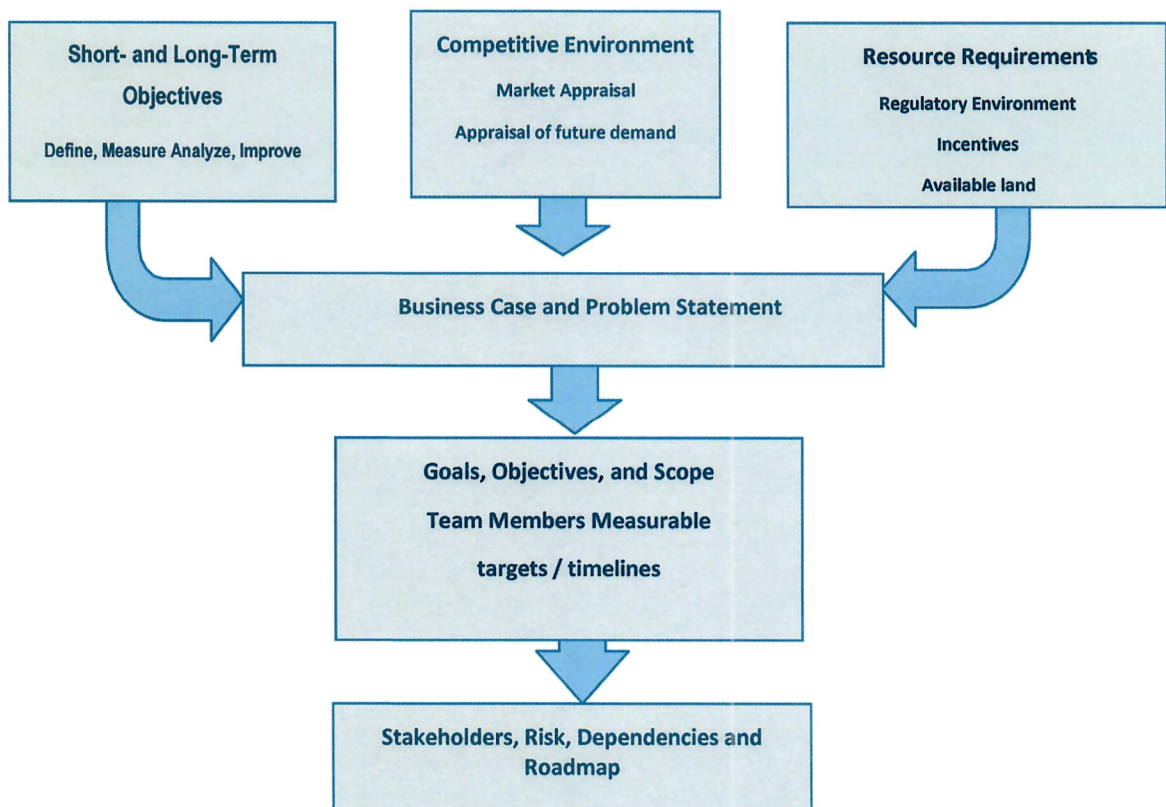
2.1 Introduction

2.2 Our Approach

To support Dallas County Inland Port (DCIP) in developing its strategic business plan there is a requirement for DCIP to:

- Understand its objectives for the future development and growth of the inland port.
- Understand the competitive environment;
- Understand the resources and regulations that will improve DCIP's competitive position.
- Understand the needs and requirements of key stakeholders.

Each of these elements will contribute to the DCIP meeting its short- and long-term objectives. Below is a description of our approach to the development of a project charter in support of the DCIP.



Data Collection

The direct engagement with the project stakeholders will provide a greater depth and understanding of the opportunities and challenges in supporting the development of a strategic master plan. NNP proposes to conduct several site visits and interactive meetings through both individual and group environments to enable the DCIP leadership to implement and execute a roadmap for its growth and future.

The DCIP team will be consulted during the evaluation phase to establish local contacts/introductions that will support the project team in achieving its objectives during the site visits.

2.3 Phases / Work Packages

In formulating a project charter, the project team has developed a series of Work Packages (WP) that includes four phases. Data, information, and project status will be communicated on a predefined cadence between the project team and stakeholders. Recommendations will be communicated throughout the process for the stakeholders to review and evaluate for implementation. The WP's proposed are outlined below and used throughout the remainder of the proposal. Descriptions of the work content for each are described below.

- **Phase 1: Workshop**
- **Phase 2: Market Appraisal and Baseline Study**
- **Phase 3: Business Strategy Review and Presentation**
- **Phase 4: Review and Presentation**

The following is a summary of our approach for each of these phases of the project.

Phase 1: Workshop

To conduct a workshop with the team of the DCIP with the objective of understanding the objectives of the project.

The project team will conduct a one-day workshop based on the best principles to facilitate the development of a Project Charter. At the commencement of the workshop the consultants will review the objectives of the workshop and explore the expectations of the group attending the workshop. It is proposed that the following topics will be covered as part of the workshop.

- Lead a discussion to revisit and potentially revise the DCIP vision statement.
- Ensure alignment and clarity on the organization's core purpose and long-term aspirations.
- Prioritize the goals and assign preliminary timelines.
- Develop action plans for each strategic goal.
- Discuss potential risks and obstacles that could impact the execution of the strategic plan.
- Recap of the day's activities and outcomes.

3 Phase 2: Market & Baseline Study

3.1 Short and Long term agreed objectives.

In support of the DCIP's short- and long-term objectives the project team will undertake a market-based study to provide insights on its current and future state roadmap.

The market study will be used as a baseline to assist the project team along with the DCIP and stakeholders to ensure the vision and objectives are understood. It is important for the project team to establish an organization of governance and control that will define a roadmap for implementation and execution of its objectives including, employment opportunities, business expansion and logistics infrastructure., It will be important to continue the synergies with existing private and public sectors for continued collaboration and commitment from all stakeholders.

In partnership with the DCIP the project team will revisit assumptions used to develop short- and long-term transportation initiatives along with other local and state forecasts and assumptions. The results will be used to shape a pathway and recommendations for maximizing all assets and capabilities while minimizing impacts on local communities.

As mentioned, the project team will establish a cadence and governance in combination with stakeholders to communicate, recommend and accomplish its objectives.

3.2 Competitive Environment

To understand the opportunities and challenges of DCIP in comparison to other U.S. and global markets the project team will provide data and insights that will coincide with its market and various site analysis.

The project team recommends a phased approach to the assess the competitive environment that is outlined below.

- **Task 1: Future Demand Development Under Various Scenarios**
- **Task 2: Site Identification and Development Costs**
- **Task 3: Financial Modelling for DCIP**

3.2.1 Task 1: Work Structure and Approach

Defining the Need for DCIP

As outlined above a short- and long-term market study is required that will determine the level of demand for the new facility and estimate short- and long-term requirements. The study will be used in an analysis to determine the requirements of a new facility in including location, size, equipment, capacity, throughput, etc.

1: Dallas Fort Worth (DFW) Trade Demand Development

The project team will evaluate and organize data for trade activity between DFW, U.S. corridors and international trade. The analysis will determine the level of export and import flows of in the DFW region and volume of transportation activity.

The analysis will focus on:

- Current demand generated in DFW for domestic trade flows – future economic growth and development in the DFW region.
- International demand for container cargo – driven by the short- and long-term demand and expansion. It should be noted that DFW is a primary import-driven hub.
- Potential traffic diverted from West Coast intermodal services – there are cost and service advantages for import and export activities diverted from West Coast/intermodal services to new terminal developments in the Gulf of Mexico including the LGT.

Demand assessment will be focused on those commodities that are typically unitized and that are used in the consumption of the population in the DFW area.

The main drivers of trade demand in each sector will be identified to provide a framework for forecast demand assessments and sensitivity analyses.

2: Comparative Transport Cost Analyses

Demand will be determined by both the expansion in DFW and by the comparative import and export transport costs to and from the DCIP. A detailed assessment of comparative transport costs will be a key component in the overall project scope, assessment, and recommendations.

The analysis will provide a comparison of alternative transport costs for DCIP versus the West Coast, the following data and information used for the analysis:

- Shipping cost + port costs + inland costs to/from DFW for Asian and other major trade partners.
- Compare and contrast DCIP's cost structure with existing alternatives – especially WestCoast/intermodal.
- Assess how these costs will develop in the future.
- Consider the likely market response of existing players.
- A review of the trend of near sourcing from Asia to Latin America countries and the likely effect on trade patterns for imports and the possible changes to shipping company's strategies and its effect on potential volumes into ports such as the LGT. As part of this review the project team will also estimate the potential impact in trade from key Latin American countries.

The analysis will assess short and long costs with an understanding that U.S. and global economic and geopolitical conditions will impact market conditions and transport activities. – Covid and the current geopolitical issues in Europe and the Middle East are examples.

We are confident that the DCIP will have compelling cost advantages that will support its short- and long-term growth.

3: Forecast DFW Demand Development to 2050

A series of forecasts will be developed based on regional (DFW/Texas), national and international macro-economic analyses. This will assist in defining the range of possible demand conditions from the current date to 2050 using various scenarios and will constitute the overall target market for DCIP. Once again, the main demand sectors will be defined as:

These scenarios will be developed based upon factors such as the pace of U.S. Texas and DFW economic expansion, shifts in the role of domestic versus international production ('reshoring'), transportation cost developments and other relevant factors. This will provide a range of possible total DFW demand by 2050.

4: Review of Existing Capacity

An analysis will be undertaken of the capacity of existing intermodal terminals in competitive logistics hubs and provide an assessment of these facilities in comparison to the DCIP. One of the key aspects of this review is the question: Is the current Dallas Intermodal Terminal operated by UP capable of handling the current and projected future volumes? This will constitute the supply side of the future market equation.

5: Forecast DCIP Demand to 2050

Based on overall DFW demand development, existing capacity, and the competitive position of DCIP forecasts will be developed that will define the anticipated development of demand for the project. These will be quantified in terms of tonnage and units and will be presented under the three macro/market scenarios defined and be focused on domestic, international, and diverted cargo flows (as defined above).

This will provide the core range of forecast demand for the project.

6: Required DCIP Capabilities

By utilizing established benchmarks for land intensity for high volume rail/truck terminals a broad assessment of the required area for the development of the DCIP will be presented. In addition, the level of unitized handling equipment and associated investments will be presented. The purpose of this aspect of the work will be to provide broad guidelines ahead of site location exercises, development, and impact of local and transportation infrastructure.

3.2.2 Task 1 Deliverables

The following will be provided:

- A detailed Market Study.
- Forecast regional demand development under different scenarios.
- Comparative transport cost analysis and review of DCIP's competitive position.
- Focused assessment of potential DCIP trade volumes by trade lane and mode.
- A series of sensitivities testing key demand assumptions.
- A preliminary assessment of required physical capabilities for DCIP.

This analysis will be sufficient to move onto the next Phases of the project development.

3.3 Appraisal of Resources

To understand the resources available to DCIP in developing its business plan for the Inland Port Project and to provide the internal criteria against which to measure the effectiveness of strategic options.

To develop an effective strategy, it is important to identify the resources available to DCIP.

The project team has identified that there are tangible and intangible resources that must be considered by DCIP in its business planning process.

- The **physical and business infrastructure** planned can be used to provide a demonstrable value to the inland port users.
- The **regulatory and business environment** that exists, notably this is often judged by stakeholders based on perception rather than on reality, and we shall seek to identify both.

We also differentiate between resources that are under the direct and indirect control of DCIP and potential third parties impacted by the project. As previously mentioned, governance and control from key stakeholders will be important in establishing the criteria to prioritize the recommendations and objectives.

We will evaluate these resources using appropriate criteria that reflect the project scope and objectives including time, costs, risk, and dependencies.

4 Phase 3: Business Proposals

4.1 Option Identification and Selection

Identification of options that could help DCIP meet its business objectives. Assessment using the external criteria and internal criteria established in the market study.

To prioritize the recommendations that DCIP can either implement directly and/or through collaboration with local government and other stakeholders the DCIP will use the Logistics Governance Council (LGC) to provide leadership and oversight to the process to enable a structure that will support its regulatory, private, and public objectives.

Using the market appraisal the project team will have identified the opportunities and challenges of DCIP in the regional market for both domestic and international transport providers, the incentives, and disincentives of the DCIP for the key stakeholders, and have a current assessment of the future regional market growth and competition.

In identifying the options, we shall focus on options that would meet DCIP’s objectives including.

- Sustainable and profitable growth in international trade in the domestic and regional market.
- Enable DCIP to capture market / trade share of international trade from all trade lanes.
- New opportunities that may arise from the development of a new Gulf Coast terminal.
- Specific target customers / industries which would enable DCIP to build critical mass. and establish anchor tenants for the inland port.

The market appraisal key market and location decision criteria and will identify options that improve the performance criteria as outlined in the Axios study.

An initial assessment will be used to quantify the potential impact that each option would have on DCIP’s performance.

We shall also conduct an initial appraisal of both the cost and the ability / ease of implementing the options.

The results will then combine the analysis and apply a weighted ranking to the different criteria to identify which options have the most potential to provide a positive contribution DCIP.

Within this section we will address the requirement by identifying options that will predispose DCIP as a preferred / alternative HUB for existing and new international trade when compared to competing regions. This will include options to:

- The development and building of infrastructure.
- Commercial and trade incentives and regimes.
- Regional / international trade lanes.

External Criteria	Internal Criteria
<ul style="list-style-type: none"> • Improvement in competitive position (measured by increased throughput, market share, etc.) • Improvement in financial performance (measured by contribution to port /DCIP) • Improvement in number of business’s • Infrastructure in the DCIP area 	<ul style="list-style-type: none"> • Cost of implementation • Control of implementation • Speed of implementation • Ease of implementation • Governance and oversight • Collaboration and communication <p>Consensus and agreement</p>

4.2 Option Development

Development of the business proposal to deliver an initial framework for implementation of the various options as part of the overall business plan.

We will further develop a business proposal to deliver an initial framework for the implementation of the options as part of the overall business plan. The business plan will contain the following elements:

- 1) **Statement of Goals** – The plan will establish the goals as agreed in the market study to be achieved over a short and long-term period including the financial targets of DCIP (Capex, Opex, ROCE, revenue growth, operating profit, and volume) and the strategic goals (to include market share, volume, new business development and other agreed metrics).
- 2) **Key Assumptions and Forecasts** – The plan will use the assumptions based on the volume forecasts produced after a re-evaluation of the market and previous volume forecasts have been carried out.
- 3) **Qualitative Statement** – This statement will detail how the shape of the DCIP will change in relation to its regional geographical competitive position and market segment and on the basis that the port will be establishing and extending its competitive advantage in relation to other ports in the region.
- 4) **Specific Action Steps** – The plan will outline decisions that need to be made and supported by a set of milestones to be achieved by specific dates.
- 5) **Financial Projections** – This includes an outline of the financial targets to be set as laid out in the statement of goals. The financial projections include but not limited to: Capex, Opex, ROCE, revenue growth, operating profit, and volume. The projections will be linked to the specific action steps.

5 Phase 4: Conclusions and Recommendations

The project team will submit a strategic business plan that which will address the opportunities and challenges, analyze the present position and possible future options and future development. The work will be conducted in collaboration and cooperation with DCIP. As mentioned, the report will incorporate guidance to assess risk, dependencies and most import change management that will be required with the various stakeholders and local and state agencies.

5.1 Conclusions

The task of the project team is to assess the current state environment to provide insight and understanding in preparing the future development plan, and the recommendations and prospects for a short- and long-term strategic business plan from an unbiased but informed position. The conclusions chapter will summarize the findings of the study

recognized with an understanding that the implementation and execution will be subject to the DCIP's oversight and engagement. Finally, as previously mentioned, change management and consensus will be key to the success of the project.

5.2 Recommendations

The objective of establishing a successful project plan for DCIP will be supported by including an overall assessment of the report for an overarching and complete recommendation.

An implementation plan and guide will be issued which will assist DCIP in the rollout of the plan. Separate sections will be included for each phase with guidance and actions to facilitate the process within budget and timelines.

5.3 Action Plan

A result of the development plan will include an action plan generated to define potential scenarios for implementation of the development options. A project plan will be developed that will include milestones, actions, dates, roles, responsibilities, and dependencies. The project plan will include (but will not be limited to) the following issues:

- Task Category
- Task Priority
- Task Description
- Task Responsibility
- Task Deadline / Follow Up scenario.
- Required Resources
- Required financial budget.

6 Project Deliverables

6.1 Meeting and Report Schedule

6.1.1 Meetings

The proposal is based on the following client meetings:

- **Workshop** – a workshop session to be held with the client during either week 1 or week 2 of the assignment.
- **Client presentation** – a presentation of results by the advisory team to the client is proposed to take place at the conclusion of the assignment.

The project team will be led by the Project Manager Andrew Griffiths with Nigel Nixon as Project Director. NNP will be able to draw upon additional resources on an as and when required basis. Chris Feters will join the NNP team and act as a local liaison and external advisor.

6.1.2 Reports

Our final report shall consist of:

- **Executive summary report** – a stand-alone document providing a summary of the scope, approach, findings, recommendations and supporting business case(s).
- **Detailed study report** – a comprehensive report providing the results of the Market Appraisal and the Business Strategy Development, with supporting Excel files as appropriate.

We shall deliver the following reports:

- **Draft report** - to be delivered 4 months after the commencement of the project.
- **Final report** - to be delivered 3 weeks after the client's comments on the draft report.

The draft report shall be delivered in soft copy format only (MS Word to allow for client comments to be tracked electronically).

The final reports will be delivered in a soft copy (Adobe Acrobat pdf file).

Please note that the delivery of the final report is contingent upon receipt of client comments by the within two weeks of submission of draft report.

6.2 Payment Schedule & Terms.

We propose the following lump sum fee of US Dollars 345,000.00 (three hundred and forty-five thousand dollars).

NNP propose the following payment schedule for each phase of work:

- Initial payment of USD \$70,000 fee payable upon award of contract.
- NNP will invoice each Phase on completion of the earlier Phase.
- The payment of the final Phase is payable upon submission of the final report, or within 5 weeks of submission of draft report, whichever is soonest.

All fees quoted exclude any local taxes, withholding taxes or other taxes / surcharges, and are therefore the net fees that NNP shall receive for the delivery of the work. The fee includes all travel and subsistence.

DALLAS MORNING NEWS

'UBER-LIKE' ELEVATED CABLE CARS COULD BE D-FW'S NEXT ATTEMPT AT TACKLING TRAFFIC

Five North Texas cities are vying to become the first in the U.S. to try the on-demand system.

By Amber Gaudet
June 27, 2024



Autonomous, elevated cable cars could be North Texas' newest attempt at getting traffic congestion under control. (Courtesy of Holmes Solutions)

Transportation planners have a new idea about how to take on congestion as Dallas-Fort Worth's population grows: elevated autonomous cable cars that riders can hail on demand.

Five North Texas cities — Dallas, Arlington, Plano, Frisco and DeSoto — are vying to become the first in the U.S. to pilot the novel transportation system known as Whoosh. The system consists of electric vehicles that resemble conventional aerial gondolas but use autonomous technology to move along an elevated network of fixed cables and rails. The concept comes from [Swyft Cities](#), a project that was born at Google but was spun out as an independent business aimed at innovating transit.

The company has been working with the North Central Texas Council of Governments to identify potential sites. Swyft Cities will choose which would be the best fit for the project's first run.

North Texas is one of the [fastest-growing regions in the country](#), adding more than 1 million residents every 7 years. NCTCOG expects that more corridors will become significantly congested by 2045. Planners say that means they have to think beyond highway expansions.

“We’re currently at 8 million people going to 12, [so] we’re going to need other transportation choices because our roadways will continually get more and more congested,” said Brendon Wheeler, program manager at NCTCOG.

Related: [D-FW leads all metro areas in population growth, adding 152,000 new residents](#)

Like buses, Whoosh vehicles would have predetermined stops on the ground, with the system initially covering about a three-mile radius — more stops could be added later. But unlike buses or trains, the on-demand nature means they would bypass all the existing stops to take riders directly to their designated one. Since they’re elevated, they would also bypass, rather than compete with, road traffic.

While each potential site has unique needs, Whoosh is a good fit for mid-density areas like the edges of a downtown — places that lack good last-mile transit solutions.

“The core of downtown is probably pretty well served by other modes, but there’s a whole lot places outside of downtown Dallas and Fort Worth that doesn’t have good solutions,” said Jeral Poskey, Swyft Cities CEO.

Swyft Cities chose North Texas because of an NCTCOG program that looks to attract new transit technologies to the region and connect them with local governments. Staff at the transportation planning agency vet the companies first, making sure they offer potential solutions to some of D-FW’s transportation challenges.

While the cost depends on the specifications of each system, the buildout of a Whoosh system should require around \$30 million to \$50 million. Cities are in the process of applying for funding grants. Those should come to fruition around this time next year, along with system plans.

Having those in hand will allow Swyft Cities to decide where to test-run the first system.

“The fundamental criterion will be where is the place we can have the biggest impact the soonest in Dallas-Fort Worth?” Poskey said.

SOUTHSIDE LEADERS WANT GREATER ROLE IN EVANS AND ROSEDALE REDEVELOPMENT

By Eric E. Garcia

June 29, 2024



Engraved plaques dedicated to community movers and shakers sit along the red brick sidewalks at Evans Avenue Plaza. The plaques are one of many visions resident Johnny Lewis and his wife, Shirley Lewis, had for the area. (Cristian ArguetaSoto | Fort Worth Report)

Southside community leaders want to have a stronger voice in the redevelopment of the Evans and Rosedale area.

One idea, proposed at a June 22 meeting of neighborhood association representatives, is to create an economic development corporation that would guide development, seek grants for business and residential improvements, and work with developers to create redevelopment opportunities with input from the community.

“We don’t need someone from downtown telling us what to do,” said Shawn Lassiter, president and executive director of BRAVE/R Together, a group working to improve neighborhoods in the eastern portion of the 76104 ZIP code, an area that faces disparities in education, health care, housing and employment. “We have to come together — Historic Southside, Hillside, Morningside.”

An economic development corporation controlled by community leaders would ensure that redevelopment projects get input from neighborhoods east of Interstate 35W.

The proposal comes as Fort Worth searches for a master developer months after a previous developer, Hoque Global, [failed to raise capital](#) to finance a redevelopment project. City staff formally [began its search for new developers](#) in March with a request for expression of interest.

The city said at the time that it took time to look back at prior requests with input from the community to include more details in the update, according to previous Fort Worth Report coverage.

Valerie Colapret, a city spokesperson, said the request process is continuing this summer.

“It will probably be later this summer before they finish that process as they are scheduling in-person interviews with the development teams,” she said in an email.

Developers will essentially start with a blank slate, using their concepts with input from the community to create a mixed-use plan that allows for commercial and residential projects.

Community leaders said the city [has not been fair](#) to the Historic Southside, citing significant redevelopment in the Near Southside neighborhood — located in the same 76104 ZIP code, but west of I-35W.



Fort Worth resident Johnny Lewis holds Historic Southside redevelopment plans in front of his house. His wife, Shirley Lewis, developed the plan for economic growth in the area in partnership with the city of Fort Worth in the early 2000s. (Cristian ArguetaSoto | Fort Worth Report)

“All the capital is on that side of the freeway,” resident Johnny Lewis said, gesturing to the west.

Neighborhood leaders said they want to see Evans and Rosedale return to its heyday, when it was known as the “Black Wall Street,” filled with grocery stores, banks, merchants and medical professionals.

Now, the area is [known as a food desert](#) with few grocery stores east of I-35W. Hospitals within the same ZIP code are separated by I-35W and railroad tracks.

“Everything we needed was right here in the neighborhood,” longtime Southside property owner Ross Haynes Jr. said.

Haynes said Fort Worth created a zone of poverty and social exclusion by allowing agencies that serve the homeless population to be located southeast of downtown.

“We didn’t have a homeless population when I moved here in 1969,” Lewis said, adding that the issue is a deterrent to redevelopment.

On June 22, the group met with representatives of architectural firm SWA Group to consider potential design options for redevelopment. Members looked at maps and renderings to give input on the designs they would like to see in the Evans and Rosedale area.

“We’re the pencil,” Hank Thomas, an SWA Group architect, said. “We just want to create a plan that’s your vision.”

The area is mostly residential with a few businesses that include restaurants, barber shops and hair salons. The proposed economic development corporation could also support and encourage Black- and Hispanic-owned businesses.

The goal, they said, is to create a redevelopment plan that includes the area south of East Rosedale Street to East Allen Avenue. They cited support from Fort Worth Mayor Mattie Parker.

“The mayor’s on record for supporting what we do,” Lassiter said.

Local leaders said they want to see development at in-fill properties by possibly turning them into revenue-producing community gardens that would also provide residents with fresh fruit and vegetables. They also don’t want projects to compete against each other for grants and tax dollars.

“We have to be one band, one sound,” Lassiter said. “We have to be united and have a silent rumbling.”

Lassiter said the group also plans to reach out to members of the Glencrest Neighborhood Association and increase Latino participation in their efforts.

“If we don’t come together, they will decide what happens to our neighborhood. The city will come in and eminent-domain us,” Ross said, referring to the use of government power to take private land for public use.

GOVERNING

THE ROADS THAT TEAR COMMUNITIES APART

Urban interstate highways displaced hundreds of thousands of households, destroyed neighborhoods and enforced racial segregation, and they continue to harm low-income communities. We need to ameliorate this tragic history.

By Jabari Simama
June 28, 2024



Construction of Interstate 20 in Atlanta in the early 1960s. (Atlanta Historical Society)

As you drive on an interstate highway through almost any American city going to work, taking your children to soccer matches or following your phone's navigation app to a new destination, you may be unaware that you are traveling on a transportation system that is as much a symbol of racial segregation as a Confederate monument.

[*Divided by Design*](#), a report by Smart Growth America, documents how our transportation systems have harmed and continue to harm low-income communities and communities of color. Yes, by design. In addition to dividing neighborhoods along class and racial lines, the build-out of interstates and other broad, multilane roads in urban areas is responsible for minorities forfeiting a huge amount of equity from homes that were taken from them to make way for the roads. Local governments also lost hundreds of millions of dollars in tax revenues because businesses were shuttered and real estate was removed from their tax rolls.

Public officials are mostly indifferent to this past, but they can and must work to ameliorate this tragic history.

First, they must acknowledge and understand the scope and lingering effects of the problem. While the Smart Growth study documents the impact nationwide, it focuses particular attention on Atlanta and Washington, D.C., as two examples of its worst effects. "The displacement,

destruction and resulting barriers entrenched many disparities and inequalities seen in the city today,” the report concludes, in reference to D.C. There and elsewhere, interstate highways made it easier for whites to migrate to the suburbs at a time cities were becoming more diverse — the phenomenon referred to as [“white flight.”](#)

The most disturbing aspect of all of this was that the disruption and destruction to Black neighborhoods were done deliberately. “They took tax money from the cities where nearly 90 percent of GDP and tax revenues were generated and built highways to new suburbs with racial covenants, and did it in ways to further isolate communities that had already been starved of capital because of the Housing Act of 1934,” Carlton Brown, CEO of Direct Invest Development, a New York-based minority-owned impact development firm, told me. Richard Rothstein, whose books focus on the history of segregation, called the federal housing programs begun under the New Deal [a “state-sponsored system of segregation.”](#)

The Smart Growth study estimates that the nation’s interstates displaced 475,000 households and over a million people in less than two decades. [In D.C. alone](#), the building of Interstates 395 and 695 consumed more than 400 acres and displaced 23,500 people, most of them African Americans. It resulted in 1,400 housing units being destroyed, wiping out \$483,000 in what would be average home equity if those homes existed today. The city lost the ability to tax approximately \$1.4 billion in home value, costing it at least \$7.6 million in property taxes per year.

Similarly, the construction of I-20 ripped through the heart of Atlanta, displacing at least 7,500 people and destroying an estimated 2,200 homes, most of them owned by Black residents. That destruction wiped out \$596,000 in average home equity if those homes existed today. The city lost the ability to tax at least \$676 million in home value, costing it at least \$6.4 million in property taxes each year. The highway’s intensification of segregation is undeniable: Longtime Mayor William Hartsfield referred to I-20 as the “boundary between the white and Negro communities.”

[How I-20 devastated Atlanta, GA - Divided by Design - YouTube](#)

What was lost in Atlanta? This animation, using historic satellite imagery, visualizes the path of I-20 before and after construction. ([Smart Growth America](#), produced in partnership with [@Segregation by Design](#))

Deliberately running the highways through the heart of Black and brown communities to enforce racial segregation was merely par for the course at the time. As the Urban History Association [has documented](#), in the 1950s Alabama Highway Department Director Sam Engelhardt, who was also the leader of the Alabama White Citizens' Council, personally intervened to route I-65 through prosperous Black neighborhoods in West Montgomery, which included targeting the home of civil rights leader Ralph David Abernathy for destruction.

Of course, the nation’s system of nearly 47,000 miles of interstate highways has had positive benefits, supporting commerce and providing Americans with enormous mobility. Moreover, it is not practical to demolish them all. So what can and should be done? First and foremost, because of the roads’ role in furthering the racial segregation of neighborhoods, public officials must be intentional about reversing this sad history and reconnecting their cities.

One way to accomplish this is by building linear parks under the highways or on bridges above

them. That might happen even in Sam Engelhardt's Alabama: The city of Birmingham [has studied](#) building a linear park underneath I-20 and I-59. Los Angeles [is considering](#) creating a 128-acre linear park and multimodal corridor with 4,000 units of affordable housing on top of the Marina Freeway. [Other cities](#) are working with architects and urban designers to reimagine ways to rebuild and reconnect communities by building linear parks.

Another idea cities should explore, utilizing data from the Smart Growth report, is to commission studies to determine how much is owed to residents who were victimized by racist transportation decisions. Those residents or their descendants should be entitled to some form of recompense; had many of them been able to hold on to their homes, in some cases their families would be a half-million-dollars wealthier today. Cities that were complicit in promulgating policies that led to the taking of land from people of color must do more than simply say they are sorry.

Finally, state and local governments must discontinue pouring billions of dollars into the construction of roads that not only worsen racial segregation but also damage our environment by contributing to flooding, enlarging the carbon footprint and adding to noise and pollution. The public must become less reliant upon automobiles: It is time to invest in new technologies that make transit more affordable, available and safe, and to stop fighting the building of [complete streets](#) where motorists share roads safely with bikers, joggers and pedestrians.

Government at all levels got us into this mess by building transportation infrastructure in a way that has separated us from each other. Fixing the problem will be worth the cost.

DART'S EXISTENTIAL CRISIS: ANOTHER CITY WANTS TO CUT FUNDING

Rowlett has joined Plano in passing a resolution that would reduce the amount of money it pays the transit provider. It's likely the beginning of a larger movement.

By Matt Goodman
July 3, 2024

On Monday night, Plano found some company. The Rowlett City Council approved a resolution that says it would prefer not to pay Dallas Area Rapid Transit so much money. Plano [made news last week](#) when it became the first DART city to effectively codify its desired intent to pay the public transportation provider 25 percent less than what state law presently requires. Rowlett's resolution was near identical.

Other cities will likely follow their leads. University Park had a similar resolution on its agenda for Monday but voted to delay it. A Dallas City Council committee last month approved a slate of priorities for the 2025 legislative session that included "seeking a restructuring of DART sales tax contributions." Farmers Branch is also considering a resolution, and the DART board will meet in committee to discuss these actions on July 8.

The state statute that created DART in 1983 requires its member cities to divert a penny from every dollar spent in their jurisdiction—sales tax revenue—to the transit agency. The recent council resolutions signal a growing desire from at least some of DART's 13 member cities to change the transit agency's funding structure, be that through creating a new funding arrangement altogether, an across-the-board decrease in how much sales tax dollars they are required to pay, or establishing a cap for how much money the agency would bring in each year. DART says if 25 percent of its funding is removed, it would mean a reduction of \$6 billion over the life of its 20-year financial plan.

In total, DART this year expects to bring in \$870 million from its [13 member cities](#). That's about \$250 million higher than it was in fiscal year 2022, signaling the strength of spending across its 700 square mile service area. Plano sends out about \$115 million annually, which, under the language of the approved resolution, would save it about \$30 million each year. Rowlett pays \$10 million annually, and has contributed nearly \$140 million since the agency's founding 40 years ago.

But the biggest player is Dallas, which has paid DART about \$400 million from its sales tax each of the last two years. Dallas is largely motivated by its forthcoming pension liability, which [the city expects will require \\$11.2 billion over the next 30 years](#).

"I personally believe all stones should be turned over when we're looking for money to pay for our pension obligations, but the very last option in my mind is taking money away from DART," said Councilmember Chad West, who chairs the Government Performance and Financial Management Committee that approved the legislative priorities. The full Council will vote on those in September.

None of these actions immediately pull money away from DART. No city can do this unilaterally; the DART board would have to vote to trigger an election in each of the 13 partner cities, whose voters would decide whether their cities get to hold back sales tax revenue. If that doesn't

happen, the Texas Legislature, which will begin its 89th session in January, could vote to open the statute and change how DART—and potentially the transit agencies in Houston and Austin—is funded. Legislation was filed by Plano state Rep. Matt Shaheen in each of the last two sessions to reconsider the statute. This time, the lobbying effort would have more formalized support from other member cities, putting additional pressure on legislators to act.

Plano cites a slumping ridership as its primary reason to pull its dollars. Ridership is about 80 percent of what it was before the pandemic. Rowlett, meanwhile, argues that the increase in region-wide sales tax revenue hasn't resulted in additional services and that DART is so reliant on sales tax dollars from its partner cities that it isn't doing enough to boost its fare revenue.

"They have a money problem," Rowlett Mayor Blake Margolis said in an interview. "They have too much money."

DART actually returned [\\$215 million to its member cities last year](#); sales tax revenue shot well above what was forecast between 2019 and 2021, so the agency returned it to city coffers. Margolis points to that as evidence that DART's pay structure is antiquated and needs review.

"They're doing extremely well and even too well," he said. "Even they'll admit that; otherwise they wouldn't have sent back \$200 million to the member cities if they didn't have too much money."

DART says that is not the case—that overage was because of federal coronavirus relief aid, which it spent before it dipped into the sales tax revenue. Those additional dollars are not coming back. Jeamy Molina, a DART spokesperson, paints a grim picture if the cities succeed: "severe bus and rail cuts across the system," "major reduction in DART operations, maintenance, and administrative workforce," "reduced need for services and construction contracts," and cuts to services like the GoLink on-demand program and the paratransit operation for riders with disabilities.

"Any reduction in the voter-approved 1 percent use tax that funds Dallas Area Rapid Transit would have devastating effects on our communities, businesses and the most vulnerable populations in all cities that rely on DART to access jobs, healthcare, education, and more," Molina wrote in an emailed statement.

Margolis complained of poor security and cleanliness on trains. He doesn't believe the agency is doing enough to boost ridership, noting that the agency says about 4 percent of people residing in member cities that aren't Dallas use the service. (About 5 percent of Dallasites use it, the agency says.) DART no longer runs buses through Rowlett, although the Blue Line terminates in its downtown. The city is covered by GoLink, the Uber-like on-demand service.

"If DART wants to increase ridership, they should adopt basic strategies that work: enhance security, enforcing fares, making sure buses are clean, making sure people feel that they're safe," Margolis said. "My constituents are telling me, this has a lot to do with the safety and cleanliness of DART."

DART CEO Nadine Lee has been [advocating](#) for the member cities to rezone areas near transit, to encourage denser, mixed-use developments that gives riders more places to travel. She's also focused on improving cleanliness and security, creating new programs that address mental health emergencies that occur on buses and rail lines.

Meanwhile, the most powerful transportation figure in the region is watching this closely. Michael Morris, the transportation director for the North Central Texas Council of Governments, last week emailed each city manager a sternly-worded warning about this effort to take back some of the sales tax dollars.

“[W]ithout correction, unintended consequences are clearly possible,” he wrote. “Local cities claim DART isn’t listening and I’m sure DART would make the same claim.”

(He also brought up “land use inefficiencies” that are hamstringing DART’s broader goals.)

DART has hired Ernst & Young to study what the cities are getting for their investments. The NCTCOG has also commissioned McKesson to conduct a study analyzing transportation across the entire region, including DART, the Trinity Metro in Fort Worth, and the Denton County Transit Authority. Also part of that study: “Develop Recommendations to Address the Transit Authority/ Member City Paradox.” In English, that means advising the cities and DART as to how to best work together. (University Park punted on its resolution until the EY study is complete.)

All of this sets the stage for a bruising battle over the next few months, with the specter of legislative action hovering overhead. I asked Margolis, the Rowlett mayor, what his next play would be if the board declines to trigger an election to review the funding arrangement.

“I don’t want to comment on future plans, because I don’t want to give any card away,” he said. “I don’t think it would be smart to show our hand.”

WFAA

PLANS FOR MEDICAL DISTRICT TRANSFORMATION REVEALED

Beautiful, buzzing future envisioned for a major heat island

By Plamedie Ifasso

July 3, 2024

A long-term mixed-use transformation is underway in Dallas' Southwestern Medical District, starting with a recently launched streetscape and park project.

Texas Trees Foundation and the folks behind the district recently completed 30% of the design for the multi-year project aiming to increase green space, reduce heat and ease mobility in the area northwest of downtown. Other partners on the project include the City of Dallas, Dallas County and the North Central Texas Council of Governments.

The SWMD Urban Streetscape and Park Project calls for the redesign of Harry Hines Boulevard into a tree-lined corridor with wider sidewalks and 2 miles of trails and protected bike lanes. It will convert the district's concrete cloverleaf area into a 10-acre park with the addition of about 4,000 trees.

Before and after the redesign of the Medical District.

Here's how the cloverleaf intersection near the Southwestern Medical District looks today, with Harry Hines Boulevard running diagonally.

Here's how it could look with 4,000 new trees as part of a 10-acre park. Harry Hines runs horizontally across the image:

Detailed design work of phase one, which focuses on Harry Hines from Butler Street to about Medical District Drive, should begin later this summer with the goal of completing the first phase in late 2026 or early 2027, said Megan Born, associate partner at Field Operations, the landscaping architect for the project. Construction of the entire project is anticipated to be completed in 2029.

“Obviously, it’s a health care initiative [focused] on how the patients and employees feel when they’re walking around the district [and] how it treats them,” said David Biegler, chairman of the Southwestern Medical District board and a former CEO of Dallas-based Southcross Energy.

The Medical District “is one of the major economic development areas in the city and an economic center,” Biegler said. “The people who go there, who work there, deserve to have an environment that is equal to the world-class level of health care that is provided there.”

Bordered by Maple Avenue, Stemmons Freeway, Medical District Drive and West Mockingbird Lane, the Southwestern Medical District covers more than 1,000 acres and is anchored by three founding healthcare institutions, [UT Southwestern Medical Center](#), Parkland Health and Children’s Health.

The transformation of Harry Hines is the critical first step in the land use strategy that aims to set the Medical District up to become a [mixed-use area over the next 10 to 20 years](#).

Biegler compared the transformation of the Medical District to the rejuvenation of downtown: a long-term change that will take years to be realized. Unlike downtown, which is largely built up, the Medical District is more of a blank slate that needs additional infrastructure and density to enable development.

The SWMD board last year approved phase one of its general land use plan that looks to form five multi-use hubs combining health care with retail, residential and commercial space. Phase

one of the strategy sets up the framework including utility planning and stormwater planning, and work studying the second phase, focused on implementation, is now underway.

"Things such as water, stormwater or electricity can be planned for and taken care of," Biegler said. "But until you create the street grid, the access and the amenity of the access into the area, you don't create nearly the same impetus for development."

What makes the Medical District a natural location for a mixed-use neighborhood is its foot traffic. More than 42,000 employees work in the district, and roughly 3.4 million patients visit the area annually. The focus for the SWMD board is how to take advantage of that traffic so visitors aren't just driving in and out.

The logical initial steps that Biegler sees to drive multi-use development are ground-floor retail and service options and anything health care or health care services related. This nexus of development could generate tax revenue and help Dallas stand out in corporate relocation, he said.

"Anybody in the relocation business can tell you access to health care and nationally recognized health care is a factor in economic development choices," Biegler said. "It's just natural. Having [the Medical District] exist and be supportive of the entire economic development equation of Dallas is absolutely critical. You can't have a world-class city without world-class health care. It's pretty much that simple."

Dallas City Council Member Jesse Moreno noted many of the current dining options in the district have drive-thrus and said he wants to see more restaurants with patios or dine-in options as a result of the streetscape project. As the initiative works to ease movement within the district, Moreno hopes people will have better access to nearby trails and green space and that the project prioritizes pedestrian safety and well-being.

That is inherently challenging, especially in a car-centric city like Dallas. Born said architects have to think about how to design high-function streets that remain open for ambulances carrying patients — and also cool one of the largest heat islands in the city. She hopes their work can serve as a model for Dallas and other cities on how to design pedestrian-friendly spaces.

"We're using software to model these things, and we looked at that and said, 'That's not working very well. It's not providing enough shade and isn't cooling,'" Born said. "Eventually we came to a strategy of planting many trees close together in what we're calling tree grove, similar to how trees would grow in a forest or out in the wild. Many different trees, sizes and species, really clustered together more closely than what you see on a typical street. That ended up being the solution that worked."

The streetscape and park initiative is just one of several big changes happening in the Medical District. UT Southwestern Medical Center and Children's Health plan [a \\$5 billion pediatric health campus](#) at Harry Hines and Mockingbird Lane. Two 12-story buildings, an eight-story tower and a 2 million-square-foot hospital with 552 beds are planned on a 33-acre site. Construction is scheduled to begin later this year and be completed in 2031.

UT Southwestern is also building a mental health hospital on the corner of Medical District Drive and Harry Hines. Work on the Texas Behavioral Health Center at UT Southwestern is currently

underway, and the 200-bed adult facility and 96-bed pediatric wing are anticipated to be delivered in 2025 and 2026, respectively.

Dallas County is also working on [a \\$52 million laboratory facility](#) in the district. Located at 1410 W. Mockingbird Lane, the 65,040-square-foot property is scheduled to be delivered in August 2025 and will serve as the new home for Health and Human Services.

From the private sector, construction on [a 215-room dual-branded hotel](#) by Courtyard by Marriott and Residence Inn by Marriott at 1807 W. Mockingbird Lane recently started and is anticipated to take about 18 months.

Last year, Irving-based Sava Holdings Ltd. purchased [a four-building office complex](#) at 2700 N. Stemmons Freeway with plans to convert them into apartments.

Earlier this year, Larkspur Capital LP acquired [a 9.3-acre site at 1545 W. Mockingbird Lane](#), west of the planned \$5 billion pediatric campus. The Dallas-based firm plans to develop the property into a mixed-use development with apartment units and ground-floor retail, Larkspur Capital President Carl Anderson previously said. He called this area of Dallas overlooked and said ongoing investments in the Medical District will drive demand for multifamily living.

All of the upcoming healthcare and private-sector developments represent what the board aims to attract more of in the district.

"The idea is over the term of the new 10-year plan to show and prove that multi-use development [is possible]," Biegler said. "And you see it in the area. You see a lot more residential facilities going up around the district. What you would like to do is bring that residential development, ground-floor retail and amenities for the employees, residents and patients closer into the district."

DALLAS MORNING NEWS

DALLAS SHOULD BE THE LEADER IN SUPPORTING DART

Searching for solutions, not cutting funding, is the path forward.

Dallas Morning News Editorial
July 7, 2024



Sixteen-year old Jordan Sanchez stands at the Tyler/Vernon DART Station where he catches the train to school in Oak Cliff neighborhood of Dallas on Thursday July 28, 2022. DART is a generational investment in this mobility for the region's future. Reducing that commitment now is a waste. (Lawrence Jenkins / Special Contributor)

As North Texas grows, Dallas should take the lead in mobility and public transportation. That means staying committed to Dallas Area Rapid Transit.

Instead, Dallas is leading in the wrong direction. The city has [talked about using DART funds to cover massive pension obligations](#). Similar talks continued at a Government Performance and Financial Management Committee meeting last month, when council members approved a legislative priority to “seek restructuring of DART sales tax contribution.”

The full City Council will discuss the proposal and vote on it this fall. Council members didn’t commit to much, and deliberately left the language open-ended so it can be fleshed out in later discussions.

Still, we don’t like where this conversation is going. Plano’s and Rowlett’s city councils have already [passed resolutions in support of cutting sales tax funding to DART](#).

Dallas-Fort Worth's population is projected to keep growing by huge margins for the next couple of decades, adding millions of jobs in the process, [according to the North Central Texas Council of Governments](#).

Not only can DART continue to help drive economic development as it has for decades, it can also help move a growing workforce while reducing congestion on already crowded roads, making the region more competitive. And for those without access to cars, DART's services are critical.

Related: [Plano shouldn't try to slash DART funding](#)

Dallas residents depend on DART far more than those from neighboring suburbs, with over 70% of riders hailing from the city, [according to a May memo](#). How DART is treated around the horseshoe should reflect that.

Make no mistake, DART has work to do. During the pandemic, between fiscal years 2019 and 2021, DART's ridership nearly halved, down from just over 70 million to about 36 million, according to a DART spokesperson. Since then, ridership has crept back upward, with DART providing around 50 million rides across all modes of transportation last fiscal year.

Total ridership at the end of this fiscal year is projected to be about 58 million, a DART spokesperson said. Reaching that number would represent good progress, but would still leave room for improvement.

From the 26-mile [Silver Line](#) that will stretch from Plano to DFW International Airport to added security, cleaning crews and a system modernization program that will see 95 light rail vehicles and 522 buses replaced, among other upgrades, DART has invested millions over the last few years to boost ridership and improve service. Those efforts appear to be working and deserve time to play out.

The answer to DART's troubles should not be disinvestment but instead to work with the agency on long-term solutions. Billions have been invested in DART over the years. Treating that as a sunk cost would be incredibly shortsighted.

DART and its member cities can still help each other grow, and Dallas can set an example. In a city committed to an equality of opportunity DART can help provide, that should be a no-brainer.

DFW AIRPORT TEAM WITH NCTCOG TO REDUCE FREIGHT CONGESTION WITH TECHNOLOGY

July 5, 2024

The North Central Texas Council of Governments (NCTCOG) has announced traffic signal technology system partnerships to help trucks move more efficiently through some of the region's key freight corridors. The cities of Arlington, Carrollton, Fort Worth, Garland, Grand Prairie and McKinney, as well as Dallas Fort Worth International Airport, are helping deploy a Freight Signal Optimization Program across more than 500 traffic signals in their jurisdictions.

In North Texas, trucks are involved in the shipment of approximately 77% of goods. The freight optimization program will improve traffic flow through signalized intersections by helping freight vehicles stop at fewer red lights. This service, based on cloud-computing technology, is designed to save money, time and fuel while reducing emissions. Passenger vehicles driving alongside the heavy trucks will benefit from the same extended green time.

Funded through a US Department of Transportation grant, participation is at no additional cost to freight operators. The technology being deployed has proved successful in transit and emergency response applications across the United States, including Austin and San Antonio. The technology deployment also includes information announcing to the truck driver the recommended travel speed to arrive at a traffic light on green that is currently red.

The system also requires no new equipment in the freight vehicles or in the roadway. Data will be fully anonymized in program operations, which means participant information will not be collected or used for any other purpose.

DOWNTOWN DALLAS COULD BE BYPASSED UNDER HIGH-SPEED RAIL PROPOSAL TO ARLINGTON, FORT WORTH

By Eric E. Garcia

July 8, 2024



High-speed rail service in Dallas-Fort Worth, still in the planning stages, could bypass downtown Dallas under one proposal. (Courtesy image | Texas Central Partners)

High-speed rail could zip past downtown Dallas under a revised route that regional elected leaders will consider this week.

The proposal, developed after the Dallas City Council approved a June 12 resolution opposing an elevated line through downtown and adjacent neighborhoods, will be shared at a Regional Transportation Council meeting scheduled July 11 in Arlington.

Fort Worth-area leaders have pledged to support a rail plan that will benefit North Texas, where the population is expected to double from 8 million to more than 15 million by 2050, according to growth estimates presented by the North Central Texas Council of Governments. The transportation council is an independent policy group of the council of governments.

The revised route to connect Dallas, Arlington and Fort Worth with high-speed rail to Houston incorporates about 97% of the initial proposal, said Michael Morris, director of transportation for the council of governments.

The new route “will salvage our commitment” to high-speed rail, Morris said. The plan was still being worked out days before the July 11 meeting.

Morris said it was ironic that Dallas City Council members opposed an elevated high-speed rail line through the city’s downtown, as they gave initial approval to the plan.

Under the new plan, a high-speed rail station would be located south of downtown and avoid connections to the Union Station rail complex and the Kay Bailey Hutchison Convention Center Dallas, which will undergo a \$3.7 billion expansion intended to boost tourism, create jobs and connect downtown with South Dallas.

The Dallas resolution approved last month calls for a four-month economic impact study to determine the positive and negative aspects of the plan. Council members said they were concerned a proposed seven-story high rail line through the Central Business District could hurt redevelopment work.

Dallas County Judge Clay Jenkins, installed as the new Regional Transportation Council chair last month, said the rail plan has “regional implications.”

“Whatever the case is, it’s not just one city,” he said.

Aug. 29 event: The future of transportation in Tarrant County

Join the Report for a panel discussion featuring Mattie Parker and Jim Ross as we explore the transportation challenges and opportunities our region may face in the coming years.

[Register for your free tickets](#)

Fort Worth Mayor Mattie Parker said she supports high-speed rail in the city, now the 12th largest in the nation. The long-term success of North Texas is connected to successful regional partnerships, she added.

“High-speed rail is an integral part of our transportation future and it will include Tarrant County,” Parker said in a statement issued last month. “Collectively, our success is dependent on world class mobility solutions that connect not just DFW but the entire state of Texas.”

Arlington Mayor Jim Ross has said he also supports the project and plans to attend the July 11 meeting.

The rail project would include underground stops in Arlington and Fort Worth.

Dallas City Council member Chad West, who serves on the Regional Transportation Council, said the Dallas council has been on recess in July, so he hadn’t heard about the proposed route to bypass downtown Dallas.

He described that proposal as “interesting.”

The initial plan, he said, included a stop in The Cedars neighborhood south of downtown, which would address the Dallas council’s concerns about the rail project’s impact on the Central Business District.

“There are pros and cons to that,” West said, adding that he supports an underground stop in downtown Dallas.

West said he supports the rail project to Arlington and Fort Worth but wants to ensure that downtown Dallas is protected. Making downtown Dallas more walkable is important, West said, especially as the [2026 FIFA World Cup](#) will bring hundreds of thousands of visitors to the city.

Tarrant County Commissioner Gary Fickes, another transportation council member, said he supports high-speed rail to Arlington and Fort Worth but suggested that other routes that link

Dallas Fort Worth International Airport and southern Dallas County might be good alternatives to a downtown Dallas stop.

“Those two routes make some sense,” Fickes said, adding that there are other right-of-way tracts available for the project.

Last month, Morris did not rule out a submerged rail line but said that the underground option in downtown Dallas won’t work for the “one-seat ride” approach that would require trains to slow down.

Morris said he and other council of governments staff members are working on other plans that would address population growth, density and transit.

Among the ideas being touted is an elevated gondola-style system called Whoosh by Swyft Cities, a Google spinoff company, that could be used in five cities — Arlington, Dallas, DeSoto, Frisco and Plano. The transportation system uses an aerial network of cables and rails to move people.

In Arlington, Morris said, the system could be used to move people around the city’s Entertainment District, where the Six Flags Over Texas theme park, Globe Life Field and AT&T Stadium are located. The system would also be useful in Dallas’ Fair Park, as well as for major employers.

Creating regional transportation plans is challenging, Morris said.

“We’re trying to keep the focus on everyone rowing the boat in the same direction,” he said.

NORTH TEXAS NEEDS REAL TRANSPORTATION SOLUTIONS, NOT FANCY GONDOLAS

Elevated cars are slow and inefficient, and likely pie in the sky.

Dallas Morning News editorial
July 9, 2024



North Texas cities are considering autonomous, elevated cable cars as the newest attempt at tackling traffic congestion in the region. (Courtesy of Holmes Solutions)

We want to make sure we have this right.

At least [five local cities](#) — Dallas, Arlington, Plano, Frisco and DeSoto, along with the Regional Transportation Council — are in some way considering the possibility that a solution to some of our region's transportation problems is ... hold on, let us look at this again ... aerial gondolas.

So we did read that right. Our next question is, where is P.T. Barnum when we need him?

Never doubt the pull a silly gadget pitch can have on local government. In this case it comes from a company called — we didn't make this up — Whoosh, according to recent reporting in our news pages.

Don't be fooled by the name. Gondolas — really elevated cable cars like the novelty ride that's been at the State Fair of Texas forever — are neither fast nor efficient. They move a limited number of people at a time. They are extremely costly to construct, tens of millions of dollars at least, and they need densely populated terminuses to be of any value at all. It is also worth

noting that this proposed concept of on-demand autonomous gondolas has not been tested in any other U.S. city.

Despite that, the North Central Texas Council of Governments has invited cities to apply for gondolas in 2023, and Plano was the first to do it. Now, the developer, Google spinoff Swyft Cities, is in conversations with other cities.

[Plano, however, is probably the most engaged with this project.](#) It received a federal grant to study the viability of aerial transit compared with other transportation options, according to Smart Cities Dive, a publication focusing on cities and municipalities.

In February, Plano's transportation manager, Brian Shewski, told Smart Cities that the proposed gondola route would connect to DART. This was before [the Plano City Council approved a resolution to cut funding](#) to our regional transportation system, shedding doubt on the city's commitment to public transportation.

In the same interview, Shewski acknowledged that the proposed gondola system poses right-of-way issues and the challenge of getting public buy-in. Good luck with that.

Elevated cars have become a mass transportation solution in a handful of Latin American cities like Mexico City; Medellín, Colombia; and La Paz, Bolivia, which has the largest network of gondolas in the hemisphere. These are cities that depend on affordable public transportation.

They also have complex mountainous topographies. Elevated cars can be helpful in moving people over high terrain between urban areas. La Paz, the most elevated capital in the world, uses its tramway to connect to an even higher city, El Alto (The High Place). All of these cities were also developed before the rise of the automobile, and cars aren't always a good option. Plano, meanwhile, is a city almost totally dependent on cars, and its name literally means flat.

North Texas cities have a bad habit of dreaming wild dreams for the next big thing in transportation, from autonomous gondolas to [flying taxis](#) to [solar-powered water taxis](#). But some want to cut funding at the first opportunity to a working public transportation system like DART.

We've been here before. Remember the white elephant of a monorail system in Las Colinas? It ceased operation in 2020.

North Texas has real mobility issues, and cities are right to seek transportation solutions. But planners should work on how to move large numbers of people, not boutique alternatives more suited for tourism and sightseeing than mass transportation.

DALLAS-FORT WORTH IS CLOSER TO GETTING HIGH-SPEED RAIL RIGHT

If the new plan preserves downtown Dallas, it can be a starting point.

Dallas Morning News Editorial
July 11, 2024



Private company Texas Central Partners plans to run a high-speed train to Houston from a planned downtown Dallas station along this rail corridor. The state is exploring plans for a Dallas-Fort Worth train that runs faster than the existing TRE commuter line. Officials hope the two new train projects would connect together.

A high-speed rail line connecting Dallas, Arlington and Fort Worth could be a great addition for North Texas, but it has to make sense both economically and for the form and function of the cities involved.

[The last plan wasn't right for Dallas](#). But at today's Regional Transportation Council meeting, officials will discuss a new plan that could be a starting point to get this conversation back on track. If it doesn't involve cutting through swaths of downtown with the equivalent of an elevated highway, as the last plan did, the Dallas City Council should take a look.

Earlier this year, the council rightly resisted pressure to approve an [elevated high-speed rail line that would have impacted valuable land downtown and in West Dallas](#) while also setting us back on creating the kind of open, flowing urban center we want.

The line would have created an unacceptable physical barrier along the western edge of downtown — a part of the city where much work has been done to break down highways that have long divided neighborhoods.

The details of the new plan aren't clear yet, but our colleague Everton Bailey Jr. [reported that the planned line could skirt around the Reunion area, passing over Interstate 35E](#) to avoid cutting between the Kay Bailey Hutchison Convention Center and a proposed \$5 billion development south of Reunion Tower.

A North Central Texas Council of Governments spokesperson wouldn't confirm any details surrounding the plan when we reached out Wednesday.

Of course, any plan should include a smooth connection between the Dallas-to-Fort Worth line [and the planned Dallas-to-Houston line](#). It appears that the new plan wouldn't change the location of the proposed rail station in the Cedars neighborhood south of downtown, so that may be doable.

The region needs better transportation options for moving more people more efficiently between the major urban hubs. But this is going to be very costly, and it's critical that this high-speed rail line is done right. If it is, there could be considerable benefits for the whole region.

It could, for example, help alleviate the [traffic nightmare that Dallas-Fort Worth's explosive growth](#) has been creating over the years.

Residents and visitors alike languish on a congested Interstate 30 between Dallas and Fort Worth. On top of the millions of residents in the region, [D-FW sees an estimated 75 million visitors each year](#), with most visiting one of the three largest cities, according to recently published findings from Fort Worth and Arlington tourism leaders.

Having a high-speed rail network bypassing the traffic can make it easier to get to sports games, concert halls and great restaurants.

And this initiative is the kind of regional planning we need to address broader mobility concerns, which will be impossible to do in a city by city fashion.

Simply building more roads isn't the right long-term solution. But accepting any cost in exchange for a rail line isn't right either. Our region needs high-speed rail. It just has to work for the cities it touches.

PROPOSED HIGH-SPEED RAIL LINE MAY LOOP AROUND DOWNTOWN DALLAS AMID CITY COUNCIL OPPOSITION

A new proposed route for the Dallas-to-Fort Worth line shows the train no longer running through downtown.

By Everton Bailey Jr.
July 10, 2024



A new route idea for a proposed high-speed rail line between Dallas and Fort Worth would have the train avoid running through downtown Dallas after city officials opposed having a locomotive sprinting through the area.

A proposed high-speed rail line in North Texas could bypass downtown Dallas on its way to Fort Worth [after city leaders questioned its impact on a planned \\$3 billion new convention center and a nearby \\$5 billion redevelopment project.](#)

The [Regional Transportation Council](#), a group of elected and appointed officials that oversees North Texas transit policies and planning, will discuss the new possible route during a meeting Thursday.

A [new concept sent to the 45-member transportation council June 28](#) and obtained by *The Dallas Morning News* shows the rail line going behind the redevelopment project and over Interstate 35E on its way to Arlington and Fort Worth.

[Proposed routes shown to Dallas City Council members in March](#) had the overhead rail line running between the new convention center and the redevelopment project. The council voted

in June to formally oppose any new above-ground high-speed rail routes through the downtown area.



A rendering shows one of the preferred alignments of a proposed Dallas to Fort Worth high-speed rail line going through downtown Dallas. (Screenshot)

Following the I-30 corridor with stops in Dallas, Arlington and Fort Worth, the rail line has been touted as a way to alleviate increased highway congestion in a metropolitan area of 8 million residents that is expected to grow to over 11 million by 2045.

In a June 28 email, Michael Morris, transportation director of the North Central Texas Council of Governments, said staff “intends to present an improved alignment” by Thursday’s meeting. The NCTCOG works with local governments on regionwide projects. The subject line of the email read “High Speed Rail Concepts Near Downtown to Respond to City of Dallas Resolution.”

Morris didn’t respond to requests for comment about the new proposed route. In March, he told council members the project could cost \$6 billion, but he said the estimate would be revised after an environmental review is completed next year.

Regional transportation officials have said the Dallas-to-Fort Worth line would shuttle people from one end to the other in under 30 minutes at a maximum speed of 160 mph.

Another commuter rail line, the [Trinity Railway Express](#), already runs between Dallas and Fort Worth. It can take at least an hour to travel from Eddie Bernice Johnson Union Station in downtown Dallas to the downtown Fort Worth T&P station on the TRE.

Three Dallas City Council members who are part of the Regional Transportation Council told *The News* that they didn’t know enough about the new rail line route proposal to say whether they supported it.

Council member Omar Narvaez was concerned about how a route avoiding downtown would impact other ways people could move through the area. He noted the downtown plan included

pedestrian connections like sky bridges linking to the convention center and Eddie Bernice Johnson Union Station.

“We always talk about connectivity being a goal, and I just don’t know yet if this gets us there,” he said.

Council member Chad West supported the idea of a high-speed rail line linking Dallas to Fort Worth but said he wanted to hear more about the new proposal.

Dallas’ proposed high-speed rail station near Cadiz Street in the Cedars area is planned to be seven stories above ground. It’s the only option that has received federal clearance.

The site is also expected to be the terminus for a [separate 240-mile high-speed railway connecting Dallas to Houston](#). Amtrak is involved in the planning of that project, which hasn’t been opposed by the Dallas City Council.

But council member Cara Mendelsohn was skeptical both high-speed rail lines involving Dallas would come to fruition.

“I am not prepared to agree with any Dallas-to-Fort Worth alignment until I’ve seen a technical analysis from our staff and am assured the Dallas-to-Houston rail will actually be built,” she said.

It’s estimated the Dallas-to-Houston line would take passengers between the cities in about 90 minutes at speeds topping 200 mph. Andy Byford, Amtrak’s senior vice president of high-speed rail development programs, told council members at a March 6 meeting that he estimated the line would cost over \$30 billion.

Officials hope the two bullet train projects will connect.

[Concerns about the Dallas-to-Fort Worth project prompted the Dallas City Council to request an economic study in March](#). Council members said in June they would revisit their stance on the project based on the study’s results. City officials have said the study won’t begin until October at the earliest and would take at least three months to complete.

Representatives of Hunt Realty Investments, one of downtown Dallas’ largest property owners and the group that owns more than 20 acres around the Hyatt Regency Hotel, [told The News in March](#) they believed an elevated rail line would prevent more new development on their property and around the convention center.

Despite Dallas officials calling to pump the brakes on the project, other regional leaders have pushed for high-speed rail line planning to continue.

Dallas County Judge Clay Lewis Jenkins, who chairs the Regional Transportation Council, Arlington Mayor Jim Ross and Fort Worth Mayor Mattie Parker are among officials who have publicly supported the project.

“High-speed rail is an integral part of our transportation future, and it will include Tarrant County,” Parker said in a statement last month. She said an economic feasibility study on the impact of high-speed rail should be “a regional decision.”

NBCDFW

ROAD REPAIRS SEEN AS SIGN OF SLOW, STEADY PROGRESS IN KLEBERG NEIGHBORHOOD IN DALLAS

The southeast Dallas neighborhood has advocated for improved services since being annexed into the city in the late 1970s

By David Goins
July 10, 2024



Nearly six months after their first 311 request, neighbors say they are finally seeing road repairs in one southeast Dallas neighborhood. For the community of Kleberg, it's part of an ongoing push for improved city services.

Often, the work that receives the least fanfare makes the largest impact on daily life.

Luis Rodriguez said he doesn't mind spending part of his Wednesday waiting as crews from the Dallas Public Works Department patch parts of Silver Brook Road in Kleberg.

"You can see the change all the time now," Rodriguez said. "You can see people making it more comfortable, (repairing) the little holes in the streets ... It's very, very good for my neighborhood."

The neighborhood is in southeast Dallas, off U.S. Highway 175 and Interstate 20, and has for years [worked to get enhanced services from Dallas City Hall](#). It's the same area neighbors told NBC 5 last fall about the need for a city park, more walkable areas, [and repairs to the aging Kleberg Recreation Center](#).

Marcus Wood is a lifelong Dallasite who recently worked with the Kleberg Neighborhood Association advocating for improvements. He said the repairs on Silver Brook Road are a start.

“The little patches are nice,” Wood said. “Three weeks or three months from now, there’s going to be many, many more.”

Dallas voters approved \$521 million in street repairs over the next five years as part of a [\\$1.2 billion bond passed in May](#).

The city’s [online pavement map shows the extent of need](#). Every street labeled in red, listed as a “failed condition” and requiring a total re-pavement, is dotted throughout the city.

So, while patches aren’t perfect, Rodriguez said he’s seeing improvements with the anticipation for more repairs and help for one of the city’s oldest communities.

DALLAS TO FORT WORTH HIGH-SPEED RAIL GETS TENTATIVE THUMBS UP TO AVOID DOWNTOWN ROUTE

North Texas transit officials on Thursday expressed a willingness to continue examining a proposed line that loops around downtown Dallas instead of through it.

By Everton Bailey Jr.
July 11, 2024

A top North Texas transportation official said he supports a [regional high-speed rail line that doesn't run through downtown Dallas](#) — as long as it keeps the project on track.

Moving forward with a new alignment for an estimated \$6 billion Dallas to Fort Worth bullet train that loops to the west of downtown could add an extra year to the project's environmental review phase, said Michael Morris, transportation director of the [North Central Texas Council of Governments](#).

But he said it would be worth it if it gets federal approval and complies with [a recent Dallas City Council resolution opposing the seven-story high downtown throughline](#). Council members are [concerned a track cutting across downtown would disrupt plans for a new \\$3 billion convention center and other multi-billion-dollar redevelopment projects](#) near Reunion Tower.

"It is better to get into a potential delay and not have a fatal flaw than to pursue a more expedient path and potentially have a fatal flaw in a Dallas resolution that doesn't change," Morris told the [Regional Transportation Council](#) on Thursday.

The environmental review for the rail project planned to stop in Dallas, Arlington and Fort Worth began last year and could be complete by February. Funding for the project is still under discussion, and the \$6 billion estimate could change after the review.

The transportation council, a 45-member group of North Texas elected and appointed officials that oversees regional transit policies and planning, could vote as soon as August on whether to greenlight the new route.

But several hurdles need to be cleared first.

Morris said the newest proposal must receive initial approval from the Texas Department of Transportation, the city of Dallas, Amtrak, the Federal Transit Administration, the Federal Railroad Administration and other involved entities.

Five Dallas City Council members who serve on the transportation council said Thursday they wanted to wait until a study examining the project's economic impact is completed before the city reconsiders its stance.

The study, which would include Arlington and Fort Worth, could start in the fall and wrap up in the spring.

"This by no means is trying to say that if Dallas doesn't get our way, we're not going to be participating," said Dallas City Council member Jesse Moreno, whose district includes the Reunion Tower area. "We just want to make sure that it's not something that's detrimental to our city core and something that is a big development opportunity."

The Dallas to Fort Worth high-speed rail line has been touted as a way to lessen highway congestion for the metro area's 8 million residents. That tally is expected to grow to more than 11 million by 2045. Transportation planners hope the project eventually connects to a separately planned [high-speed train linking Dallas to Houston](#) estimated to cost \$30 billion.

The Dallas to Fort Worth line is projected to carry 15,000 to 30,000 passengers a day and sprint between the two ends in less than 30 minutes. Another commuter rail line, the Trinity Railway Express, already runs between Dallas and Fort Worth and can take at least an hour to travel between the two cities.

Route alignment proposals [presented to the Dallas City Council in March](#) showed the track going from a station in the Cedars just south of downtown and running between the new convention center and a planned \$5 billion redevelopment project near Reunion Tower and the Hyatt Regency Hotel.

A different route [emailed to the transportation council June 28](#) moved the track behind the redevelopment project and over Interstate 35E on its way to Arlington and Fort Worth.

The latest map [shown to the transportation council Thursday](#) featured the overhead rail line pushed farther west of downtown Dallas and avoiding crossing over I-35E. Instead, the line largely ran parallel to South Riverfront Boulevard, going over several businesses on the west side of the street, a portion of I-30, above a parking lot across from the Dallas County jail and courthouse, and then headed toward Arlington.

Morris said the Dallas resolution knocks out at least three other preferred alignments that cut through downtown but could have provided pedestrian connections from the station to the nearby Eddie Bernice Johnson Union Station and the convention center.

None of the Dallas representatives on the Regional Transportation Council expressed support or opposition to the new route during Thursday's meeting.

But City Council member Cara Mendelsohn was skeptical either rail project would happen. She cited many unanswered questions, including funding sources for the Dallas-to-Houston line.

"This entire conversation seems extremely premature," she said.

Morris said he believed high-speed trains were coming to Texas sooner or later and the northern region should be proactive about influencing development.

"To assume high-speed rail may never happen is not a logical step given the growth of Texas and the growth of the Dallas-Fort Worth region," he said.

A delay in the environmental review could give Arlington more time to secure its spot as the halfway point for the rail line.

The home of Six Flags Over Texas, AT&T Stadium and Globe Life Field, Arlington is one of the largest cities in the country [without a public bus or rail system](#). Morris said Arlington must join a transit authority or a local government authority to be eligible.

"If for whatever reason they can't, or their voters aren't interested or their council is not interested, we're prepared to move ahead with two stations," he said.

Voters in the city of nearly 400,000 people rejected public transit proposals [in 1980, 1995 and 2002](#).

A Dallas Area Rapid Transit-operated bus route launched in 2013 and was shut down by Arlington officials four years later. The city now has a public rideshare service.

Arlington Mayor Jim Ross said Thursday he believed it would be “ludicrous” to exclude his city from the high-speed rail conversation. He noted Arlington’s hosting of World Cup matches in 2026, the Major League Baseball All-Star Game and related events starting Friday as examples of the city’s importance to the region.

“I think Arlington has demonstrated our willingness to do what is necessary to stay engaged,” he said.

NEW DALLAS ROUTE FOR HIGH-SPEED TRAIN PLAN COMES WITH COMPLICATIONS

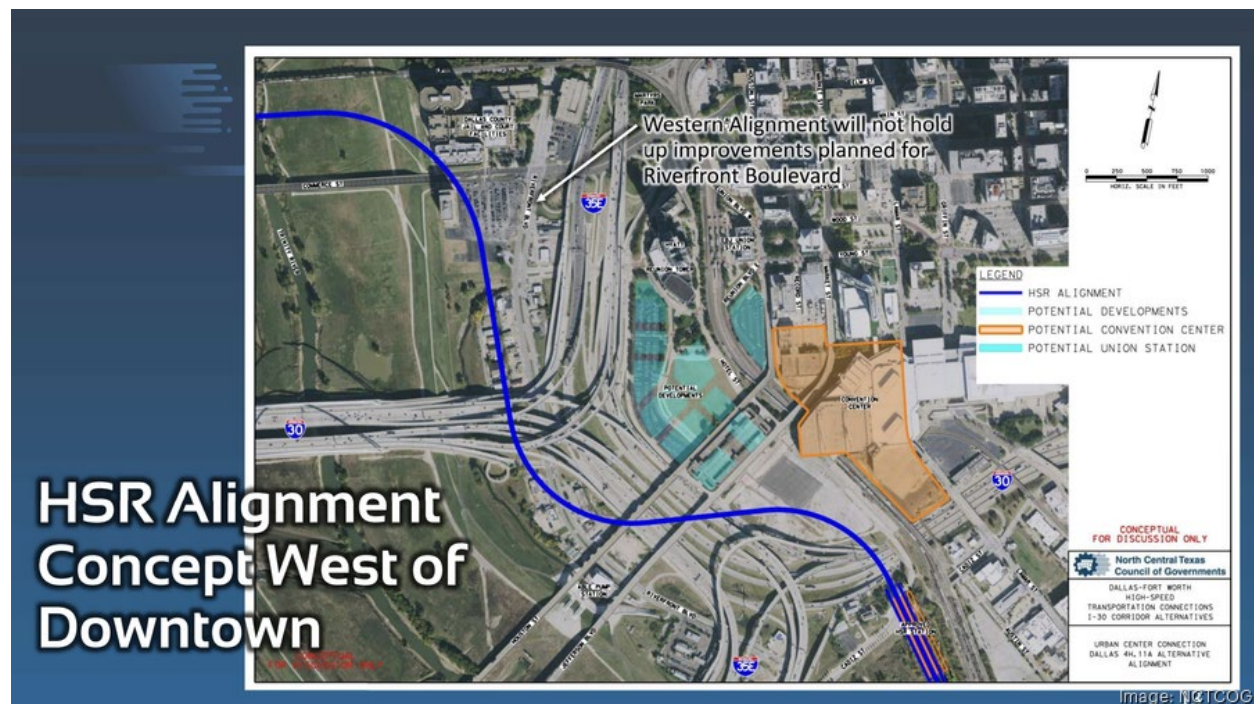
Alternate plan would move rail line west of downtown, could add year to environmental review

By Plamedie Ifasso
July 11, 2024

An alternative route for high-speed rail between North Texas' two biggest cities, one that would skirt downtown Dallas instead of running through it, got its first public hearing July 11.

Regional transportation leaders brought forth the new route to be considered for the proposed train between Fort Worth and Dallas to address concerns in the latter about how an elevated rail line could impact downtown.

The potential new route, discussed by the Regional Transportation Council at its regular monthly meeting, would run just west of downtown Dallas, between the Trinity River and South Riverfront Boulevard, before cutting across Houston Street and I-35E to reach a proposed station in the Cedars.



An alternate Dallas route for a proposed high-speed train to Fort Worth would not go through downtown but instead swing west before cutting across Houston Street and I-35E to the Cedars.

It could also add another year to the project's environmental review process, which some planners worry might jeopardize federal funding.

It would be a major change for a roughly \$6 billion project that has the potential to alter the regional transportation picture — and that has generated pushback on several fronts.

The RTC did not take action on the new route but could vote to move forward with it as soon as the next monthly meeting on Aug. 8. The RTC is an independent transportation policy group made up of 45 members, mostly municipal and county government officials.

Approvals would be needed from entities including Amtrak, the Federal Transit Administration, the City of Dallas, the Texas Department of Transportation and the Federal Railroad Administration.

Debate details

The new route was considered after some Dallas leaders balked at the idea of a seven-story tall rail line through the southwest portion of downtown. Dallas City Council voted June 12 in favor of a four-month economic impact study of the elevated route through downtown.

This week, the Dallas City Council members who serve on the RTC told its other members that the city wanted to complete the impact analysis before revisiting the topic. That analysis could be completed next spring, Dallas City Council Member Omar Narvaez estimated.

But Fort Worth City Council Member Elizabeth Beck worried that timeline could cause the region to miss other deadlines and lose out on federal funding.

"As funding starts to come down from the federal government to implement the [national route] map, if we are not poised to be part of that, we get passed," Beck said. "The only way that we are poised to do that is to have these alignments in place, to have the [environmental] clearance done and be shovel ready. That's why the timing of this impact study is very important. I'm afraid a year out for me is concerning because of our federal timelines. My request to Dallas to be good partners in this negotiation."

She asked Dallas to commit to completing the process in "a timely manner" so the project "can move forward and meet its deadlines."

Train background

Planning for the high-speed train between Fort Worth and Dallas goes back years. Supporters have said it's needed to ease highway congestion as the population soars in North Texas. The Metroplex population could grow to 15 million by 2050, up from around 8 million today, according to estimates from the North Central Texas Council of Governments.

The train would depart from an underground station in Fort Worth and make a stop in Arlington, also underground, before proceeding to Dallas.

Design for the Dallas portion is now what's [sparking the most debate](#). Hunt Realty Investments Inc., a powerful local real estate firm, has been particularly vocal.

Hunt leaders worry an elevated rail line and station could impact a \$5 billion mixed-use development it's proposed near Reunion Tower and the Hyatt Regency.

Hunt Realty Investments President Colin Fitzgibbons previously said in an emailed statement that the elevated train line "would be an ugly scar that would tear apart neighborhoods, severely dilute the benefit of parks, and create significant barriers for the creation of many new business districts, which would include affordable housing, retail, restaurants and all of the other activities required to support a strong and vibrant downtown."

Those on the other side of the debate point to the potential for new development around rail stations and long-term economic opportunities.

"The benefits we would gain could impact the educational sector, preparing our youth for new options and new career paths," Council Member Carolyn King Arnold previously said. "Local businesses will benefit just from the tourism that will begin to come in and placement of certain restaurants where they can actually see high above the rail as it's moving. I think it's a positive for businesses and economics, and as we look at reducing congestion and travel. But I just see an opportunity for Dallas to be what we say it is: Big D and all-inclusive."

The project is estimated to cost about \$6 billion, although that could change with the new route.

The train would likely fit into a larger high-speed rail network extending to Houston — a long-term dream to connect Texas' two largest metros via a 90 minute train ride at speeds reaching up to 200 miles per hour. The larger network comes with an estimated price tag of more than \$30 billion.

THE HORSE IS OUT OF THE BARN WHEN IT COMES TO REGIONAL TRANSPORTATION

By Michael Morris

July 11, 2024

While it is essential to preserve and maintain homogeneous single-family home neighborhoods, it is lunacy that low-density 1970s strip retail centers are not replaced with greater mixed-use density.

In June, when the North Central Texas Council of Governments, or NCTCOG, announced the annual population estimates, we learned that Dallas-Fort Worth continues to grow at a brisk pace. The 16-county region added approximately 200,000 residents for an estimated population of almost 8.5 million. Rockwall (5.2%), Ellis (4.7%) and Collin (4.6%) counties led the region.

They all have something in common — they are all suburban counties.

This growth outside the city centers follows a pattern we've seen developing for years. People have gravitated toward the suburbs, where developers can take advantage of building in unincorporated areas with large swaths of open land.

As we add residents and workers to fill the jobs created by our fast-growing economy, we need to examine how best to integrate them into a region that is expected to surpass 12 million people within 25 years. The [new Mobility 2050 plan](#) is being developed, and the horse is out of the barn.

As NCTCOG and the Regional Transportation Council plan for 2050, the critical question is: Can local governments reduce congestion through land-use density, resulting in higher holding capacities and shorter trip lengths with a balance of jobs to housing? In other words, how can cities help reduce traffic congestion while providing opportunities for jobs and housing near the workplace?

The Regional Transportation Council is conducting a strategic review of public transportation authorities as part of the Transit 2.0 initiative. This initiative lays out a series of tasks to reimagine what our public transportation system will look like in a quarter-century. One of these tasks involves increased density around existing rail stations. So, we begin here.

Increased development around rail stations and inside transit authority boundaries. In the coming decades, we must continue to diversify our transportation system, relying more on public transportation and walkable communities. The issue is much of our growth is occurring outside the boundaries of our existing transit authorities. Through efforts like Transit 2.0, we can explore greater focus on passenger rail and land use.

Infill development in the central cities and suburban downtowns. A household in the urban center produces half the vehicle miles of travel of a rural household. If you support safety, air quality and walkable neighborhoods, infill is critical.

Infill density in suburban cities. By working with the cities and counties outside the urban core in rethinking development and providing additional transportation options, we can make it

possible for people who want to rely less on their cars to do so. As those areas fill up, they could more readily support transit, walking and bicycling.

Greater density and more mixed-use developments. We also need more communities where people can live, work and play without having to get in and out of their cars.

Integration of pedestrian facilities and trails and bicycle facilities within development. The [DFW Discovery Trail](#) and [Cotton Belt Regional Veloweb](#) are connecting cities across the region via active transportation. These also provide opportunities for development accessible by bicyclists and pedestrians to passenger rail. The more connections we can create across modes, the more prepared our cities will be for future development.

Integrated focus on housing choices for working families. We should work with cities and developers to ensure that families have affordable housing options close to their jobs. Developments adding mixed-use options may be what some workers need to avoid long commutes.

Development that matches housing values and employee income along transportation corridors. We should pursue solutions that make it easier for people to live near work in the same corridor. This requires a jobs-housing balance that offers affordable options.

Increased development in environmental justice and Title VI communities. Not all communities have access to necessities such as education, telemedicine and food. NCTCOG is helping to close these gaps with technology, specifically the use of broadband as a transportation mode. Focus is placed on all Dallas-Fort Worth, regardless of income.

Using the same approach to density and setting communities up for a range of transportation options will help Dallas-Fort Worth navigate the challenges posed by growth far beyond 2050. High-speed rail efforts would also maximize speed, safety, air quality and urban density.

More efficient land-use location and increased housing choice can lower user transportation and public-sector infrastructure costs. Four million more friends are on the way. The increased pressure on taxpayers is not the solution. Urban density brings a higher quality of life for everyone.

LETTERS TO THE EDITOR - GONDOLAS, HIGH-SPEED RAIL, ELECTIONS, NEIMAN MARCUS, KEN PAXTON

Readers support gondolas; suggest TRE instead of high-speed rail; stress the importance of voting; give the history of the company that bought Neiman Marcus; and criticize Ken Paxton.

July 14, 2024



Autonomous, elevated cable cars could be North Texas' newest attempt at getting traffic congestion under control.(Courtesy of Holmes Solutions)

Let's talk about this

Re: "Gondolas? Good Grief — North Texas needs real transportation solutions, not slow, inefficient elevated cars," Tuesday editorial

This editorial raised some relevant questions many people may be interested in learning more about.

North Texas is the nation's fastest-growing metro area. The North Central Texas Council of Governments forecasts that even with current highway expansion plans, congestion will significantly increase by 2045.

New solutions are needed to enable the region to continue growing and prospering, including solutions that integrate with existing transit. North Texas has a rich, distinguished history of being first to deploy several new breakthrough transportation technologies now commonplace

worldwide. NCTCOG and the Regional Transportation Council have demonstrated thoughtful leadership in evaluating new technologies. Their Certification of Emerging and Reliable Transportation Technology Program applies a thorough, systematic process to safeguard cities, applying diligence to all decision-making.

Whoosh prototypes have successfully demonstrated benefits almost everyone would agree with: convenient, sustainable, highly cost-effective mobility. Proven technologies provide convenience with no waiting, no intermediate stops for fast trips, reducing street-level congestion.

We look forward to more discussions and public discourse. Dialogue and input with residents, businesses and local government officials will be important to ensure North Texas continues to move and grow.

Jeral Poskey, Mountain View, Calif.

CEO, Swyft Cities

Crunching numbers

Re: "Dallas-to-FW route may skip downtown — City leaders had doubts about earlier proposal's impact on area projects," Thursday news story.

Let's do some quick math (and a logic check) on the proposed Dallas-to-Fort Worth high-speed rail line: Thirty-one miles separate Dallas and Fort Worth. The project's estimated construction costs, according to the *Fort Worth Report*, are over \$11 billion. That's about \$355 million per mile, and this does not include operating and maintenance expenses.

What does Dallas-Fort Worth gain? About 30 minutes per trip. The TRE currently takes 58 minutes to get from one downtown to the other. The new train would take "under 30 minutes." The proposal claims that the high-speed trains would operate up to 160 miles per hour.

Such a big number must sound rousing to city leaders, but the route is only 31 miles long, and there will be a stop in Arlington. In reality, the trains would average somewhere between 65 and 75 mph.

Here's an idea: run express TRE trains between Dallas and Fort Worth. Some capacity upgrades will be required, but on the same tracks with today's infrastructure, Amtrak regularly makes this run in under 40 minutes. I can think of far better uses for taxpayers' money.

Patrick Crowling, North Dallas

Truth matters in this election

This year's presidential election will require more serious consideration and sharper political discernment than anytime in my voting lifetime.

If we don't manage to agree to disagree, many of us may decide, come Election Day, to stay home and wait for "come-what-may." Please don't do that.

To not vote — especially this year — is the decision of impotence, of giving up on our precious right to make our voices heard for truth. To vote is to exercise a freedom won by generations of spilled blood on the horrific battlefields of history.

To challenge the political position of my Republican friends and relatives is not my purpose. Hyperbole has its place, and correctly used, it can be appreciated.

However, when it stands in the way of truth, beware.

Additionally, lies told for political gain can be especially dangerous and should be shunned by those who are patriotic. Whether Republican or Democrat, we should rely upon the genius of the Constitution when seeking truth and guidance for saving our republic and its democratic government. To do so will require us to discard partisanship, hyperbole and lies while casting our votes for candidates, up and down the ballot, who know how to tell the truth.

Jess Wade, Fairview

Neiman's purchaser

I find it interesting that in every story you publish about the Neiman Marcus purchase, you refer to the purchaser either as "the parent company of Saks Fifth Avenue" or HBC. You make it sound like HBC is some three-letter hedge fund soaking up high-end retailers.

HBC is more than that — it is the Hudson's Bay Co. It is the oldest corporation in North America, having been chartered in 1670. It predates the Acts of Union 1800 in Great Britain. (When it started, it was an English company, not a British company or a U.K. company.)

Its CEO is formally known as the "governor" of the corporation. At one point, it controlled and governed about a third of what is now Canada. It also had outposts in what is now Idaho, Oregon and Washington state.

It's been in the retail business forever, but its first formal shops popped up in the 1850s. Canadian elementary and high school students learn about the Hudson's Bay Co. in their history classes. Its story is woven into the fabric of Canada.

Brian MacKay, Coppell

Texans deserve better

Re: "Paxton, Pay Texans the \$11,300 You Owe — His office is supposed to collect unpaid Ethics Commission penalties, so we aren't holding our breath," Wednesday editorial.

I appreciate *The Dallas Morning News* highlighting our attorney general's flaunting of his unethical behavior. The Texas Bar should take action against Ken Paxton given the level of disgrace he has brought to the legal profession and to his abuse of the Office of the Attorney General. Texans deserve public servants who serve the public and not themselves.

Kenneth Bernstein, East Dallas

WILL DFW EVER GET HIGH-SPEED RAIL? HERE'S WHERE THINGS STAND WITH PLANS

The Regional Transportation Council, which oversees North Texas transportation policies and planning, discussed a revised Dallas-Fort Worth route Thursday.

By Rachel Snyder
July 12, 2024

DALLAS — The 45-member Regional Transportation Council, which oversees North Texas transportation policies and planning, met Thursday to consider [a revised route for high-speed rail between Dallas and Fort Worth](#), one that would bypass downtown Dallas. So where do things stand now with plans for high-speed rail in North Texas?

What's new on the proposed high-speed rail line connecting Dallas and Fort Worth?

The proposed route between Dallas and Fort Worth runs 31 miles, but the alternate route proposed Thursday dealt with the most contentious part -- the mile or so near downtown Dallas. The alternate route proposed and discussed during meetings Thursday runs just west of downtown Dallas between South Riverfront Boulevard and the Trinity River before crossing Houston Street and I-35E to reach a station in The Cedars. Previous routes proposed offered more direct access to downtown.



A DFW high-speed rail plan saw some adjustments made in a meeting Thursday.

The train would have stops at an underground station in Fort Worth, and a stop in Arlington, also underground, and in Dallas, according to the proposal.

Dallas City Council members in June opposed a previous route proposed that cut through downtown until an economic development study is complete, which is expected next year. At

that time, a prominent developer raised concerns that the route could impact businesses, including Reunion Tower, and warned the route's proximity to the landmark could cause them to "sacrifice" hotel rooms and the tower's iconic ball.

Engineers hope the adjustment to the route to bypass downtown Dallas would alleviate concerns from some stakeholders that the elevated tracks would interfere with planned developments in the area, including renovations to the convention center downtown.

"It's critical to get a path forward," said Michael Morris, the director of transportation for the North Central Texas Council of Governments.

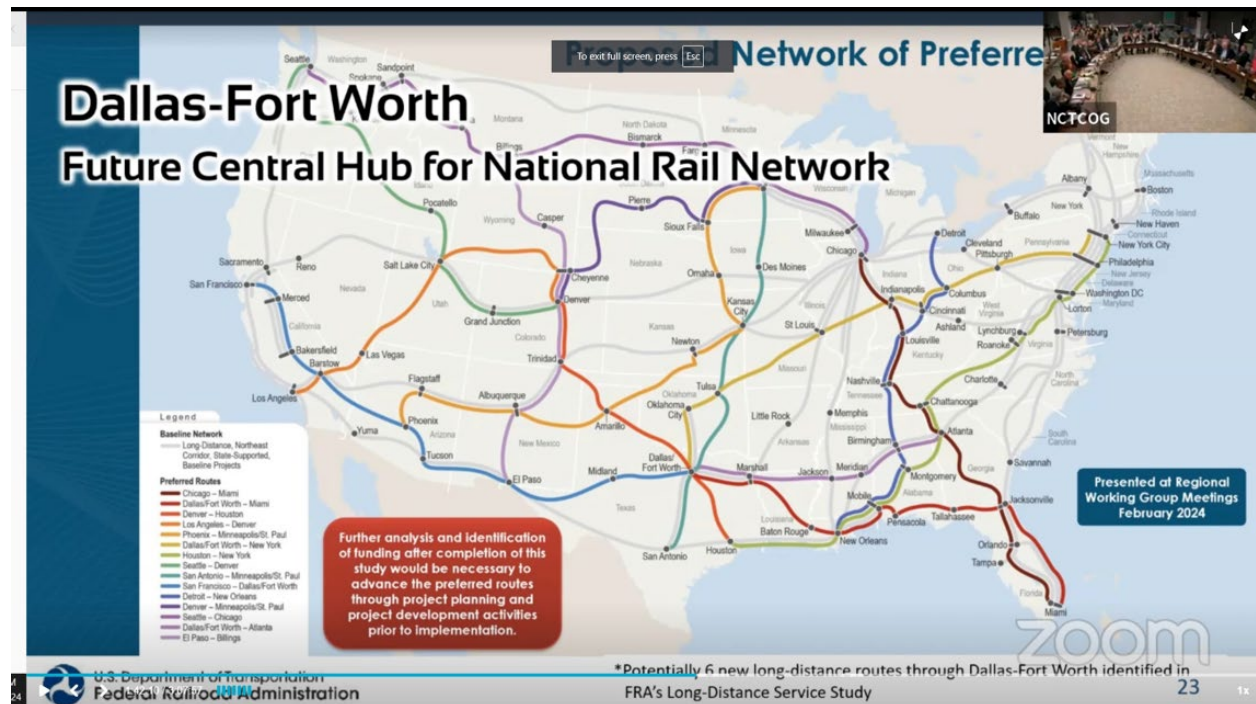
Morris during the meeting framed the proposed high-speed rail extension to Fort Worth as a critical component for future high-speed rail access.

The project still needs approvals from entities, including the Dallas City Council, Amtrak, the Federal Transit Administration, the Federal Railroad Administration and the Texas Department of Transportation.

How the Fort Worth-Dallas line could connect to state and national lines

A line from Houston to Dallas, led by Amtrak, has received federal clearance. North Central Texas Council of Governments officials presented a Federal Railroad Administration map during the meeting this week that showed how North Texas could connect to a potential national rail network.

Part of a [long-distance service study](#) discussed in February, the map shows multiple potential routes from North Texas.



History of high-speed rail planning involving North Texas

Morris said planning for a potential high-speed rail line in North Texas goes back to about 2016, but a proposed Dallas to Houston high-speed rail line plan was advanced by Texas Central beginning in 2014.

The long-discussed Dallas-Houston high-speed rail line envisions a 240-mile line that would take commuters between Dallas and Houston in 90 minutes.

Texas Central is the company undertaking the development, design, construction, finance and operation of the Dallas-Houston high-speed rail line.

As part of discussions between the Regional Transportation Council and Texas Central on the Dallas-Houston high-speed rail project, the Regional Transportation Council in 2016 supported policies including a three-station concept – including Dallas, Arlington and Fort Worth.

The Texas Department of Transportation began working with the Federal Railroad Administration on a plan for a larger high-speed rail system for the state in 2017.

That vision included partially connecting what's known as the "Texas Triangle": North Texas, Houston and San Antonio, all the way to the Laredo area, via high-speed rail.

After Texas Central completed its environmental document through the federal government, the North Central Texas Council of Governments initiated a Dallas-to-Fort Worth high-speed transportation connections study in 2020.

AIRPORT TRAFFIC IS BOUNCING BACK IN TEXAS SINCE THE COVID-19 PANDEMIC

By Devon Milley

July 16, 2024

Editor's note: This story and visualization are part of our new "Data In Your Life" series, in which we mine public databases to tell quick stories about the world around us.

Sunday, July 7, saw a record three million travelers go through American airports. After a couple years of depressed travel numbers following the height of the COVID-19 pandemic, more Americans than ever before are taking to the skies. But not all states have returned to pre-pandemic levels of air travel yet.

In Texas, airport traffic decreased 54% in 2020 from the year before. But with distribution of the COVID-19 vaccine beginning in December 2020, travel restrictions began to be relaxed and more people started traveling again.

Number of passengers traveling in Texas airports, 2019-2023

The number of air travelers decreased drastically in 2020 at the height of the COVID-19 pandemic, but numbers have now surpassed pre-pandemic levels.

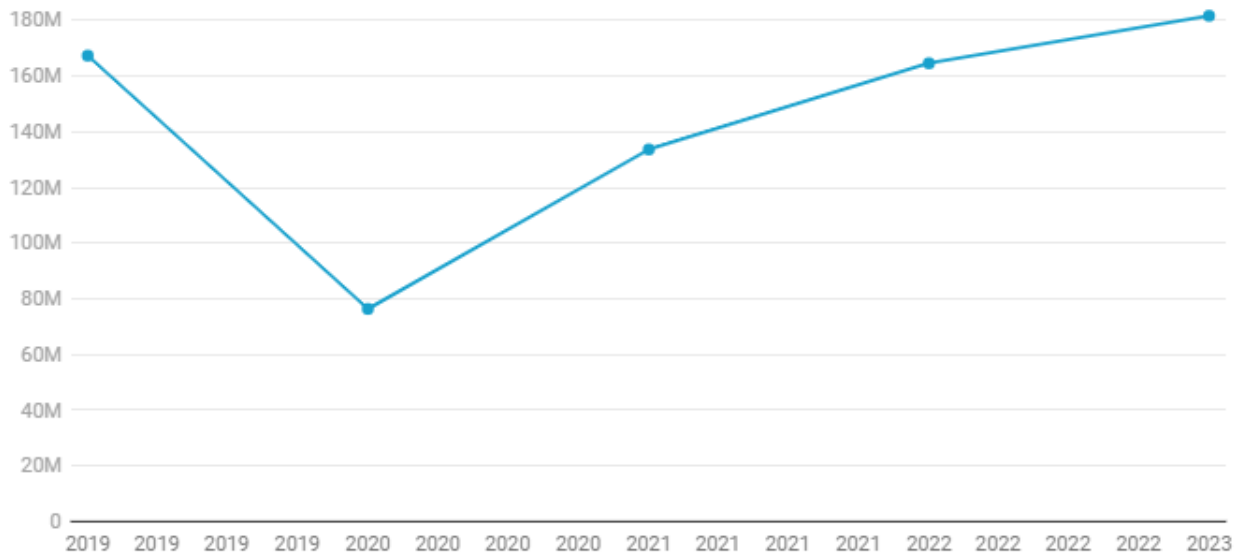
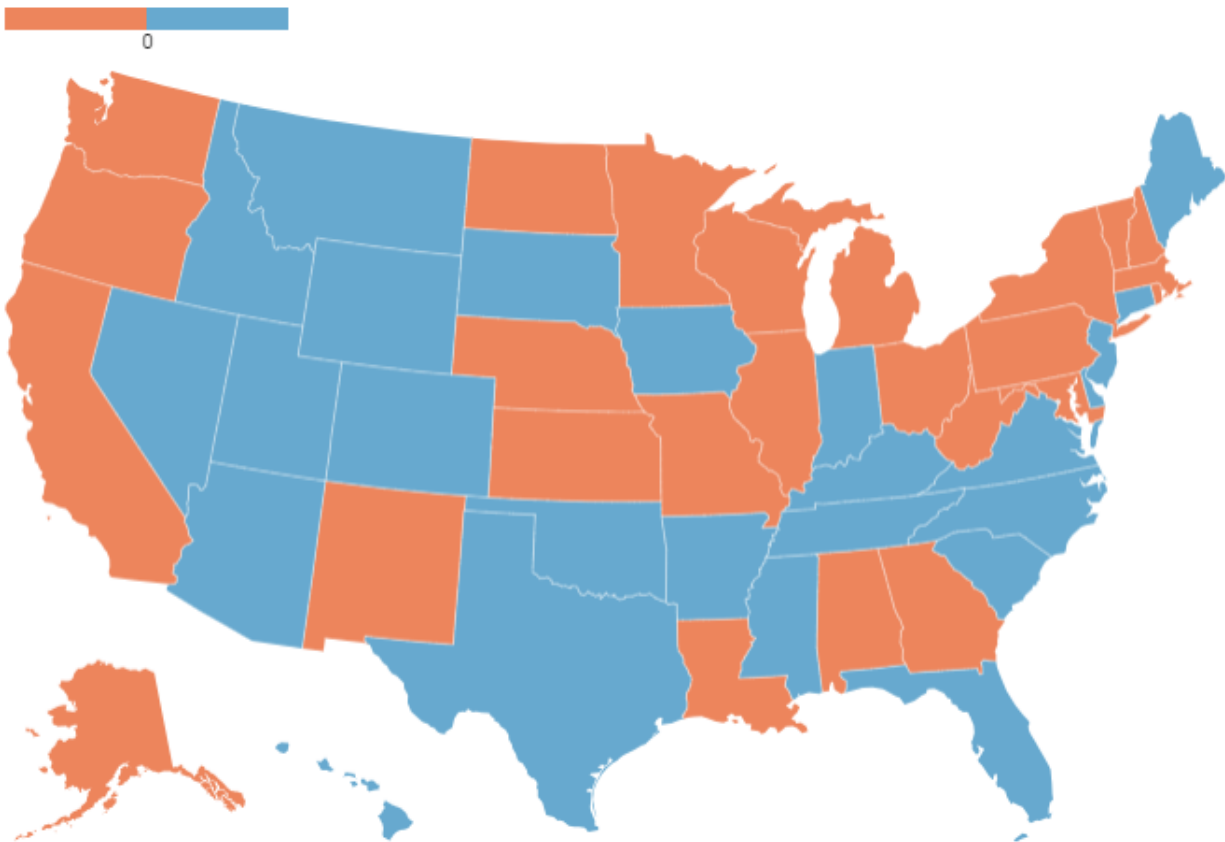


Chart: Devon Milley Source: [U.S. Department of Transportation](#) [Get the data](#)

The U.S. Department of Transportation publishes data on the number of passengers flying to or from a given airport. This chart shows the number of passengers who flew to or from a Texas airport from 2019 to 2023.

Three years later, airport traffic has bounced back and even surpassed pre-pandemic levels in Texas – the same as in 24 other states. In 2023, Texas's airport traffic was up 8.6% since 2019.

Half of U.S. states have surpassed pre-COVID-19 pandemic airport travel levels. The other half has not recovered yet.



Map: Devon MilleySource: U.S. Department of Transportation[Get the data](#)

Homeland Security Secretary Alejandro Mayorkas said in a statement that he expects the record-breaking travel to continue in the coming months.

This story was originally published July 12, 2024, 1:27 PM.

DALLAS MORNING NEWS

THE D-FW COMMUNITIES HIT HARDEST AS ALBERTSONS-KROGER PLAN TO SELL 26 AREA STORES

The more than two dozen stores all come from Albertsons portfolio, including Tom Thumb and Market Street.

By Uma Bhat & Irving Mejia-Hilario
July 9, 2024



An Albertsons grocery store is seen at 1219 S Broadway Ave., Thursday, Oct. 14, 2022, in Boise, Idaho. The Federal Trade Commission on Monday, Feb. 16, 2024, sued to block a proposed merger between grocery giants Kroger and Albertsons, saying the \$24.6 billion deal would eliminate competition and lead to higher prices for millions of Americans. (Sarah A. Miller/Idaho Statesman via AP, File)(Sarah A. Miller / ASSOCIATED PRESS)

Kroger has identified the [list of stores in Dallas-Fort Worth it plans to sell](#) if it's allowed to complete its pending acquisition of Albertsons.

The 26 stores on the divestiture list are all Albertsons brands, which in the Dallas-Fort Worth market includes Tom Thumb and Market Street, a move that the companies hope [will satisfy anti-trust concerns of the Federal Trade Commission](#).

None of the stores sold will be Kroger locations. Only one Dallas store is on the list. A Tom Thumb at 6333 E. Mockingbird Lane that sits a little more than a mile from a Kroger will sell to New Hamp.-based grocery supplier C&S, which owns the Piggly Wiggly chain. But Kroger isn't giving up more Tom Thumb storefronts in Dallas — Tom Thumb has some of the best locations in the city.

Related: [Piggly Wiggly could make a big comeback in Texas](#)

Two Albertsons and two Tom Thumbs are on the divestiture list in Arlington, which already has nine Kroger storefronts.

Frisco will also see two Market Street locations and two Tom Thumb locations sold. There are four Kroger locations in Frisco.

The Tom Thumb store on the divestiture list in Richardson sits on W. Campbell Road and is not far from a Kroger on Preston Road and another Tom Thumb on West Arapaho Road.

The companies are selling off two Rockwall Tom Thumb locations, where Kroger already has two storefronts. And a Market Street that C&S will obtain in Mansfield sits just across the street from a Kroger.

[The stores impacted sit primarily in North Dallas](#). Kroger and Albertsons own few storefronts south of downtown Dallas. The [boutique supermarket concept Market Street](#) was hit hard as six of the nine in the market will be sold.

Q&A: WHAT NORTH TEXAS HOMEOWNERS SHOULD KNOW ABOUT SOLAR PANELS

By Preston Ravin

July 16, 2024

As more Dallas-Fort Worth residents are considering a switch to solar energy, a local expert weighed in on what homeowners should know.

In an effort to explore the growing impact of solar energy within the community, [Lori Clark](#), senior program manager at the [North Central Texas Council of Governments](#)' Transportation Department, broke down how solar panels can be useful for homeowners. She also advises how homeowners can find more information about solar panels.

This interview may have been edited for length and clarity.

How do solar panels work?

Solar panels are made out of primarily silicon sheets, but the sunlight energizes electrons in the solar panels themselves, which start moving around and create current, which creates electricity. So as long as you've got sunlight, and it doesn't have to be full sun—cloudy days, work too—those solar panels are able to create energy on-site.

How much energy do solar panels provide?

So there's several key terms that you should know. One is a cell, which is like an individual square, generally of silicon material. If you see a solar panel, you see a lot of little squares, surrounded by silver outlines. Each individual square is a cell, and those cells are connected to each other in a single solar panel. I have a system on my roof of 24 panels. Most home solar panels are between 350 and 450 watts of power. That's about enough power to run something like a TV or a microwave. To power an entire home, you generally need 17 to 21 panels.

What are the benefits of having solar panels?

We've always been very fortunate in Texas, where our electricity rates have been lower than most of the country, but recently, a lot of residents in Texas have noticed that their power has gotten more expensive, right? Our cost per kilowatt has gone up. The benefit of higher electricity cost is that it makes solar more beneficial economically because you're generating your own power, so that's power that you don't have to pay the utility for. You still have to pay every month to be connected to the electric grid, and you do have to pay the capital cost of installing that solar array, but the cost of installing solar has come down like 90% over the past decade, so it's much less expensive now than it used to be. There's also a resilience benefit. During the winter storm, there were several people who had solar and battery storage in their homes, and they didn't lose power; it's able to run off of solar.

What are some drawbacks of solar panels?

The number one drawback is that they can be expensive, depending on how much you install at a home. You're not necessarily going to see the payback in a single year. It may take a few years for you to see the cost savings, so you have to be able to handle that upfront capital cost. It's important for consumers to do research and make sure that they find a solar vendor that is reputable and does good work. Most homeowners had been burned at one point or another by, you know, an unscrupulous contractor. It's just like anything else; you just have to be aware.

How do homeowners decide if switching to solar is right for them?

Homeowners should begin by understanding their household energy consumption patterns throughout the year. They should research local utility policies and incentives that may affect the financial benefits of installing solar panels. Assessing the roof's suitability for solar installation and obtaining multiple quotes from certified installers will provide a comprehensive view of costs, benefits and payback periods. Considering long-term residence plans and environmental goals will also help in making an informed decision.

What factors should homeowners consider if they decide to install solar panels?

First and foremost, how much power is that solar installation going to produce, and how much is your home going to use? You want to consider the experience of that solar installer. Check with the [Texas Solar Energy Society](#) or the [North Texas Renewable Energy Group](#). Both of those are interest groups, advocacy groups, that are well-networked and know a lot about what's happening in the solar industry in Texas. So you want to ask what kind of certifications those solar installers have. [North American Board of Certified Energy Practitioners](#) is one of the industry's kind of one of the highest certifications. [Solar United Neighbors](#) is a nonprofit that does a lot of consumer education and kind of consumer protection things related to solar, so checking out the Solar United Neighbors website and tips and things like that for recommendations.

NBCDFW

AFTER NORTH TEXAS TEEN CRITICALLY INJURED IN CROSSWALK, CITY ANNOUNCES MEASURES TO SLOW DRIVERS

Officials in Keller said they hope changes will help them prevent future tragedy

By Allie Spillyards
July 17, 2024

Along a popular Keller corridor, change is underway.

With crews busy repaving a stretch of Bear Creek Parkway between Whitley Road and Elm Street and Rufe Snow Drive, the city announced Wednesday that it will also make changes intended to slow drivers.

[It's a move that comes three months after 14-year-old Nina Alvarez was hit in a crosswalk and nearly killed.](#)

"We listened to a lot of the comments that were stated online, suggestions, considered as much as we can and doing as much as we actually can do on the streets," said Keller Director of Public Works Alonzo Linan.

Linan said because of what happened to Nina, the city will enhance crosswalks with additional flashing warning lights.

They'll also paint "shark teeth" pavement markers ahead of both of the crosswalks in front of Bear Creek Parkway to catch drivers' attention and to serve as yield signs.

"There are so many things competing for our attention, we just have to be even louder," said Linan.

Shortly after a driver hit his daughter in April, Leo Alvarez spoke to NBC 5 outside of her hospital room.

"Sometimes, something needs to happen to make changes and reforms," he said.

Alvarez even started a petition, saying more needed to be done by the city to force drivers to slow down. Police said the man who hit Nina was speeding and failed to stop until after the collision.

"You push a button and there's a light flashing. That's it, but you've got to make sure people are stopping," said Alvarez.

Linan said the city will combat speeding by adding a turning lane along Bear Creek Parkway, converting two lanes to three.

"It ends up being a passive traffic device, traffic calming device where it will passively encourage people to drive slower along that roadway because your road is narrower than it was before," he said.

It's a method recommended by safety experts and one adopted in other cities.

[As part of its investigation into the deadliest North Texas streets, NBC5 Investigates visited Edmonton, Canada. There, city officials say reducing lane size played a crucial role in a plan that reduced traffic deaths by 50 percent over six years.](#)

Officials in Keller said they hope similar changes will help them prevent future tragedy.

"We want to make sure we do all we can," said Linan.

Weather permitting, he said the city hopes to have the improvements wrapped up by the end of the month.

[DEATHS ON ARLINGTON ROADS SPIKED IN 2023. THE CITY'S MIX OF PLANS AIMS TO MAKE ROADS SAFER](#)

By Kailey Broussard, KERA
July 17, 2024



Sherre Barnes refreshes her tribute to her granddaughter, Liyah Grace "Gracie" Holsey June 3, 2024 in the intersection of Park Springs Boulevard and Sublett Road in Arlington. Gracie, 10, died after being struck by two cars in the intersection Dec. 13, 2023. (Kailey Broussard / KERA)

As she reached the halfway mark along a crosswalk on Park Springs Boulevard and Sublett Road, Sherre Barnes felt nervous as the crosswalk signal counted down from 20 seconds.

"If I'm lollygagging and just dragging to get across, I wouldn't have had enough time," Barnes said.

Her granddaughter, Liyah-Grace "Gracie" Holsey, died after being struck by two cars in the same intersection in December. The 10-year-old Mary Moore Elementary School student was walking home from school and made it halfway through the intersection when the crosswalk

time ran out. Police and witnesses told Barnes that Gracie tried to run to the other side of the road as cars accelerated.

Months later, Barnes still wonders why the drivers did not see Gracie – and how fast the cars were going if the light had only just changed.

“I avoid driving over where she was hit, but as I’m driving, even in the dusk when it’s getting dark, I still see people on the road. How could you not see? What were you doing? How could you not see a person?” she said.



A photo depicts Liyah-Grace Holsey, 10, as a fairy — a surprise photo shoot from her grandmother, Sherre Barnes. Barnes describes Liyah Grace — known affectionately as “Gracie” — as a warm personality who loved to sing, dance and give hugs whenever she can. “She was the life of the party,” Barnes said. “She was always doing something to let you know she was in the room because she was the warmth in that room.”(Kailey Broussard / KERA)

Gracie was one of [43 people killed](#) in crashes and car accidents on Arlington roads and federal and state highways that run through town – the second-highest number of crashes in recent years. In 2021, Arlington recorded the highest number of traffic fatalities in the city’s history, with 53 deaths.

The uptick is not unique to Arlington. Nationwide, the total amount of [fatal crashes rose by 10% in 2021](#) – a trend that experts have attributed to the COVID-19 pandemic's [effect on traffic patterns](#).

Stephen Mattingly, a UT Arlington civil engineering professor, said higher instances of speeding and more pedestrians and cyclists on the road contributed to the rise, despite efforts by cities in recent years to minimize the number of serious injuries and deaths.

“The picture is not as rosy as it was looking previously in terms of us being able to move towards a [Vision Zero](#) scenario where we would eliminate all the deaths,” Mattingly said. “It’s pretty sobering and frustrating for us as a profession.”

[Arlington officials](#) across public safety and municipal departments have launched several efforts to target road safety.

As the number of traffic fatalities ticked upwards in early 2023, police officers increased traffic enforcement, community outreach and educational tools.

“I do believe the increased enforcement played a role in stymieing those numbers,” said Lt. Brian Jones, whose unit oversees the Safe Roads Initiative.

The city has also received multiple rounds of grant funding through the Bipartisan Infrastructure Law for road safety planning. Most far along in the process is [Safe Streets Arlington](#), a plan that will outline priorities and best practices to improve road safety.

Ann Foss, transportation department planning and programming manager, said the plan aims to reduce the number of crashes that end in death or serious injury to less than 50 per year by 2050. Currently, that number sits near an average of 200, Foss said.

“If we continue on the path that we’ve seen over the past few years, we’re on target to reach 300 fatal and serious injury crashes by 2050. The purpose of this plan is to try to move that in the other direction,” Foss said.

Vehicle speed, city design play factor

Jones says he sees several factors contributing to Arlington’s statistics. Vehicle speed, as well as distracted driving and pedestrians not paying attention or crossing in unsafe areas top – but do not complete – the list.

“The number of people in our city has increased,” Jones said. “Pedestrian traffic has increased. You think about the entertainment district as well as vehicle traffic. So I think all those things play a factor and I think in some years, whether you want to say it’s luck, fortune or favor, it’s not on our side when some crashes happen.”

The city has had 20 fatal crashes so far this year — and Jones said the total number of fatalities is down overall. However, pedestrian and motorcyclist fatalities are trending up: Where 2023 saw 10 pedestrian deaths, Arlington has seen eight so far this year. The number of motorcyclists killed sits at four this year when six were recorded in 2023.

Police details this year are focused on reaching out to pedestrians who are taking risks and marketing traffic safety tips to motorcyclists, Jones said.

“We’re doing everything we can to enforce the traffic laws to make these roads safe. We want to go a year with no (fatalities) – that’s the ultimate goal,” he said.

City staff are also looking at long-term improvements to the city’s roads and sidewalks.

Historical development trends also play a factor, Foss said. The city mostly developed after the 1950s, when car-centric design became commonplace.

“I think we are now in a position where we do have a bit more density,” she said. “We have people who are interested in using various modes of transportation. We have more options for people besides driving a personal vehicle. One of our main challenges is making sure that we have safe infrastructure to support all of those different users and the modes that they want to pursue.”

The Safe Streets Arlington plan has resulted in two publicly available maps: one that maps out Arlington [roadways with high numbers of serious injuries or deaths](#), the other a map of [all crashes from 2018 to 2022](#), when the city recorded an average of [25 deaths per year](#).

Foss’ department is in the middle of public comment for the Safe Streets plan, which will have its third and final public input session Sept. 19. The plan is expected to go to city council for approval at the end of the year.

The city also received funding through the same program to update its ADA Transition Plan. The plan has not been updated since 1992. The document lines out city facilities, parks, sidewalks and roads in need of updates. Similarly, the city received funding to create a Sidewalk Master Plan, which will prioritize locations for sidewalk and ramp improvements around town.

[“Both of these documents](#) then give us guidelines for setting up bond elections, program identification, requesting future grant funding, things like that,” said Daniel Burnham, public works assistant director.

The city most recently received a federal grant to create a [Safe Routes to School](#) master plan for all public schools within the city. The funding will also cover test improvements near two elementary schools.

Foss said in the meantime, city officials are taking into consideration improvements and coordinate regularly with regional planners.

“There’s a lot of safety-related work that we’re doing just as we go about our normal transportation planning and implementing work,” she said.



Attendees at the May 16, 2024 Safe Streets Arlington public meeting at George W. Hawkes Downtown Library put sticky notes and stickers on maps to determine priority areas for improved road safety. (Kailey Broussard / KERA)

Intersections and crossing guards

Sherre Barnes is still processing Gracie’s death – and the less-friendly attitudes toward laws concerning pedestrians compared to those in California, where she previously lived.

The community rallied around Barnes after the crash. Someone helped students across the streets before the city hired a crossing guard. On a ceremonial final walk from school originally intended for family, around 60 people joined.

Some stayed in their cars to protect the crowd that took up one lane of traffic, Barnes recalled. Other motorists blew their horns and cursed out participants. Barnes said the person who helped students cross the street before and after school carried a rock to protect the students.

“I just didn’t understand how, you know, even if you don’t know what’s going on, you see us walking at dusk and you know something’s going on that you just don’t care and you’re willing to run people over just because you’re driving,” she said.

Between December and April, Arlington's public works department updated pedestrian signals at the stop to display a countdown timer; hired a crossing guard; and repainted crosswalk stripes.

Barnes said she would like the city and Arlington ISD to put up a school zone sign and lights near the intersection or consider busing students past Sublett and Park Springs. She plans to reach out.

"I'm still trying to heal and be able to walk into the schools and deal with all this stuff, but it's something that I want to do," Barnes said.

Burnham said in an email that the city does not consider the Park Springs Boulevard and Sublett Road intersection a school zone because the area is over half a mile from the nearest school and a mile away from Mary Moore Elementary School.

"However, if there is enough school-related pedestrian traffic in this area, which we will monitor for again this coming August, warranting a school zone or minor school crossing warnings, we would consider installing them," he wrote.

Barnes has lived in several other states. She said that all of them had greater protections.

"Every state that I've lived in, anything over a mile, I think they would have the bus and any major intersection, they had crossing guards," she said.

[NORTH TEXAS REPORTS MORE POOR AIR QUALITY DAYS TO DATE THAN ALL OF 2023](#)

By Ryan Thorpe
July 18, 2024



Drivers make their way down Interstate 35 near Fort Worth's Morningside neighborhood July 12, 2024. A combination of pollution from vehicles and industrial businesses such as cement kilns leads to the formation of ground-level ozone, or smog. (Camilo Diaz | Fort Worth Report)

A month into a hot Texas summer, Dallas-Fort Worth already has surpassed the number of poor air quality days reported in all of 2023.

As of July 18, the region reported 17 days that ground-level ozone, or smog, exceeded levels considered healthy for all populations. In 2023, the area reported 13 ozone air quality alerts.

Jenny Narvaez, air quality program manager for the North Central Texas Council of Governments, said the region must improve its air quality in order to meet Environmental Protection Agency standards by 2027. If North Texas does not reduce its number of ozone alert days by the end of 2026, local businesses that emit certain pollutants could face \$45 million in annual fines.

What are the major “point sources” of nitrogen oxide in North Texas?

[The most recent data](#) from the Texas Commission on Environmental Quality from 2021 identified these locations as “major point sources” of nitrogen oxide. These locations could potentially be subject to fines if the region does not meet federal air quality standards.

In Arlington:

- [City of Arlington Landfill](#)

In Fort Worth:

- [Fort Worth Village Creek Wastewater Plant](#)
- [Southeast Landfill](#)

What’s behind the poor air quality numbers? Narvaez said the combination of meteorological factors with pollution from cars and industrial plants can create an environment in which ozone thrives.

“A lot of this has to do with things out of our control,” Narvaez said. “The heat, the sun, the wind, it’s all the things. It’s like we have the perfect nesting ground for ozone the second the nitrogen oxide hits the air.”

Charlie Gagen, the American Lung Association’s advocacy director for Texas and Oklahoma, doesn’t see ozone presence slowing anytime soon.

“Texas is seeing irregular and record-breaking heat waves, and that is going to lead to more ozone unless we do something to both address climate change and also reduce the sources of those chemicals that are needed to create ozone,” Gagen said.

What is ozone?

Ozone is made up of two parts, the first formed from [nitrogen oxide](#) gas. Nitrogen oxide is created from fuel emissions burned at high temperatures, including from automobiles, trucks, factories and power plants, according to the EPA.

The second part of ozone molecules are [volatile organic compounds](#). These compounds are used in manufacturing coolants, pharmaceuticals and paints, and are often components of petroleum fuels and other household cleaning and cosmetic products, according to the EPA.

When the gas and compounds mix, it creates ozone at ground level, which is where it becomes harmful. When the ground-level ozone exceeds a certain amount, it’s classified as an “ozone exceedance day,” Narvaez said.

Cities see the highest amount of ozone in the afternoon and evening, Narvaez said. Smog can cause persistent health concerns — especially for people with preexisting conditions, such as asthma and heart disease.

“Ozone can cause asthma attacks, cardiovascular damage and reproductive and developmental harm,” Gagen said. “It really can impact not just your lungs but your entire cardiovascular system.”

For a day to be considered an ozone exceedance day, air quality monitors must detect an average of 70 parts of ozone per billion or higher.

A map showing all of the monitored areas and their current levels can be found [here](#). Air North Texas, a service run by the council of governments, also sends [email alerts](#) about potential poor air quality days.

The Clean Air Act requires regions across the U.S. to reduce their reported levels of ozone to less than 75 parts per billion. So far this year, North Texas’ value is 80 parts per billion.

That number is concerning because the next three years of ozone measurements will determine if North Texas pays annual fines to the EPA. The federal government will take measurements from 2024, 2025 and 2026 and look at the fourth-highest ozone levels of each air quality monitor.

If the averages don’t come under 75 parts per billion, the region will officially have failed the EPA standard, Narvaez said.

From there, the Texas Commission on Environmental Quality’s [Section 185 fees](#) would be imposed on pollution sources, such as power plants or cement kilns. The fees will be required every year until North Texas complies with the air quality standard, Narvaez said.

There are, however, steps that residents can take to mitigate the presence of ozone. Carpooling, bringing lunch to work, reducing idling, conserving water to reduce energy use, postponing mowing to days that don’t exceed ozone levels, maintaining consistent driving speeds and conserving electricity are all ways to reduce ground-level ozone presence, according to [Air North Texas](#).

“Carpool if you can,” Narvaez said. “In our area, people don’t really have a choice. They have to drive.”

Narvaez emphasized the importance of limiting water usage and using cleaner machines when possible, such as an electric or battery-powered lawn mower.

“If you can limit your energy usage, that’s very helpful,” Narvaez said. “The precursors aren’t just emitted from cars but also power plants.”

Like Air North Texas, Narvaez also suggests reducing emissions to prevent idling.

“You don’t want to sit in a 100-degree car, but if you’re sitting there for a while, then those are just more emissions that are pouring out of your car,” Narvaez said. “But you could turn it off.”

While residents can take action themselves against ozone levels, Gagen said, it will require action from lawmakers to fully reduce pollution and improve air quality.

“To really have the impact we need, we need the federal and state governments to take this more seriously and make continued investments,” Gagen said.

IS DART SERVING THE AREA'S PUBLIC TRANSIT NEEDS?

Readers share their thoughts on how DART is run and the public transit needs of the Dallas area.

Letters to the Editor

July 21, 2024

DART leadership failure

Re: "DART needs to be more efficient — Rowlett mayor says resolution to cut sales tax share will get agency's attention," by Blake Margolis, Monday Opinion.

This op-ed by the mayor of Rowlett totally missed the point on the problems with Dallas Area Rapid Transit. First off, every ride on the DART system should be free. Everybody is already paying for DART every time they buy a stick of gum. Thus, by charging fares you are charging a regressive tax on low- and middle-income families.

If you truly want to make the fares equal, it should be by the trip. Why should I pay the same fare amount to go four blocks down the street as someone in Rowlett to go 20 miles downtown?

The mayor was right in that DART is the most inefficient government entity since the Dallas police pension fund. The drivers have become unfriendly and rude. Elevators at nearly every train station have rust holes, broken panes of glass and smell horrible. Most of the ticket kiosks don't work. Most of the display boards don't work.

Many buses are never on time. The posted schedules on the boxes and pamphlets are incorrect, and this is an agency getting over \$1 billion a year in tax revenue. The website is a joke on planning trips or informing you of delayed buses. The problem is not fare enforcement — it's management leadership.

Brad Thompson, Dallas

Keep covering funding

I'm writing to you in support of your coverage regarding the recent propositions by several cities to support a reduction in the funding for DART. As a DART rider, it's extremely disappointing to me that a transit system chosen by voters 40 years ago can be reduced without any public input.

My friends in Plano and Rowlett spoke before their city councils in protest, but the motions still passed unanimously, despite using blatant misinformation to support their resolutions.

Irving's City Council council meeting on July 11 had the item on its consent agenda, which meant the issue of DART funding might have been voted on without any discussion (thankfully, it was pulled and at least discussed). Farmers Branch's presentation on Tuesday contained almost no information, just rhetorical questions like, "Are our taxpayers receiving a value corresponding to their investment?"

With no substantial arguments provided, the Farmers Branch staff recommend the same cuts as the other cities. The coordination displayed by these DART members regarding funding cuts is concerning and the lack of transparency is frankly undemocratic.

My friends and I will fight these cuts and look to you for continuing coverage.

Curtis Green, Addison

Time to eye DART closely

Is DART facing an existential referendum on its funding tax base from its 13 member cities? I hope so. It is time to pop the hood and take a look.

The missed tax revenue could easily be recovered if DART would enforce its fare management and stop the free rides. I recently rode the Red Line round trip to the Tyler station in Oak Cliff.

The DART fare tap-on reader at the station was broken, causing missed fares and lost revenue. DART says its financial records are public, but I seriously doubt it has any clue the money it is losing to fare scofflaws.

Failure to get its house in order will erode trust and change the 13 cities' positions regarding funding the DART system.

Jim Sherrard, Plano

'Pay now or pay later'

I'm writing regarding these recent headlines in *The Dallas Morning News*.

On June 26 page 1A, "It's not you. Traffic has been worse lately — City is among most congested in the country, study finds." On June 26 1B, "City questions DART funding — [Plano City] Council vote opens door to cutting it; agency says any reduction is 'not realistic.'" This story says that the "Plano City Council voted ... to allow Plano and the 12 other DART member cities to pay 25% less in tax revenue over time."

Let's connect the dots. Traffic in Dallas-Fort Worth is among the worst in the nation, largely due to the lack of effective mass transportation. And 13 D-FW cities vote to make it worse?

I have traveled in Tokyo, Paris and London, in all of which it is arguably faster to take public transportation than it is to drive (in most cases). Add to that the reduction in hazardous auto emissions.

I've seen morning southbound traffic double past my neighborhood in the past decade. Hello Plano? Pay now or pay later.

Steve McCluer, Far North Dallas

Traffic will only get worse

Urban sprawl means a lot of people in a large area creating traffic in all directions but especially funneling downtown. I've found adding lanes stops being effective after three, and our major highways already push past four.

Densifying inner suburbs may lower commute distance and add walkability, but will not reduce congestion without mass transit. But where to expand mass transit?

DART is running out of right-of-ways for expansion, preventing a critical mass of commuter rail. Subways might help downtown, but no further. We could augment major thoroughfares like Preston-Oak Lawn with trams or even elevated rail, but that would slash capacity for years in the meantime.

Fixing traffic requires decades of funding from all levels of government, population buy-in, a cohesive engineering vision and a tolerance for buses. Or we could do nothing, but be warned! This is the best Dallas-Fort Worth traffic for the rest of your life.

Thomas Urech, Richardson

Robbing DART is bad government

Don't rob DART to pay for the pension crisis. Cynical politics in other cities underfunds public transportation until the public blames transportation management, allowing the cynics to rob the transportation coffers even more.

Robbing DART, which does a good job, and which needs more money to replace aging trains and buses is a bad idea. We need good public transportation to keep our roads less crowded and to help prevent global warming as Dallas grows.

Taking money from DART is beyond cynical. It's hypocritical, coming from those who are promoting higher density (such as ForwardDallas), which means more dependence on DART or else traffic will gridlock.

Robbing DART to give money to the pension board, which has historically made bad investments, is bad government.

James E. Costello, East Dallas

REGIONAL TRANSIT STUDIES DISCUSSED AS CITIES WEIGH DART OPTIONS

July 19, 2024

City staff gave an update on the status of the Transit 2.0 study at Monday's City Council meeting and also discussed the Dallas Area Rapid Transit (DART) allocation study currently underway. Initiated in 2023 by the North Central Texas Council of Governments' Regional Transportation Council, Transit 2.0 is examining investments needed to accommodate population growth and support sustainable development while also serving cities that lack the sales tax capacity to join one of the area's three main transit providers. NCTCOG's area is expected to grow from 8 million people today to over 11 million by 2045, with much of the growth expected outside the three transit system service areas. The Transit 2.0 study is expected to be complete in spring 2025.

Earlier this year, DART's Board of Directors approved an agreement with Ernst & Young Infrastructure Advisors to develop a revised cost allocation approach to DART's operating, capital and debt expenses by service area city—an analysis which can be replicated annually. The DART Board is expected to review preliminary study results later this summer.

Richardson intends to allow the ongoing studies and planning efforts to conclude prior to taking any position on funding or other operational considerations.

Monday's presentation: Click [here](#)

SOURCE

CONTROVERSIAL PEPPER SQUARE PLAN TO GO BEFORE CITY PLAN COMMISSION IN AUGUST

By April Towery

July 22, 2024



Pepper Square rendering

A proposal for 1,500 housing units at District 11's Pepper Square mixed-use development has reportedly been revised and will go before the Dallas Plan Commission for a vote on Aug. 8.

As zoning cases adjacent to single-family homes are prone to do, this one has strong opposition.

Following an acrimonious [neighborhood meeting](#) in early March, a group of residents created a petition to recall Councilwoman Jaynie Schultz, who represents the area around the shopping center at Preston and Belt Line roads.

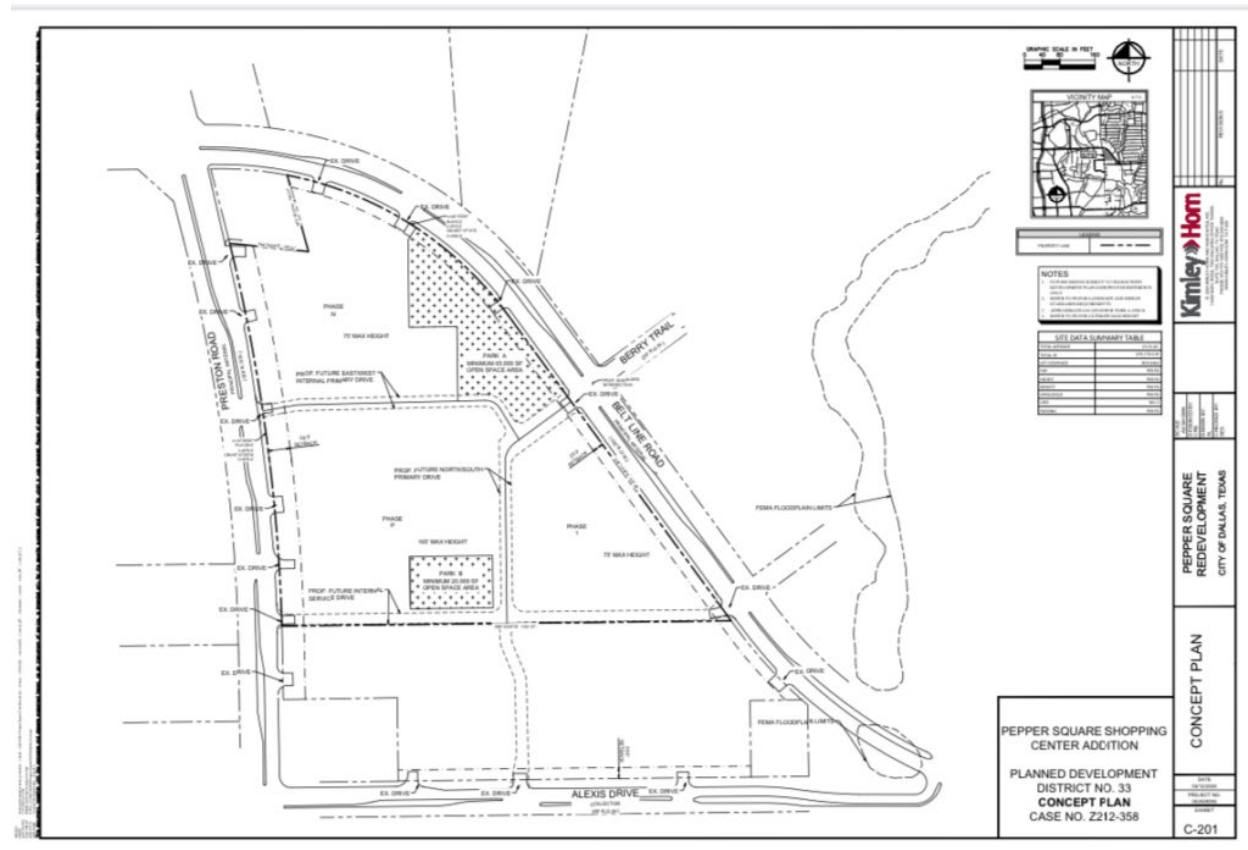
There's also a bit of a whisper campaign that land use consultants with [Masterplan](#), including former Dallas City Councilman Lee Kleinman, are dragging the case out indefinitely to line their pockets.

The zoning application will have to get past the City Plan Commission and City Council to become a reality. Residents gathered on July 18 to strategize about the upcoming City Plan Commission meeting. We'll have coverage of the [Pepper Square Neighborhood Coalition](#) meeting in a separate story later this week.

Jaynie Schultz's Take on Pepper Square

Councilwoman Schultz, who twice defeated CandysDirt.com publisher Candy Evans in Dallas municipal elections, addressed the Pepper Square matter in a June 28 newsletter to constituents.

“While many believe the shopping center can be revitalized without any residential development, this is not an option for the owners,” Schultz wrote. “Leaving the center ‘as is’ with only 40% leased is not sustainable. As such, we must develop a plan that serves the area [and its] residents, protects beloved local shops, and allows for redevelopment.”



Pepper Square conceptual plan (Masterplan)

The main points of concern about the original proposal for Pepper Square are the number of units per acre and the building height, Schultz said in her email.

“Taller buildings with a smaller footprint allow for more greenspace,” Schultz said. “Some neighbors are concerned about having a building on the east side of Preston similar in height to those on the west side, and we hear you. At the same time, sprawling four- or five-story buildings create more surface coverage and large blocks of apartments, even if the buildings only have 300 to 400 units. Additionally, any building over five stories, excluding podium parking, must use steel rather than wood, resulting in a better project. We are also requiring all residential parking to be in garages, eliminating the massive parking lots currently at Pepper Square.”

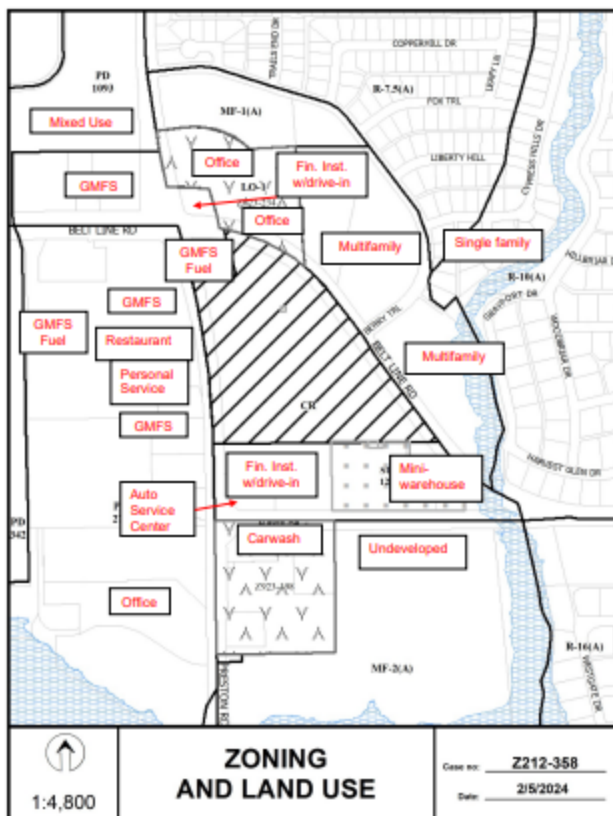
Schultz announced Tuesday in an email to constituents that she would not seek re-election in 2025.

Opposition to Pepper Square

Natalie LeVeck, a D11 resident whose husband Damien LeVeck created a series of [YouTube videos](#) blasting Schultz and the Pepper Square proposal, reached out to the City Plan Commission via email on July 12.

A 12-story apartment building next to single-family homes doesn't "match the low-rise scale of the community residential placetype," LeVeck said, referencing a guideline in the city's [ForwardDallas land use plan](#), which is also under review by the CPC and will be the subject of a [public hearing Thursday](#).

"And of course, the proposed building scale, height, and massing don't complement the existing buildings that are [at] the Pepper Square intersection (single-story Tom Thumb, Hobby Lobby, Trader Joe's, etc.) or the neighboring single-family residential neighborhoods," LeVeck wrote. "I understand that most of you support density and affordable housing, but the current Pepper Square proposal 1) isn't density that's in conformity with the ForwardDallas plan as currently drafted, and 2) is not affordable. It's luxury, and estimates [show] \$3,000/month for one-bedroom apartments."



LeVeck added that the current proposal only accomplishes putting money in the pockets of developers.

"I'm not trying to be a conspiracy theorist — truly," she wrote in the email. "I can't figure out what we're doing other than pissing off nearby homeowners and ensuring larger profit margins for [applicant] Henry S. Miller. Please consider the voices of all of the residents who are emailing you and will undoubtedly continue emailing — the current proposal is not IT. Yes, there's a way to improve Pepper Square but high-rise apartments aren't it."

Masterplan's Proposal For Pepper Square

According to the [Masterplan website](#), where all related plans and rezoning documents are posted, consultants Kleinman and Andrew Ruegg claim:

"By right, the Pepper Square site could be developed with approximately 400,000

square feet of retail, 75,000 square feet of supermarket, and 275,000 square feet of restaurant, which would lead to over 40,000 daily trips, nearly 3,200 AM peak hour trips, and over 2,400 PM peak hour trips.

The proposed site generates 76% fewer daily, AM peak hour, and PM peak hour trips. A full lease-up of the existing Pepper Square businesses would generate approximately half of the full

by-right trips, so the proposed Pepper Square redevelopment generates approximately 50% fewer trips than the existing site would generate if fully leased. The proposed redevelopment plan significantly reduces the by-right trip generation for Pepper Square.”

Traffic Concerns Around Pepper Square

Although opponents of the project find it laughable, it is “a standard engineering fact that retail generates higher traffic volumes than residential traffic,” Schultz has said.

“Therefore, having less retail than the allowed 198,000 square feet will actually reduce traffic compared to a full retail build-out,” she said. “Additionally, we are assured of the new traffic signal at Berry Trail and the deep setbacks along Preston and Belt Line with wide sidewalks and treescape for shade. The North Central Texas Council of Governments has committed to improving traffic signals along Preston between Arapaho and 535, regardless of the redevelopment type.”

The North Central Texas Council of Governments has emphasized that “pushing people to the northern suburbs due to a lack of housing in Dallas will worsen traffic and increase living costs across the region,” Schultz said.

“More local traffic around Preston and Belt Line because more people live and shop there means fewer commuters from the north (currently 62% of drivers) will use Preston as an alternative to the Tollway,” Schultz’s email states.



Why You Should Support This Project

- Aging retail and empty storefronts can become a blight on the community. This part of Dallas is economically strong but shopping habits have changed. A lack of quality tenants gives the wrong impression. The proposed change will update the property to a mix of uses including restaurant, residential, office, and appropriate retail. Interior structured parking allows for a much more inviting development with green space, landscaping, and amenities. A traffic management plan will better control the site to minimize the impact on the surrounding streets. The planned upgrades will enable a revitalization of the shopping center to better serve the next generations in this neighborhood as Pepper Square has served the community in the past.



1:4,800

AERIAL MAP

Case No. Z212-358
Date 2/6/2024

DART RIDERS ORGANIZE AGAINST PROPOSED BUDGET CUTS

By Pablo Arauz Peña
July 22, 2024



North Texas residents, including DART regular passengers, met on Saturday to discuss how to organize against proposed budget cuts to DART.

Transit riders and advocates are pushing back on proposed cuts to Dallas Area Rapid Transit's funding.

More than two dozen North Texas residents packed a small room in a downtown Dallas office building on Saturday to organize and discuss the future of DART.

At least half of DART's member cities have expressed interest in cutting back their contributions to the agency by 25% in recent weeks. The agency's CEO Nadine Lee, along with some board members, have said that reductions [would lead to service cuts and hurt the agency's budget](#). Ultimately, the decision would be up to the agency's board of directors.

Connor Hulla, who helped co-found the transit advocacy group, said education and awareness are top priorities.

“The main goal, we want to talk to city council members or staffers because we want to make sure that they’re hearing from people on how they feel about the proposed budget cuts that are being talked about,” he said Connor Hulla.

The group’s efforts include a petition [calling for all of DART’s board of directors to reject any proposals to reduce sales contributions](#).

“Should the board vote on this matter, we implore every member to stand against the cuts,” reads the petition.

Carrollton, Farmers Branch, Irving, Plano and Rowlett passed resolutions to reduce their contributions; University Park City Council tabled a vote on a similar measure. Dallas city leaders are eyeing revenue meant for DART as a way to fill a gap in the city’s pension fund.

Hulla was surprised with the turnout for a Saturday event with little advertising. Organizers only promoted the event through a post on Reddit.



Tammy Greenberg has been riding DART for almost 20 years and often attends the agency’s monthly board meetings. She said she’s seen the impact of past service reductions and route changes where she lives in the Cedars neighborhood of South Dallas.

“I work seven days a week and I’ve even had to walk from Akard Street to CVS [on] Main Street, because there’s no buses on Akard anymore on the weekends, and then they cut midday [service] on the weekdays,” Greenberg said.

Ken Duble is a frequent DART passenger. He said mobility access is being overlooked in discussions about funding cuts.

“What I'm hearing from the critics is all they're talking about is the is what they could do with the money by reducing the sales tax by a quarter of a cent,” Duble said. “What I'm not hearing is what the cost would be to mobility in the North Texas region.”

Duble said the region's rapid growth should be the driving reason for expanded service — not less. Studies by the North Central Texas Council of Governments [show that the region's population will balloon to more than 11 million people by 2045](#).

“The traffic is going to continue to get worse no matter what we do, and we do need alternative means to get around,” Duble said.

Ian Seamens, with the climate advocacy organization Environment Texas, said he regularly rides the red line to Dallas City Hall. He said he sees public transit as one solution to the climate crisis.

“If anything, we should be expanding DART's funding, I would argue, because this is the time that we need public transportation,” Seamens said. “It's a great way to get around, you're not causing nearly as many greenhouse gas emissions, and you're not contributing to the ozone pollution crisis here in Dallas.”

Many North Texas counties have been in non-attainment for ground-level ozone pollution for several years, [according to NCTCOG](#).

Conor Hulla, the group's co-founder, said they're beginning to form committees for each DART member city and plan to hold meetings every third Saturday of the month. He added the group will monitor Dallas city council's agendas as it moves toward a decision on the proposed cuts in September.

MEET THE PEOPLE CHOOSING TO LIVE CAR-FREE IN DALLAS

Why and how some Dallasites are choosing to live car-less in a car-dependent city.

By Uma Bhat & Lilly Kersh
July 22, 2024

Courtney Hunter never thought she'd total her car. But on Christmas Eve in 2021, she stood by the wreckage of her 2008 Nissan Versa on the Dallas North Tollway, grateful to be alive. She realized her plans to go car-free had been expedited.

Hunter had commuted to school at the University of Texas at Arlington from Irving, and promised herself that when she graduated and moved to downtown Dallas, she'd get rid of her car. In five years, she reasoned, the city would likely have better public transport options and be more walkable.

The car accident sped up her timeline. Now, the 28-year-old is one of more than [200,000 Dallasites using Dallas Area Rapid Transit](#) to make their everyday commute. She said it takes her 20 to 30 minutes to get to work using transit.

She and other Dallasites relying on alternative transportation say they are saving money, saving the environment and saving their sanity from Texas traffic by using public transportation. Car-less commuters say that although the lifestyle comes with its challenges, they feel safer and more connected to their community overall after ditching their wheels.

While living without a car is not always a choice, and deciding to forgo a vehicle is itself a privilege, some professionals see the benefits of navigating Dallas by train, bus, bike and foot.

A city built for cars

One of the biggest obstacles for the car-less of Dallas is overcoming the city's car-dependent infrastructure. Only 5.3% of households in Texas do not have a car, according to [2022 American Community Survey Data](#). Nationally, 8.3% of households don't have access to a car.

Like several cities in the U.S., Dallas was built to be traveled by car, Rice University Professor [Christof Spieler](#) said. Spieler focuses on urban planning and structural engineering.

"The people in Congress voting for the creation of the interstates really saw them as travel between cities, there was not a real full understanding that building the interstates would completely change commute patterns within our cities," he said.

Plus, parking minimums — which require buildings to have a minimum number of allotted parking spots based on their square footage — have spread apart businesses and other services. That's made the city less walkable, Spieler said.

The city voted to consider [eliminating minimum parking requirements](#) for developers in January. Recommendations for the parking reforms are expected to be considered by Dallas City Council this summer. But some worry abolishing the rule will cause cars to flood the sides of suburban roads.



Hexel Colorado, who lives in downtown Dallas without a car, leaves a grocery store, Friday, July 12, 2024, in Dallas. (Chitose Suzuki / Staff Photographer)

Meanwhile, city councils across the Metroplex are proposing cutting funding for DART from their budgets. The Plano City Council voted on June 24 to ask the DART board to allow Plano and 12 other cities to pay 25% less in tax revenue over time, and [Rowlett City Council followed](#) with a similar plan.

[DART also plans to hike fares](#) for the first time since 2018 and eliminate less popular fare options next year. Staff said the changes aim to help the agency maintain and improve service in the face of higher costs.

Saving dollars makes ‘sense’

With a DART stop close to her new hybrid office job, Hunter saved money not having to maintain her car.

In order to cut costs, Hexel Colorado, a software developer and life-long North Texan, sold his car around December 2021. Because of the pandemic, he worked from home and decided to move from Grand Prairie to a more walkable neighborhood near Lower Greenville. He’s been car-free ever since.

“I just wanted to save some dollars,” Colorado said.

Colorado now documents his car-free lifestyle in Dallas on social media and is a member of the DART Citizen Advisory Committee.



Hexel Colorado, who lives in downtown Dallas without a car, wears a helmet after his grocery shopping, Friday, July 12, 2024, in Dallas. (Chitose Suzuki / Staff Photographer)

Imani Lytle and Jonathan Zoccoli have also taken on the challenge to go car-free. The two work at [Better Block](#), a nonprofit focused on urban design and placemaking. Lytle lives downtown and Zoccoli lives in the Bishop Arts area of Oak Cliff. They each decided it was worth living in a more expensive neighborhood that was more central and accessible on transit, rather than a more faraway, but cheaper, area.

While Lytle and Zoccoli don't need to pay for gas, car insurance, parking or maintenance, there are still expenses that come with transportation for non-car owners.

Even though Colorado gets a free monthly DART pass as a member of its advisory committee, he still spends, on average, \$120 a month on extra transit passes, trips on ridesharing apps, scooter rentals and other transportation-related expenses. DART passes normally cost anywhere from \$80 to \$192 a month.

When he owned a car, Colorado said he spent around \$450 a month on the payments and insurance alone. On top of that, he paid for gas, maintenance and more — making his car expenses well above twice the amount he pays without one, he said.

Young people skipping driver's ed

Finances convince some to make the switch to a lifestyle oriented around not having a car. But more young people are choosing not to get their license in the first place. In 1996, around 87% of people aged 20-24 had a driver's license in the U.S., according to [data from the Federal Highway Administration](#). In 2022, only [77% did](#).

[Khaled Abdelghany](#), a professor of civil and environmental engineering at Southern Methodist University, said there are many reasons young adults might forgo a license. Young people are more financially constrained, environmentally conscious and have less rigid schedules, he said.

[Research by the Brookings Institution](#) found many young people choose to drive and own cars less because of their circumstances more than their preferences. Young people have lower earnings and wealth than previous generations did at similar ages, and experience higher gas and insurance prices. They increasingly live in cities and are waiting longer to have kids, the report found.

Some believe many young adults will eventually decide to drive in their lifetime, Abdelghany said. But there may also be a more sustainable trend taking place that might actually reduce car use and ownership in the long term. He sees several changes that may make this possible.

Increased ride sharing options like Uber and Lyft and electric scooters and bikes make it easier for people to get around without a car. More transit-oriented developments, or multipurpose buildings close to transit services, increase access to buses and trains. Work-from-home lifestyles and online shopping also reduce reliance on a car, Abdelghany said.

“The fabric of the transportation system changed significantly,” he said. “That behavior [of] not getting a driving license, not obtaining a car, we expect it might be sustainable.”

Related: [DART plans to hike fares for the first time since 2018](#)

DART at heart

While Zoccoli, Lytle and Colorado all appreciate DART’s services, they think there are some areas for improvement.

In 2022, DART made updates to its [bus network](#) that made using public transportation a lot easier for some riders, like Colorado. But several riders also cite issues with DART, including the number of daily trips, limited reach of routes, the need for better coordination between transfers and the need for more community engagement to increase awareness of public transit options.

No matter how DART evolves, riding transit takes some amount of pre-planning to coordinate a route based on bus and train schedules, Zoccoli said.

Colorado recommends people who are interested in using public transportation don’t give up when things get difficult, like if a bus doesn’t stop or if you get a route confused.

“Think about the first time you learned driving,” Colorado said. “There’s a learning curve for everything.”

Riding DART is more environmentally conscious, too, Lytle said, and keeps people connected to their communities. Hunter expressed the same sentiment — she said she regularly runs into several of her neighbors while on transit.

Lytle believes public transportation is not just for people without a car — it can also be an option for those with a car who are just interested in an alternative option. And Lytle and Zoccoli think people should be more aware of and open-minded to using Dallas public transportation, which can be stigmatized.

“There needs to be more dignity put on taking transit,” Zoccoli said. “It’s not bad to take transit”



Courtney Lynn Hunter waits for the DART train to in downtown Dallas, as part f her rugular work commute to North Dallas, Texas on July 12, 2024. (Azul Sordo / Special Contributor)

Safety on transit vs. roads

[DART data indicated](#) that harassment, violence and a lack of safety at DART stations and buses were increasing in 2022, with hundreds of incidents and arrests reported within three months. But Colorado feels that there’s been a “noticeable” improvement in security on Dallas transit.

In 2022, when he first started riding DART regularly, Colorado said he would never see much security. Now, he said it’s more common to have his fare checked and to see a police presence. Last year, DART added more than [100 transit security officers](#), who joined the agency’s existing 252 officers.

“I think a lot of people will still feel like it could be better, but I’ve seen a tremendous amount of progress on that front,” Colorado said.

Lytle said she feels relatively safe on public transportation, and Zoccoli said it feels safer than being in rush hour traffic. Texas had more traffic fatalities than any other state in 2021, [according to ConsumerAffairs](#).

“[Transit] is kind of an alternative world to sitting on a 10-lane highway where everyone’s driving like crazy and you’re scared for your life,” Zoccoli said. “People should have an alternative to not having to be on that road.”

Related:[How bad is traffic in Dallas? One study says it’s only getting worse](#)

The journey, not the destination

Coworkers Lytle and Zoccoli find living without a car has given them more freedom.

“In the U.S., a lot of people associate freedom with car ownership,” Zoccoli said. “For me, it is the opposite. ... It’s so freeing to not have to pay for the car, to not have to spend 10 minutes looking for parking every time you go somewhere.”

For Lytle, living without a car gives her peace from the stress of traffic and has helped her mental stability.

“At the end of a work day, one less thing you have to worry about is driving,” Lytle said. “You can enjoy the process of getting home.”

Colorado said he takes the time he would be driving to read on the train, observe the world around him, explore his neighborhood or meet someone new. He stays fit walking and cycling more.

“[You] learn to see, appreciate and soak in the value of taking a little time,” Colorado said. “It’s more about the journey than the destination ... I think there’s a philosophy to it that you start to learn.”

NORTH TEXAS LEADERS SEEK FUNDS TO PLAN DEVELOPMENT NEAR TRINITY RAILWAY EXPRESS STATIONS

By Eric E. Garcia

July 22, 2024



A rendering of the Trinity Lakes development shows potential restaurants and stores built along the waterfront. (Courtesy image | Integral Group)

A lakeside promenade could one day be filled with people as they visit shops and restaurants near the [Trinity Lakes train station](#) in northeast Fort Worth.

That's the transit-related development goal for a proposed master-planned retail and residential community that would occupy about 1,600 acres just east of the crossroads of Interstate 820 and State Highway 121.

The train station, which [opened in April](#) off Trinity Boulevard just west of recently built housing subdivisions, could help prompt development in the city's spur that connects with Dallas Fort Worth International Airport.

North Texas officials are seeking a Federal Transit Authority pilot grant to help create a strategic plan for transit-oriented developments along the Trinity Railway Express route in three cities: Fort Worth, Irving and Dallas.

Elected and appointed officials with the Regional Transportation Council, an independent policy group of the North Central Texas Council of Governments, voted unanimously July 11 to request \$800,000 in federal funding for the plan. The group also approved \$200,000 in transportation council funds to be used for a non-federal grant match if the project is selected for the award.

The grant would be used for development plans around seven TRE stations in Tarrant and Dallas counties. The Trinity Lakes, Bell and CentrePort/DFW stations in Fort Worth are included as well as facilities in West Irving, Downtown Irving/Heritage Crossing, Medical/Market Station Center and the Victory area near downtown Dallas.

TRE stations in downtown Fort Worth and downtown Dallas would not be included in the plan.

Transit-oriented developments, including new housing, have popped up near Dallas Area Rapid Transit stations, including the White Rock Lake and Lake Highlands stops in East Dallas, within the last 12 to 15 years.

In Fort Worth, the Trinity Lakes development seeks to be “the premier location for East Fort Worth residents to live, work and play,” according to developer promotional materials. At least 1,400 single-family homes within the Hurst-Euless-Bedford Independent School District have been built nearby.

The Trinity Lakes project will include 200 acres devoted to high-density mixed use featuring an urban waterfront “that will serve patrons with an outdoor dining and entertainment experience unmatched in the Metroplex,” according to promotional materials by Atlanta-based Integral Group, the project’s developer.

One of the first developments planned is Serenity at Trinity Lakes, which will consist of four apartment buildings, a pool and cabana, according to a filing with the Texas Department of Licensing and Regulation.

“The project includes the reinvention of Trinity Boulevard into an urban boulevard, creating a true walkable urban context for the future TOD station on the existing Trinity Railway Express that connects Fort Worth with Dallas,” Integral Group said.

The developer also plans to create a tax increment financing district that would take the area’s tax revenue and invest it in enhancements to infrastructure and connections between existing citywide trail systems, according to Integral.

Ken Newell, president of the Newell Company and a former Trinity Metro board member, has said the Trinity Lakes site was on the tax rolls for less than \$5 million in 1999. Twenty-five years later, those 1,600 acres are now worth more than \$400 million.

“We’re going to well over a billion-dollar project,” Newell [previously told the Fort Worth Report](#). “It’ll just continue where you build a quality project, and that’s what we’re really trying to do. It just creates lasting value and value builds on.”

Trinity Metro’s first transit-oriented development was the \$114 million Grapevine Main Station, which serves the TEXRail line. The public-private sector project includes a food hall, entertainment and event venue, outdoor plaza and 150-foot-tall observation tower.

The city of Grapevine reported about a 25% citywide increase in sales tax revenue since 2020 as a result of the TEXRail station, the Fort Worth Report previously reported.

Transit agencies often work with developers and city officials on transit-related developments.

Anna Kurian, vice president of public relations for DART, said the agency gauges developer interest for transit-oriented developments. The agency, she said, “identifies its real estate assets

that are underutilized and offer immediate potential for a transformation from void to fantastic space.”

“Typically, that presents as the conversion of empty DART parking spaces into housing, office space, retail or some mixture,” Kurian said. “As DART considers any transit-oriented development project, we want to ensure that there is strong developer, city and community interest in the effort. We look to ensure that the development is within walking distance to a DART transit facility, and preferably, already has the appropriate zoning in place.”

A market analysis may be completed to confirm a developer’s concept and vision.

“That support may be evaluated through market studies, discussions with developers and city staff members, public meetings and other community engagement efforts,” Kurian said, adding that if a transit-oriented development has adequate support, the concept is presented to the DART board of directors to determine whether a project should be advanced.

Transit-oriented development would ideally create a walkable, attractive work-play-live environment that induces transit use, beautifies the area, provides convenient amenities, fosters economic activity and generates revenue to support transit operations.

Several concepts for transit-oriented development in Irving have been discussed for the downtown Irving Heritage Crossing station, but none of the ideas has moved forward in the planning process, Kurian said.

The planning grant opportunity comes months after Fort Worth Mayor Mattie Parker [announced the creation](#) of the Mayor’s Urban Rail Committee Supporting Economic Development & Tourism on May 2 to examine bringing a fixed rail system to the city’s entertainment districts as well as financial support for the system’s operation.

“It is about tourism and economic development. Absolutely,” Parker said in May. “But I think there’s a huge element to also meeting the needs of the population that lives here, that enjoys those entertainment districts.”

Trinity Metro and DART said they will work with the council of governments to pursue the federal grant for transit development planning around TRE stations.

TEXAS IS ONCE MORE FLIRTING WITH EXPANDING PASSENGER RAIL

The state's booming population, congestion problems and billions of federal dollars on the table have officials eyeing ways to boost passenger rail.

By Joshua Fechter
July 23, 2024



A robust passenger rail system has long been seen as a pipe dream in car-dependent Texas.

But a glut of federal dollars for rail projects and a growing realization that road expansions [won't ease chronic congestion](#) on the state's busiest highways have some Texas officials and policymakers flirting once more with the idea of expanded passenger rail.

"It's like the perfect storm forming because 20 years ago if we talked about passenger rail in Texas, it would fall on deaf ears," said Peter LeCody, who heads the organization Texas Rail Advocates.

Congress set aside \$66 billion in the 2021 Infrastructure Investment and Jobs Act to advance rail projects across the country. That pot of funds has rekindled interest in exploring how to boost conventional passenger rail between Texas' major urban areas and anticipate the transportation needs of the state's booming population.

Texas has added hundreds of thousands of new residents in recent years, and the state's population is projected to grow from 30 million people to 47 million by 2050. Without some form of reliable passenger rail between the cities, officials fear car dependence will grow and congestion will only get worse.

"The alternative is to condemn Americans to evermore crowded interstates, to condemn taxpayers to just paying for ever-widening of highways and potentially using evermore crowded airports," Andy Byford, senior vice president of high-speed rail development at Amtrak, told reporters earlier this year.

At the epicenter of rail ambitions in Texas is the 10-year-old and embattled high-speed rail project between Dallas and Houston. The company behind the project, Texas Central, has long promised to ferry passengers between the two cities at speeds north of 200 miles per hour, which would pare down a 3.5-hour commute by automobile to a 90-minute ride by train car. The project lost steam for a time [amid a leadership exodus and problems securing the land needed to build the system](#) but Amtrak resurrected the plan last year.

Amtrak officials consider the route ideal for high-speed rail. It would connect two of the country's largest metropolitan regions, which haven't had any form of passenger rail between them since Amtrak shuttered a Dallas-Houston route in 1995. And it would run through relatively flat land, allowing the train to reach top speeds and travelers to bypass congestion on Interstate 45. What's more, Amtrak officials believe the route could be the cornerstone for a potential national expansion of high-speed rail.

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But while Texas' chances of getting rail to connect its biggest cities are higher than they've been in years, lingering skepticism at the state level and local disagreements could still imperil the projects.

An "outlet valve" for traffic congestion

The Texas Department of Transportation recently obtained two federal grants to study how to boost passenger rail service on an existing Amtrak route from Houston to San Antonio and, in an effort separate from the Texas Central high-speed project, see if a conventional rail line between Houston and Dallas can be reinstated.

The agency wrote in the applications that increased congestion has made "highway travel unreliable" and boosting intercity passenger rail would remove hundreds of thousands of vehicles per year off Texas highways, easing congestion and hopefully traffic deaths. Expanding passenger rail would also help reduce greenhouse gas emissions, TxDOT noted.

Rapid population growth along the Interstate 35 corridor between Austin and San Antonio revived long-abandoned talks about how to boost the frequency and speed of passenger rail between the two cities. The Austin and San Antonio regions are projected to collectively grow from 5.2 million residents now to 8.3 million by 2050.

That growth will inevitably put further strain on I-35, already jam-packed with drivers who have no other way to travel between the two cities, said Travis County Judge Andy Brown and Bexar County Judge Peter Sakai, who formed a joint committee made up of local officials, transportation experts and rail advocates to explore how to expand passenger rail in Central Texas and perhaps beyond.

“It is unpredictable, it is unpleasant, it is unsafe to take that highway today in many cases,” Brown said. “And with the growth that we’re seeing, I don’t see how a highway is going to keep up.”

Sakai echoed Brown, stressing the need for some kind of “outlet valve” to relieve congestion along the corridor in the form of expanded passenger rail.

“I look at the reality that no matter how many lanes of traffic we build out on Interstate 35, it will never ever be large enough or have enough capacity,” Sakai said.

A split in Dallas-Fort Worth

With the push for expanding rail come disagreements over how to do so — and where to put it.

The most recent example is the debate over possibly extending Texas Central’s proposed Houston-to-Dallas line. The extension would stretch from a planned stop just south of downtown Dallas to Fort Worth, with a potential stop in Arlington. The pitch is intended to ensure the rest of the region has access to high-speed rail.

Fort Worth Mayor Mattie Parker and Arlington Mayor Jim Ross have backed the idea but it drew a rebuke from Dallas City Council members. The current plan would route the extension through a section of downtown Dallas, prompting fears among council members that it could upend redevelopment plans in the city’s urban core as well as siphon off economic growth to other parts of the region.

The council unanimously passed a resolution in June opposing above-ground passenger rail through downtown and commissioned a study measuring the economic impact of the proposed rail line extension.

“I understand what we are trying to accomplish but we get elected by the citizens of Dallas,” Dallas City Council Member Tennell Atkins, who authored the resolution, said at a June meeting. “If we don’t take care of Dallas, we’re going to be in trouble.”

In a bid to keep the extension project moving forward, planners with the North Central Texas Council of Governments, which coordinates transportation planning for the Dallas-Fort Worth region, tried to appease Dallas City Council members’ concerns. During a July 11 meeting of the metropolitan planning organization’s Regional Transportation Council, they presented a version of the route that would steer the rail line west of downtown Dallas.

“It’s critical for me that if we’re going to build a \$6 billion project, we need to get it right,” Michael Morris, transportation director for the North Central Texas Council of Governments, said in an interview after the meeting. “We’ve got to get everyone on the same page.”

However, moving the line could delay the project’s federal environmental approval up to a year, which the agency needs in order to begin planning and financing work.

Whether the Dallas City Council will approve the change remains to be seen. Omar Narvaez, who chairs the Dallas City Council's transportation committee, has supported the idea of having the rail line pass through downtown, noting that passengers would lose direct access to the convention center and other parts of downtown if the route moved. But he also said he wants to see the results of the council's economic impact study, expected sometime early next year.

Dallas City Council Member Cara Mendelsohn, one of the council's more conservative members who also serves on the Regional Transportation Council, said it doesn't make sense to plan for a Dallas-to-Fort Worth line when the Texas Central route hasn't cleared other hurdles to construction.

"We don't know that there will be any system," Mendelsohn said during the July 11 meeting. "You don't know that Dallas to Houston will even happen. So this entire conversation seems extremely premature."

The Dallas-Fort Worth region's population is expected to grow from 8.1 million to more than 11 million by 2045. Given that growth, it only makes sense that high-speed rail will be built at some point, Morris said.

"Someone is going to build high-speed rail in the state of Texas," Morris said. "To assume high-speed rail may never happen is not a logical step given the growth of Texas and the growth of the Dallas-Fort Worth region."

A reality check for Texas

Even without local disagreements, the dream of Texans zipping reliably and frequently from city to city in a train car would still be far from reality. Rail advocates acknowledge that expanding or adding passenger rail anywhere in the state will be costly and require substantial public investment.

The state would have to pony up some amount of matching funds in order to obtain federal dollars to expand passenger rail along the corridors identified by TxDOT. But the Texas Constitution mandates that most of the agency's budget must be spent on building and expanding freeways.

Lawmakers in the Republican-controlled Texas Legislature remain largely hostile to passenger rail and are unlikely to kick in state dollars to help pay for its expansion. Legislators even enacted a law in 2017 designed to prevent Texas Central from receiving state dollars to build high-speed rail, though the law was meant to apply to high-speed rail lines "operated by a private entity." It's not clear who would operate the Texas Central line, but Byford with Amtrak told the Dallas City Council earlier this year that company officials are proceeding as if Amtrak will run it.

State Rep. [Terry Canales](#), an Edinburg Democrat who chairs the Texas House Transportation Committee, said he doesn't foresee that lawmakers will budge on funding rail despite "once-in-a-lifetime" federal funding opportunities for such projects.

Morris said he expects a combination of federal and private funding will pay for the \$6 billion Dallas-to-Fort Worth line. He said he would never expect the Legislature to chip in.

The Texas Central route also has other hurdles to clear. The Dallas-to-Houston route, first [unveiled in 2014](#), still has to gain federal approval and find more than \$30 billion in financing

— expected to be at least partially covered by federal and private sources. That's up from an earlier [\\$12 billion estimate](#).

Another hurdle: land. Byford told reporters earlier this year that Texas Central has acquired about 30% of the land needed to build the line. While Byford said some landowners in the projected path are open to selling, he acknowledged others are still steadfastly opposed. The Texas Supreme Court has granted Texas Central the authority to seize land through eminent domain, but Byford has maintained that option will be a last resort.

Waller County Judge Trey Duhon, who heads Texans Against High-Speed Rail, an organization that opposes the Texas Central plan, said it's possible the Dallas-to-Houston line would need to clear a new environmental review to account for population growth along the route.

More than anything, he said, residents in and along the proposed path need clarity on whether the project is actually moving forward.

"These people have been dealing with this for 10 years," Duhon said. "There should come a point in time when enough is enough."

DART on track to restore light rail service today

By Trains Staff | July 24, 2024

Repairs continue after Sunday accident involving fire truck

DALLAS — Dallas Area Rapid Transit workers are on target to complete repairs to the light rail network's overhead catenary system by this evening (Wednesday, July 24), the agency said Tuesday afternoon.

More than half of the work had been done by Tuesday afternoon, DART said in an update on repair work stemming from a Sunday, July 21, accident involving a Dallas Fire and Rescue truck that skidded off an elevated section of highway and onto light rail tracks below, taking down part of the catenary system [see "[Dallas light rail service disrupted](#)," *Trains News Wire*, July 21, 2024]. Since then, six stations have been without power in the city's central business district and have been served by a shuttle-bus route.

"We appreciate the patience extended to the team as we work to complete these critical repairs following this unexpected incident," Bernard Jackson, DART senior vice president and chief operations officer, said [in an update](#). "This accident was especially impactful because of the extent of the damage to wires, poles and our Catenary system; moreover, the location of the crash is at the intersection of all four of our rail lines. A seamless customer journey is always our goal, and I was proud to see the DART Bus team support our Rail Operations team via the bus bridge. I am also happy to share that the repairs are nearing completion. We will communicate an additional update on Wednesday afternoon."

Repairs to wrap up Wednesday after fire truck accident on downtown Dallas train tracks

KERA | By [Penelope Rivera](#)

Published July 23, 2024 at 3:56 PM CDT

Dallas Area Rapid Transit estimates repair work will continue through Wednesday on its downtown system after a fire truck fell on the tracks over the weekend.

A Dallas Fire-Rescue engine [fell from the highway onto the DART tracks](#) below Interstate 345 and South Good Latimer Expressway.

Four firefighters were injured but are in stable condition, according to the department. DART officials said the crash was “severe and caused major damage” to the train’s overhead tension wires used to supply electricity to the trains.

As of Tuesday afternoon, the DART team said they’ve completed repairs to more than half of the damaged system.

Spokeswoman Jeamy Molina said because of the location of the accident, the entire train network was impacted.

“The incident occurred at a very critical location for us where all four rail lines meet, and it’s causing some major service disruptions,” Molina said.

She said there was also damage to the train tracks and ground where the fire engine landed.

Fourteen shuttle buses were dispersed to replace train service in affected areas and has increased to 21 since Monday.

Light rail locations being serviced include Cityplace/Uptown, Deep Ellum, Pearl/Arts District, West End, EBJ/Union and Victory stations.

Restoration to the train services began Monday evening but “might take a significant amount of time to repair,” DART officials said in a news release.

“We're hoping and they've been working as quickly and as safely as they can to have things back to normal operations Wednesday evening,” Molina said.

Penelope Rivera is KERA's news intern. Got a tip? Email Penelope at privera@kera.org.

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RESIDENTS CAN HELP SHAPE THE FUTURE OF NORTH TEXAS MOBILITY

There is still time to comment on regional transportation plans.

July 24, 2024

There's still time to weigh in on regional transportation plans — and the more input, the better

There are few things as important to our region's future growth, function and prosperity as the way we plan for new transportation infrastructure.

It's critical that concerned residents take part in that planning early in the process. Through Aug. 6, you have the opportunity to share your thoughts with the North Central Texas Council of Governments on several planning topics at <https://publicinput.com/nctcogJuly24>.

Among the topics up for public comment is the Regional 10-Year Plan update, including the U.S. 380 and Spur 399 project that is intended to improve east-to-west connectivity in and around Collin County, said Christie Gotti, senior program manager for NCTCOG.

About \$2.53 billion has either been approved already for the construction of this project or proposed for approval next month.

The 10-year plan also covers reconstruction of what's known as the Canyon in Dallas: the stretch of Interstate 30 between I-35E and I-45 just south of downtown. It will improve connections between I-35E, Cesar Chavez Boulevard and I-45.

The existing layout is "unnecessarily complex and challenging for drivers," according to NCTCOG documents. That's an understatement. The freeway spaghetti around downtown has been a source of frustration for generations and an engineering nightmare to sort out. That's to say nothing of the cost. The COG, as the agency is more commonly called, estimates a cost of about \$635 million for construction to make the Canyon safer and more efficient to handle the growing number of cars on it.

As traffic congestion grows worse in Dallas and the surrounding areas, these improvements are critical, and they represent huge investments. In the coming years, countless residents will commute on these roads. They need to be the best they can be.

This public comment period covers other topics as well. Access North Texas is a public transportation plan updated every four years to document the needs of older adults, disabled individuals and lower-income individuals across the region, according to NCTCOG's website. It's available for others across North Texas to use for transportation planning.

There's also the Transit Strategic Partnerships Program, which is a competitive grant, and Charging Smart, which is a program intended to help communities deploy EV charging infrastructure.

Transportation decisions are complex and costly. They also have a huge effect on how we live in Dallas. Certain decisions made in the past are now decisions we wish we could unwind. And certain projects left undone are projects we wish were implemented.

Bringing as much public attention as possible to transportation planning is important. We need many voices to speak up about what kind of region and what kind of city we want. That begins with understanding what the plans are and offering your input.

CARROLLTON JOINS DFW CITIES IN PLEDGE TO REDUCE DART FARES

By Jack Hintze

July 25, 2024

The Carrollton City Council approved a resolution supporting the Transit 2.0 Initiative during a July 16 meeting. The North Central Texas Council of Governments (NCTCG) leads the initiative, funded by the Regional Transportation Council.

The purpose of Transit 2.0, a comprehensive transportation partnership initiative, is to develop a more aggressive transit legislative program, increase membership in transportation authorities, collaborate between transportation authority systems and address long-term transit needs in the Dallas-Fort Worth region. NCTCOG documents predict unprecedented growth over the next 20-30 years.

Denton County is represented by three transportation agencies: Dallas Area Rapid Transit (DART), Denton County Transportation Authority and Trinity Railway Express. Carrollton Mayor Steve Babick said the council must plan for increased public transportation use as the city grows.

“Many of the member cities and DART are recognizing that it is the time to not only look at and reimagine what a transit need serving the region looks like, but also the funding aspect of it,” Babick said. “We simply just think it’s the right time to put (this resolution) on the table for the DART board to explore cost-cutting measures ... we think it’s the right time for them to be exploring that and putting in place a plan that allows them to have a more sustainable operation for the future.”

Babick said many member cities are also calling on DART to reduce transit costs. He hopes Carrollton and the DART board can explore a workshop for ticket costs, allowing non-member cities to be represented at a fair price.

“Today’s world will not support where we’re going, and so we are encouraging DART to work with us ... as we move forward,” Babick said. “We have no authority to dictate a reduction of 25%, we can only encourage a reduction.”

According to NCTCOG documents, Dallas, Fort Worth, Plano, Irving, Carrollton, Farmers Branch, North Richland Hills, Rowlett, Coppell, McKinney, Addison and Richardson have agreed to support the Transit 2.0 initiative.

NCTGC Regional Transportation Executive Director Michael Morris said a comprehensive study of regional transit is needed to assess the effectiveness. He said barriers to system growth and agency costs must be considered.

“As member cities of a transit authority, we acknowledge and embrace that the growth of the region requires an efficient transit solution in order to provide predictable, cost-effective and reliable mobility for residents and businesses,” Morris wrote. “We member cities of a transit authority believe now is the time for this strategic look at transit solutions to ensure we are meeting the mobility needs of the Metroplex.”

COUNTY MOVING FORWARD WITH ADDRESSING FM 51 ISSUES

By Sally Sexton
July 25, 2024

County commissioners are on a mission to address traffic safety on Farm-to-Market Road 51 sooner rather than later.

The Parker County court Monday approved spending \$230,000 to kick off improvements at the intersection of Carter Road and FM 51 North.

The funding, which comes from Precinct 2's discretionary account, will secure the local contribution for engineering plans and an environmental study.

Precinct 2 Commissioner Jacob Holt said it would be similar to the project at Poolville Cut-Off and Highway 199, where turning lanes were added as part of a transportation bond.

The commissioner described the present condition as a "Super 2," defined as a two-lane rural highway to allow slower vehicles to pass with a passing lane that alternates from one direction of travel to the other, along with a hill.

"The problem is you've got people who are traveling at a high rate of speed coming over the hill, then immediately having to slam on their brakes," Holt said. "We're going to attempt to broaden the right-of-way of FM 51 so that dedicated turn lanes can exist.

"We've begged for a light ... but this is a good start."

Freese & Nichols Engineer Chris Bosco said the scope of work included adding a northbound left turn lane and southbound right turn lane at the intersection. It also includes removal of existing rumble strips along the centerline and shoulders 51 by milling the existing hot mix asphalt concrete.

Texas Department of Transportation will manage the building process.

Commissioners in June drafted and sent a letter of concern to various state organizations regarding traffic safety of the 18-mile roadway that runs between Weatherford and Springtown.

Numerous accidents, several of them fatal, have occurred on the stretch, including a wreck in May that resulted in the deaths of a 29-year-old driver and three passengers, two of them 9-year-old girls.

Precinct 1 Commissioner George Conley Monday directed Parker County Judge Pat Deen to "get on" the North Central Texas Council of Governments about widening FM 51.

"We have made that request to COG and Commissioner Conley's point is well taken," Holt said. "We need to stay on them. If we need to pass a resolution every two weeks, then let's pass a resolution every two weeks."

Bosco added it was his understanding that TxDOT had already hired an engineer to do plans from Weatherford to Springtown.

"We need to let people know there's a process that we're going through, that we're not just sitting here watching this continue to get worse and worse," Deen said.

In other business Monday, commissioners: — Authorized Buildings and Grounds Director Mark Long to pursue an engineering study regarding improvements to the old Weatherford police building now owned by the county. The study, at an estimate of \$12,000, would include expansion options, determining property lines and parking lot improvements. — Accepted an offer from Tri-County Electric Cooperative to purchase the Smith Peak Radio Tower at an amount of \$10, and lease the 1.17-acre tract of land for county radio operations at \$18,000 annually with an escalation clause of 5% every three years. Commissioners also approved \$2,000 in attorney's fees to the land owner for getting the contract drafted with the county. — Approved an offer and differential housing supplement for parcels of land off Johnson Bend Road and Green Acres Road as part of a realignment project.

TXDOT SAYS US 287 HIGHWAY EXPANSION WILL GO INTO 2030S

By Jaime Moore-Carrillo
July 26, 2024

Fast growth often generates slow traffic. The roughly 6.9-mile stretch of U.S. 287 carving through far north Fort Worth toward Wise County has proven no exception to the rule.

The freeway splits off Interstate 35W just south of the Alliance mega-development and scythes northwest, through subdivisions, warehouses and the remaining plots of undeveloped land in between.

At its most tolerable, U.S. 287 beams sedans, SUVs and semitrailers north and south through one of Fort Worth's most bustling corridors. But the stream of vehicles regularly slows to a trickle, as [drivers jostle for space](#) on its cramped two-lane roads.

Relief for commuters isn't imminent.

The Texas Department of Transportation first unveiled plans to [add a third lane to each side](#) of the highway between I-35W and Avondale-Haslet Road in 2019. The expansion — coupled with extended frontage roads, built-out bridges and other adjustments — will, planners theorize, ease congestion.

TxDOT [planned to start construction](#) on the first phase of the \$227 million project this year. The first leg, originally priced at \$35 million, involves stitching extra lanes onto the freeway from its digression off I-35W until its intersection with Harmon Road (about 1.3 miles), adding frontage roads, and piecing together bridges linking Harmon and North Tarrant Parkway.

As of late July 2024, construction has yet to begin. In fact, officials haven't finished planning the segment.

"Phase one is currently undergoing final planning and design work before right-of-way purchase and utility relocations begin," TxDOT public information officer Bethany Kurtz wrote to the Star-Telegram. "This phase is currently estimated to be let for bidding in late 2026, pending funding availability."

In the meantime, vehicles will continue to twist impatiently and awkwardly around Harmon's tight, hole-ridden roundabouts to get on and off the freeway. (Early schematics of the rebuild from 2022 show the infamous rotaries being replaced with stoplights.)

Bidding for the subsequent phase of construction is set to open in 2029, Kurtz added, implying the road won't be finalized until at least the following decade. TxDOT did not offer explanations for the revised timeline (or forecast when it expected to finish the rebuild).

U.S. 287 connects more than a dozen housing communities to the center of Fort Worth. [Spacious lots](#) and [good schools](#) draw thousands of families to Fort Worth's northwestern outskirts.

State authorities have made strides toward alleviating some of the area's other traffic woes. TxDOT [received \\$17.2 million](#) from the federal government last summer to build a four-lane

bridge over train tracks intersecting with Bonds Ranch Road. Engineers believe the overpass, slated for completion by 2028, will help unclog rush hour back-ups caused by trains.

WALMARTS IN METROPLEX WILL BE AMONG FIRST IN TEXAS WITH FAST-CHARGING EV STATIONS

By Jaida Joyner

July 27, 2024

Walmart has chosen the Metroplex for its first round of installations of fast-charging stations for electric vehicles in Texas as part of its effort to build out its own national network of chargers.

Fifteen stores in North Texas, including eight in Tarrant County, will have the charging stations by spring.

The company announced in April 2023 that it intends to build [thousands of charging stations](#) at Walmarts and Sam's Clubs, in addition to nearly 1,300 EV stations it already had at 280 U.S. stores.

Construction is expected to begin on the North Texas charging stations in October and take about five months. The stations are integrated with the Walmart app.

Two Walmarts in Fort Worth are on the list: 3851 Airport Freeway and 5336 Golden Triangle Blvd.

The other locations are:

- Arlington, 915 E. Randol Mill Road
- Bedford, 4101 Highway 121
- Benbrook, 8840 Benbrook Blvd.
- Crowley, 1221 FM 1187
- Dallas, 4122 LBJ Freeway
- Dallas, 1521 N. Cockrell Hill Road
- Irving, 1635 Market Place Blvd.
- McKinney, 2041 N. Redbud Blvd.
- Murphy, 115 West FM 544
- North Richland Hills, 6401 NE Loop 820
- Plano, 6001 N. Central Expressway
- Sachse, 8015 Woodbridge Parkway
- Westworth Village, 6770 Westworth Blvd.

The EV charging stations will be in existing parking lots with an estimated cost of \$2 million to \$3 million each.

Walmart has said it is "uniquely positioned" with its 5,208 U.S. stores to make EV charging more widely available, particularly in rural areas. The company says 90% of Americans live within 10 miles of a Walmart or Sam's Club.

Texas has 391 Walmart Supercenters and 81 Sam's Clubs.

WISE COUNTY WORRIED ABOUT PROPOSED LANDFILL NEAR WATER SUPPLY

By Elizabeth Campbell

July 29, 2024

Wise County officials are concerned that a proposed construction waste landfill planned for a rapidly growing near Boyd and Aurora could affect the West Fork of the Trinity River, a major water source for Fort Worth and other cities.

When Wise County Judge J.D. Clark learned about the proposal, he began to ask questions.

At first, he thought the landfill would be in a remote area, he said. But the [permit application](#) submitted to the Texas Commission on Environmental Quality by Chisholm Trail Disposal shows the landfill would be near heavily-traveled County Road 4668, also known as [Bobo Crossing](#).

“That county road, is a very, very busy residential county road,” Clark said. “We worry very much about the impact of waste trucks being on this road.”

Clark said he is also concerned because the site is near the West Fork of the Trinity River, which feeds in to Eagle Mountain Lake and Lake Worth. Both lakes supply water to the city of Fort Worth.

“We just really feel that it is not a viable location. We and the property owners just have a lot of questions,” he said.

[State Sen. Tan Parker](#), R-Flower Mound, sent a letter to the Texas Commission on Environmental Quality, the state agency that approves applications to operate landfills, requesting that it hold a public meeting on the proposal.

A date hasn't been set for the hearing, but officials said it would likely take place in October.

Chisholm Trail Disposal, owned by Green Group Holdings, said growth and the construction that comes with it are fueling the need for the disposal waste site.

Forecasts indicate there won't be enough space to support the western region of Dallas-Fort Worth by 2037. The company cited information from the North Central Texas Council of Governments that described population increases of 32% by 2040 and a 30% increase in waste generation.

Thad Owings, director of landfill operations and development for [Green Group Holdings](#), said in an emailed statement that the proposed landfill is on the site of a soil mining operation.

“We want to assure residents and government officials that we are committed to addressing these concerns with transparency and responsibility,” he said.

He said the trucks hauling the waste will have less tonnage than the current mining operations.

What type of waste would be allowed in the landfill

The landfill would accept construction and demolition waste, including concrete, cardboard, brick, rock, wood, plastics, roofing shingles, furniture and brush, according to information from Chisholm Trail Disposal.

Household trash, tires, appliances and used oil would not be allowed.

Other officials echoed Clark's concerns about the proposed landfill.

Boyd Mayor Rodney Holmes said he first heard about the Chisholm Trail Disposal request from a landowner who is worried about his wells getting contaminated from the waste.

The site is on the Paluxy Aquifer, which runs west of Fort Worth from the Red River to the Texas Hill Country.

"Our main concern is that it's right on the West Fork of the Trinity, which is the water supply for Tarrant County and Fort Worth," Holmes said.

Like many areas of Texas, Wise County is struggling to provide enough water to meet the demands for growth. Holmes and other mayors in southern Wise County want to form a water district to meet future needs.

Meanwhile, Owings said the Green group is committed to meeting all of the necessary safety requirements.

"There are very strict regulatory requirements from the TCEQ that we must adhere to, and these regulations mandate that we must implement strong protections to ensure compliance."

BLOOMBERG

DRONE COMPANIES CLEAR FAA HURDLE TO OPERATE IN SHARED AIRSPACE

By Allyson Versprille

July 30, 2024

Dallas area residents will get to experience a milestone in drone delivery next month when companies including Alphabet Inc.'s Wing Aviation navigate the same airspace to carry small packages straight to people's homes.

The Federal Aviation Administration has cleared Wing and Zipline International Inc. to fly their drones simultaneously over the suburbs of Dallas and Fort Worth, Texas without visual observers, using technology to manage traffic and keep the drones apart. The agency expects initial flights using the drone-traffic system to begin in August and that it'll issue approvals to additional companies in the near future.

"It's something that's scalable nationwide," Paul Fontaine, an FAA assistant administrator responsible for overseeing the modernization of the air transportation system, said in an interview.

The development is a first for US aviation, according to the FAA, and seeks to overcome a major obstacle that's held back drone delivery. Drones promise a faster and more climate-friendly alternative to delivery using traditional modes of transportation like vans and can be used to bring critical supplies such as medicine to remote areas. Critics, meanwhile, have raised concerns about privacy, noise pollution and safety as the drones navigate increasingly congested skies.

The number of drones in the US are expected to rise sharply in coming years. The FAA projects the total registered units could surpass 3 million by 2028 from the more than 782,000 registered as of June 2024, of which almost half are for commercial use.

As part of this latest step, the industry will be responsible for managing the airspace using a system that enables companies to share data and planned flight routes so that their drones don't collide. It's the first time operators can use it for real-world deliveries, with the FAA providing oversight for safety.

"In order for you to actually have drones delivering things to your house and just flying around the way people imagine it, you're going to have to keep them apart," said Jeffrey Vincent, executive director of unmanned aircraft systems integration at the FAA.

Vincent said the latest milestone is one of the most significant, after several companies, including Wing, United Parcel Service Inc.'s UPS Flight Forward, Amazon.com Inc.'s Prime Air, and Zipline, received exemptions from the regulator to fly drones in certain parts of the US without someone on the ground having to physically keep them in view.

The ability to fly in the same airspace and use the traffic-management system will help eliminate barriers companies face when choosing US cities to operate in, said Okeoma Moronu, global head of aviation regulatory affairs at Zipline, which partners with retailers, such as Walmart Inc.,

as well as health care facilities and restaurants. The company, which is launching its operation in the Dallas area soon, has made more than 1.1 million commercial deliveries worldwide.

Prior to the approval, operators either had to fly in different areas or pilots had to call each other if they thought a route might overlap.

“It means that you can really look at where are the businesses we want to partner with and the customers we want to serve, and we don’t have to be worried about who else is already there,” Moronu said in an interview.

Having a more automated system for companies to share flight data is important for the industry to grow, said Margaret Nagle, head of policy, regulatory and community affairs at Wing, which also partners with Walmart as well as the online food delivery service DoorDash Inc.

According to the FAA, companies began testing the drone-traffic system in the Dallas area in 2023 — first with simulations and then with live runs. All of the drones fly below an altitude of 400 feet, away from crewed aircraft. The operators conducted thousands of flights before the agency approved them to fly in the same airspace, the FAA said.

The real-world deployment of the technology offers a chance for the US to move ahead after spending years playing catchup with other parts of the world, including Europe, said Amit Ganjoo, chief executive officer of ANRA Technologies, which is providing traffic management services to Irish drone delivery startup Manna.

“This gives the US an opportunity to leapfrog in a sense,” he said.

At the same time, the operations in the Dallas area will help inform the next major milestone for the industry — proposed regulation on drone flights beyond visual line of sight that the FAA plans to release later this year.

The rule will eliminate the need for companies to rely on a patchwork of special waivers and exemptions to operate, said John Vernon, the co-founder and chief technology officer of DroneUp, a drone delivery company in which Walmart has invested.

“We’re starting to clear away obstacles and move in a direction that’s hugely beneficial for drone operators,” he said.

WFAA

SOUTH DALLAS GROUP WANTS IMPROVEMENTS TO AREAS NEAR FAIR PARK.

Residents said millions of dollars gets poured into Fair Park which is east of Robert B. Cullum Blvd, but neighborhoods west are ignored.

By Brittani Moncrease
July 29, 2024

DALLAS — Every day, Mitchell Brown goes to the MLK Jr. DART station in South Dallas. He has seen the good and the bad.

“I was angry. Here I am, a 58-year-old from South Dallas. I had to get on the ground because these dummies are shooting at the station. It went pop, pop, pop, pop. You heard ding, ding, ding, ding,” said Brown, a South Dallas resident.

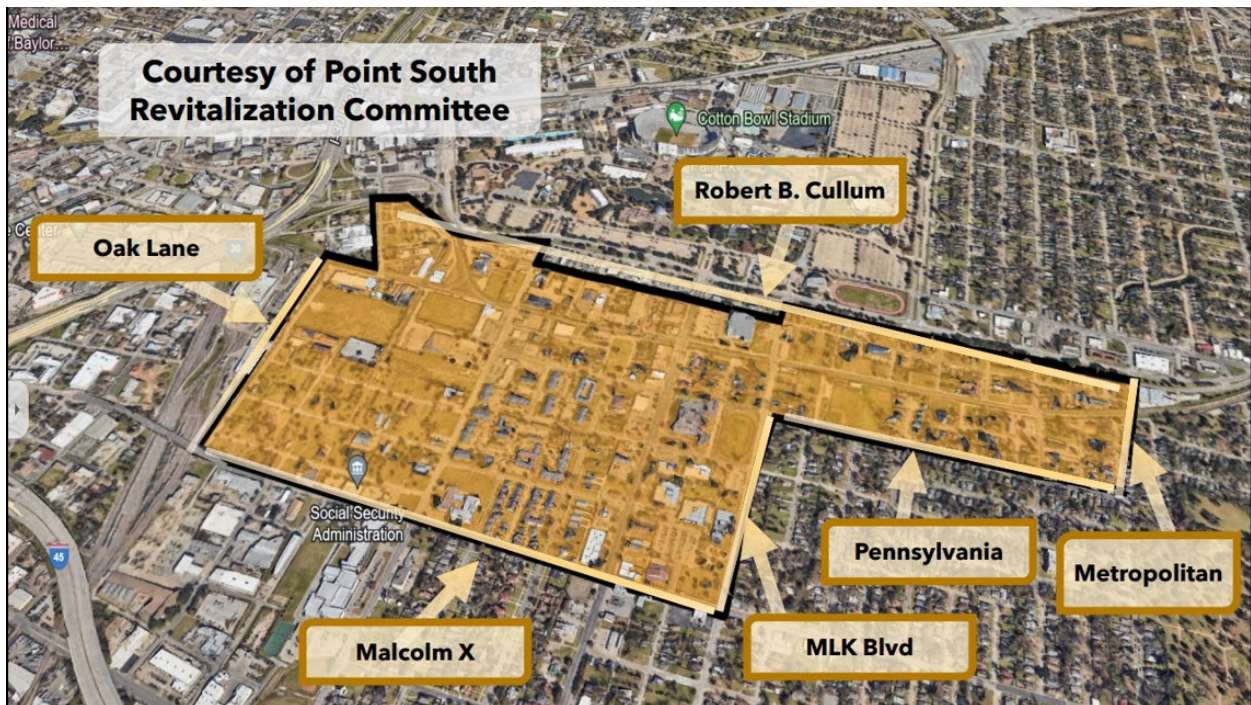
He said his frustration grows when looks just blocks away at [Fair Park](#). “That money has to start going that way some,” said Brown.

He and residents such as Ken Smith said Robert B. Cullum Boulevard is the divide.

“You have millions and millions and millions being poured into right across the street, but practically none on the other side,” said Smith, Revitalize South Dallas Coalition.

That is where Pointe South Revitalization comes in to address the need. The group of residents, business owners and developers have been working to reboot their 2013 MLK Jr. Station Area Plan.

“Like so many plans, it was sat on the shelf,” said Hank Lawson, Pointe South Revitalization Chair.



Credit: Pointe South Revitalization

Lawson said to bring more development, the city has to address issues such as mental health, homelessness and crime on this side of the boulevard. "The crime and gun violence that was allowed to occur in that 3000 block of South Boulevard and the 3100 block, that's shameful that the city hasn't done more to stop that," said Lawson.

Dallas Police said violent crime in the area is down almost 24% from last year; however, residents said that is not enough.

Pointe South Revitalization said there are resources in the area, and the desire for development is there. They tell WFAA what is missing is action.

Smith said for years, they have submitted project proposals for bond packages, but theirs was never selected. He also said individual members of the community group own about 85 lots in the area. "It makes us wonder if this land where we live promised to somebody else. We don't know. Why are there so many roadblocks when you own the land," asked Smith. "We want to make sure that we are not concentrating poverty in one zip code, which is what our policies are doing."

Pointe South Revitalization wrote a letter to city leaders including City Council member, [Adam Bazaldua](#), and Mayor Eric Johnson. "What does equity and inclusion mean for us? How real is equity when it comes to our needs in this area," asked Lawson.

WFAA reached out to those leaders as well. Although we have not received a response, Lawson said leaders are starting to show interest. "The momentum is real. We now have solid projects on the ground trying to happen. They can't ignore that," said Lawson.

It is attention that Brown has heard in years past, but hope the attention stays this time. "It is what it is. It's going to be what it's going to be, but hopefully it gets better," said Brown.

EAST BERRY STREET PROJECT FOCUSES ON PEDESTRIAN-FRIENDLY DEVELOPMENT

By Ismael M. Belkoura

July 30, 2024



Renaissance Square, which sits on East Berry Street at 2900 Renaissance Drive, Fort Worth, is pictured on July 29, 2024. (Camilo Diaz | Fort Worth Report)

Pedestrian-friendly development is on the horizon for a 6-mile stretch of East Berry Street.

The project encompasses East Berry Street from Interstate 35 West to Lake Arlington. The corridor is a culmination of work that started in fall 2022.

Kelly Porter, assistant director for the city of Fort Worth's Transportation and Public Works Department, said the plan will be presented to City Council in late 2024 to early 2025.

A [final draft](#) of the corridor study is available online. A unique set of zoning guidelines for the project is still pending internal review, Porter said.

[Over the last year](#), the city held several public meetings and sent out surveys to receive input on what residents wanted.

"We're able to think about the corridor as a corridor that has hopefully a lot of vibrant economic development along it, and you need the zoning so you can get that sense of place," Porter said.



Residents share their input on the city of Fort Worth's East Berry Street Corridor Plan at the East Berry branch of the Fort Worth Public Library on May 4, 2024. (Sandra Sadek | Fort Worth Report)

Specific redevelopment on the corridor will focus on improving vehicular, pedestrian and bicycle safety, according to the corridor study draft. Sidewalks are proposed alongside the entirety of East Berry Street, with buffers between the sidewalk and the road. Medians are planned on stretches of the street.

Mixed-use urban development is planned for East Berry Street in three different areas: Mississippi Avenue to Cobb Park; the intersection between Miller Avenue and East Berry Street; and from Stalcup Road to the lakefront.

The plan outlines redevelopment based on form-based coding, which is generally pedestrian friendly and focuses on the physical look of development.

Form-based codes differ from regular zoning, which was “made for the car,” said LaShondra Stringfellow, assistant director for the city of Fort Worth’s Development Services.

“Unless you’re within downtown or some of these special form-based districts that have been redeveloped, you will see massive parking lots,” Stringfellow said. “The residential area may be within walking distance, but it’s not really a comfortable walk.”

Fort Worth has been on the forefront of the push toward form-based codes. The city passed several mixed-use and form-based zoning districts during the last decade, including in the Stockyards and Near Southside.

Magnolia Avenue, which started pedestrian-friendly zoning in the 2000s, was the first form-based development in the city and the second in the state, said Paul Paine, president of Fort Worth Stockyards Inc.

Paine previously worked on form-based development on Magnolia Avenue, West Berry Street and South Main Street as the former president of Fort Worth South Inc. He is currently working on the form-based code of the Stockyards, which took effect in January and has seen changes throughout the year.

Although form-based codes are not the same for every area and don't work in every neighborhood, the success of Magnolia Avenue and other areas throughout the Near Southside led to a change in zoning across Fort Worth, Paine said.

Where are some examples of form-based code in Fort Worth?

- Magnolia Avenue
- West Berry Street
- South Main Street
- Camp Bowie District
- The Stockyards
- Future Panther Island Development

Future form-based codes are in the works for other areas of Fort Worth, Porter said, including the [McCart Avenue corridor](#), which began [in 2023](#).

The other side of Berry Street could also see redevelopment soon. Texas Christian University anticipates [transforming some of the properties](#) it owns along West Berry Street into multifamily housing and retail.

The city has revealed parts of the East Berry Street Corridor Plan to community members and city departments, including the Zoning Commission at its July 10 work session, Porter said.

The Zoning Commission expressed support for the plan.

"I love this idea. I think it looks fantastic, and it makes it easier to rule on and have some type of guideline," Zoning Commissioner Tiesa Leggett said during the work session.

HISTORIC TOUR TO FOCUS ON EARLY FORT WORTH TRANSIT-RELATED DEVELOPMENT IN HANDLEY

By Eric E. Garcia

July 30, 2024



An art installation paying tribute to Handley's history as a railroad town sits at the corner of Handley Drive and East Lancaster Avenue. (Sandra Sadek | Fort Worth Report)

More than a century ago, crowds flocked to a woodsy Tarrant County site because of the popularity of two passenger rail lines and a nearby trolley park with a scenic lake.

This week, a group will head to east Fort Worth's Handley neighborhood to celebrate the area's rich history — and what it continues to bring to the region now.

"It's a fascinating story that can stick with the city forever," said Jerre Tracy, executive director of Historic Fort Worth Inc., an organization that works to preserve historic structures in the city.

Twelve structures were built on East Lancaster Avenue in Handley to accommodate the throngs of rail passengers that visited the area. The community began to develop when the Texas and Pacific Railroad opened a passenger depot in 1876. Decades later, the North Texas Traction Company launched its electric rail service to the Handley community in June 1902.

Merchants opened shops and businesses as the interurban rail line between Fort Worth and Dallas brought scores of visitors to Lake Erie, a 30-acre tranquil body of water created when the traction company impounded a small creek for its electric generating plant that still stands today.

Visitors enjoyed boating, a skating rink, free concerts and other activities at the park, which was later incorporated into the 1,939-acre Lake Arlington in the 1950s.

The Handley community, which grew from 156 residents in 1903, reached over 3,000 residents by the mid-1940s. The area was annexed by Fort Worth in 1946.

The historic Handley commercial strip is a reminder of one of North Texas' first transit-oriented developments as rail brought more people to the area. Five brick storefronts, commissioned by Matt Skeen around 1910, were designed and built by George Steve Carmack in two phases, according to Historic Fort Worth Inc.

The preservation group will celebrate the commercial strip [with a tour](#) scheduled from 5:30 to 7 p.m. Aug. 1. The area, named a city of Fort Worth historic district, was listed on the National Register of Historic Places in 2002.

The Handley shopping center was among the properties put on Historic Fort Worth Inc.'s [most endangered list of 2024](#) since the strip center was threatened by the planned expansion of East Lancaster Avenue. The group said Mayor Pro Tempore Gyna Bivens, who represents the area, worked to eliminate the threat of additional parking lanes in front of the center.

Historic Fort Worth's tour will focus on the existing buildings, which now house various businesses, including a bridal salon, a florist, a bakery, a stationery store, an event venue, art gallery and metaphysical shop.

The tour will cover the 6500 and 6600 blocks of East Lancaster. It is free for Historic Fort Worth members and \$25 for nonmembers. Check in will be at Paper Planet, 6515 E. Lancaster. Parking is available at Blank Space, at the northeast corner of Handley and Lancaster, and behind Bliss Bridal Salon on the north side of the Bliss building.

"It's a come-and-go tour," Tracy said. "People will be making presentations and some of the shop owners will participate."

Tour participants are urged to dress comfortably and bring water since the forecasted high on Thursday will be 101 degrees. The group will also provide water.

For tickets, visit Historic Fort Worth's [website](#).



North Central Texas
Council of Governments

PRESS RELEASE

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NCTCOG to Host Hybrid Public Meeting on July 8

Public comments on transportation planning initiatives accepted through Aug. 6

July 3, **2024** (Arlington, TEXAS) – The North Central Texas Council of Governments (NCTCOG) invites North Texans to provide their input on transportation and air quality matters during a hybrid public meeting July 8. The meeting is scheduled for noon at NCTCOG’s Arlington offices, 616 Six Flags Drive. Residents can also watch the meeting live at www.publicinput.com/nctcogJuly24 or participate via phone by dialing 855-925-2801, then code 10300. Public comments will be accepted until Aug. 6.

Each year, the Regional Transportation Council approves an update to the Regional 10-Year Plan, which identifies major projects to be implemented in the region. An updated draft list covering projects from Fiscal Year 2025 to FY2034 will be presented for review and comment.

Access North Texas is the regional public transportation coordination plan for the 16-county North Central Texas region. The plan, which is updated every four years, documents the transportation needs of older adults, individuals with disabilities and individuals with lower incomes across the region. Upon completion of the plan, local governments and transportation agencies may use it to help with transportation planning.

The Transit Strategic Partnerships Program is a competitive grant program that funds innovative transit projects supporting services for seniors, persons with disabilities and low-income populations from public agencies looking to directly implement services and those seeking partnerships with existing transit providers. The May 2024 cycle for proposal submissions has closed, and an update on selected projects will be provided for review and comment.

Charging Smart is a new technical assistance and designation program recognizing communities for electric vehicle readiness. Staff will provide an overview of this program and its role to aid cities in streamlining plans, permits and inspections to deploy EV charging infrastructure more efficiently.

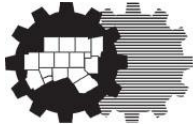
Information will also be provided about the following initiatives and programs: Mobility 2050 Public Input Summary, NCTCOG Spatial Data Cooperative Program, Mobility 2045 – 2022 Update: Administrative Revision, and Try Parking It.

Roundtrip rides from Centreport/DFW Airport Station to NCTCOG are available for \$6 through the Arlington Transportation app. Download the app at: arlingtontx.gov/ondemand. For special accommodation due to disabilities or language interpretation, contact 817-695-9255 or email jcastillo@nctcog.org.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development.

NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered in the two urban centers of Dallas and Fort Worth. For more information on the Transportation Department, visit www.nctcog.org/trans.



North Central Texas
Council of Governments

PRESS RELEASE

Contact: Brian Wilson
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NCTCOG to Present Final Transportation Recommendations to Improve Access in Fair Park Area

Identical meetings set for July 30 give residents another chance to provide input on transportation connections

July 25, 2024 (Arlington, TEXAS) – The North Central Texas Council of Governments will provide two opportunities for the public to review final recommendations for multimodal routes to improve transportation links between downtown Dallas and the Fair Park area Tuesday, July 30 at St. Philip's School & Community Center.

The first meeting is scheduled for 3 p.m. For those unable to attend the afternoon meeting, a second meeting with the same presentation will begin at 6 p.m.

The Dallas Central Business District-Fair Park Links Study focuses on multimodal transportation needs from downtown Dallas through Deep Ellum to Fair Park and examines how these important parts of the city are linked, including what combination of transportation choices may work best for the historic area.

The final roadway, freight, public transit and active transportation recommendations resulted from a public outreach effort that included engagement with stakeholders and other members of the public.

In addition to previous public meetings on the topic, the project featured a virtual engagement opportunity. An online mapping activity following a public meeting earlier this year allowed users to review the draft recommendations and provide feedback. The final recommendations considered input from the survey.

A major focus of this project and study is to reconnect the neighborhoods that were bisected by Interstate Highway 30 and IH 345. To achieve this goal, the study is considering new designs for these affected areas.

For special accommodations due to a disability or for language interpretation, contact Amanda Wilson at 817-695-9284 or awilson@nctcog.org.

To share your thoughts, learn more or sign up for updates on the Dallas CBD-Fair Park Links Study, visit www.publicinput.com/fairparklinks.

Public Meeting Details

3 p.m. and 6 p.m. Tuesday, July 30, 2024
St. Philip's School & Community Center
1600 Pennsylvania Ave.
Dallas, TX 75215

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2025 UNIFIED TRANSPORTATION PROGRAM AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council
August 8, 2024

BACKGROUND

- Texas House Bill 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods
- Includes projects funded with:
 - Category 2 (MPO selected)
 - Category 4 (TxDOT District selected)
 - Category 12 (Texas Transportation Commission [TTC] selected)
- The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016
- This plan is updated annually in conjunction with the development of TxDOT's Unified Transportation Program (UTP)

PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

- Project should be included in the Metropolitan Transportation Plan
- Focus on “system” versus new, stand-alone projects
- Fully fund existing projects before funding new projects (with a focus on projects letting in the next 2-3 years)
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Re-fund previously unfunded projects, when possible
- Ensure all RTC projects are approved in 2025 UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

REGIONAL FUNDING ALLOCATIONS FOR 2017-2025 UTPs

Funding Category*	2017 UTP	2018 UTP	2019 UTP	2020 UTP	2021 UTP	2022 UTP	2023 UTP	2024 UTP	2025 UTP (Proposed)
Category 2	\$3.784	\$3.607	\$3.832	\$3.516	\$2.913	\$2.931	\$3.205	\$3.470	\$3.448
Category 4	\$0.830	\$1.553	\$1.637	\$1.537	\$1.340	\$1.348	\$1.593	\$2.341	\$2.626
Category 12	\$0.812	\$2.130	\$1.395	\$3.041	\$3.089	\$2.601	\$3.132	\$4.082	\$3.626
Total Allocation	\$5.426	\$7.290	\$6.864	\$8.094	\$7.342	\$6.880	\$7.930	\$9.893	\$9.700

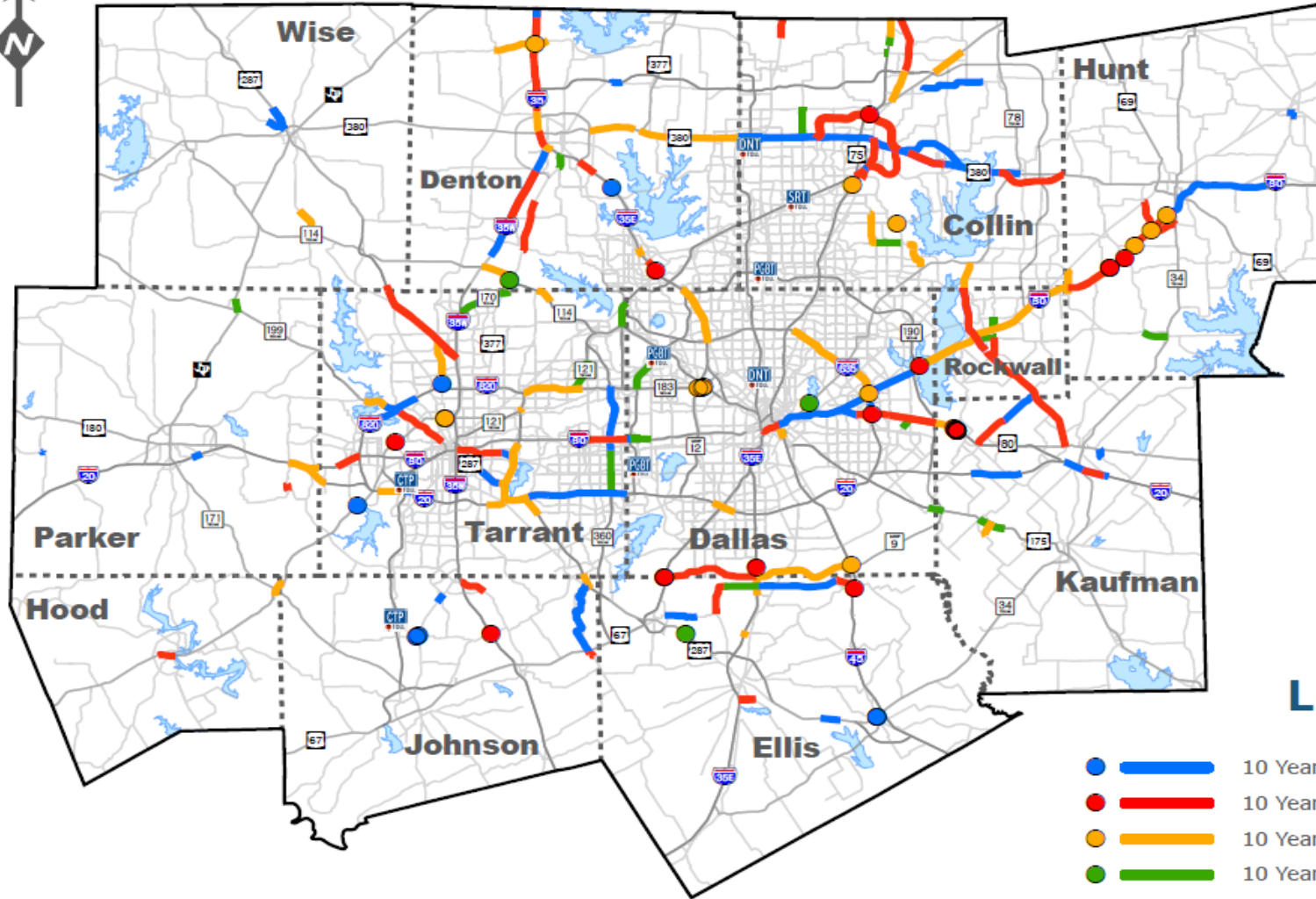
* Amounts shown in billions

PROJECT PROGRESS SINCE THE 2017 UTP

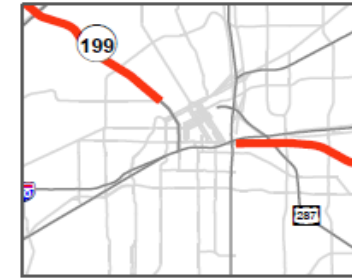
Project Status	Number of Projects	Total UTP Funding
Completed	30	\$831,018,974
Under Construction	94	\$7,531,751,550
Future Projects	152	\$8,938,420,916
Total	276	\$17,301,191,440

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2034



Dallas CBD



Fort Worth CBD

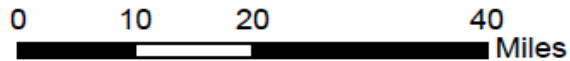
Legend

- — 10 Year Plan Projects (No Changes)
- — 10 Year Plan Projects (New or Changed)
- — 10 Year Plan Projects (Under Construction)
- — 10 Year Plan Projects (Completed)

— Mobility 2045 Roadways

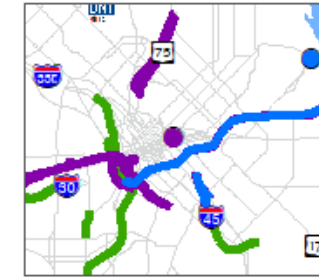
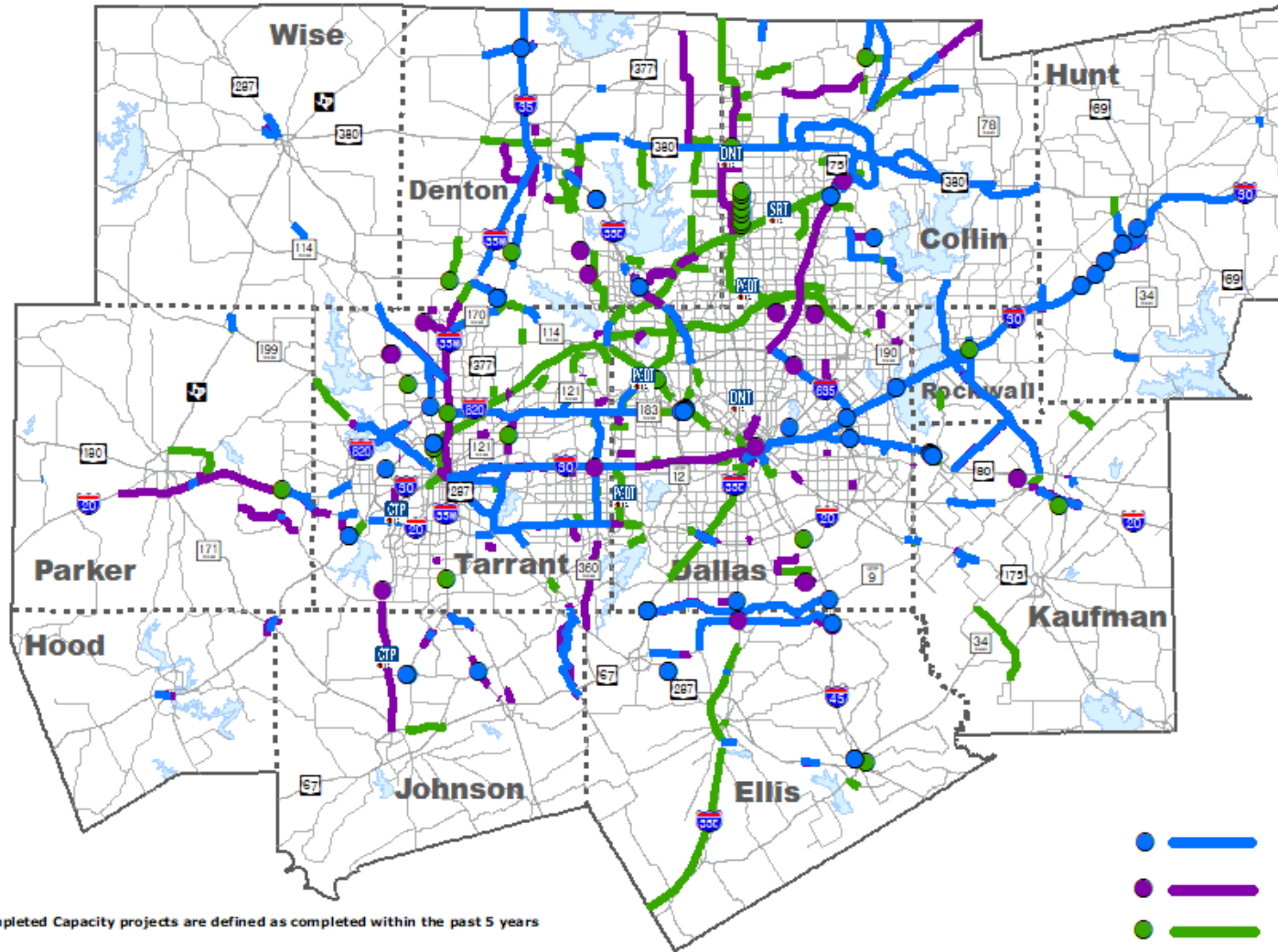
- - - County Boundary

Lakes

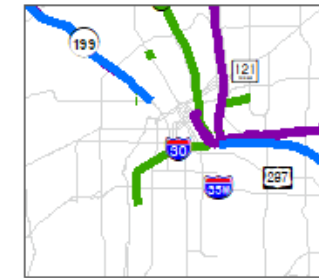


Date: 7/29/2024

Recently Completed & Active Capacity Transportation Projects including 10 Year Plan Projects



Dallas CBD



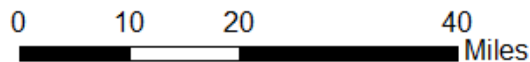
Fort Worth CBD

Legend

- — 10 Year Plan Projects
- — Active Capacity Project
- — Recently Completed Capacity Project
- Mobility 2045 Roadways
- County Boundary
- Lakes

*Recently Completed Capacity projects are defined as completed within the past 5 years

*Active Capacity projects are defined as Under Construction or Fully Funded/Partially Funded



ACTION REQUESTED

- RTC approval of:
 - The Regional 10-Year Plan project listing, including the proposed changes on the “Planned Projects” and “Let or Completed Project” listings
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents as needed to incorporate these changes

TIMELINE/ACTION

MEETING/TASK	DATE
Funding Targets Received	January 30, 2024
Initial draft list due to TxDOT	February 16, 2024
STTC Information	June 28, 2024
RTC Information	July 11, 2024
Public Involvement	July 2024
STTC Action	July 26, 2024
RTC Action	August 8, 2024
TxDOT Public Involvement for 2025 UTP	July and August 2024
Anticipated TTC Approval of 2025 UTP	August 2024

CONTACT/QUESTIONS?

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2025 - FY2034**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
Collin County Projects																				
TBD	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	June 2019 (Actual)	September 2045	2045	Funding previously reduced and moved to CSJ 0047-04-031, which was ready to advance sooner; Remaining Category 4 funding moved to CSJ 1012-03-043; RTL: June 2024	\$9,324,256	\$9,324,256	\$0			\$0	\$0					81.22
TBD	1012-02-043	FM 545	Champions Way to West of CR 1377	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	June 2019 (Actual)	September 2028	2029	Breakout project (from TIP 13076/CSJ 1012-02-030); Dallas District pursuing Category 11 Safety funding for this project	\$14,540,243	\$21,879,638	\$0			\$14,540,243	\$0					81.22
N/A	N/A	North/South Roadways	West and East of Lake Lavon		TBD	TBD	TBD	Feasibility study being done by NCTCOG; Funding moved to breakout project CSJ 0135-04-036	TBD	TBD	\$0	\$0	\$0			\$0	\$0			70.56
N/A	N/A	Regional Outer Loop	DNT to SH 121		TBD	TBD	TBD	Local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds were moved to North/South Roadways and US 380 projects	TBD	TBD	\$0	\$0	\$0							70.00
N/A	N/A	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial		TBD	TBD	TBD	Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project	TBD	TBD	\$0	\$0	\$0							70.00
13071	0364-04-051	Spur 399	US 75 to SH 5	Reconstruct and widen 4 lane freeway to 8 lane freeway and construct 4/8 lane continuous to 4/8 lane continuous frontage roads	March 2023 (Actual)	April 2025	2025	Breakout of larger US 380 project; RTL: November 2026	\$42,547,677	\$42,547,677	\$42,547,677	\$42,547,677	\$42,547,677							67.27
55156	0364-04-049	Spur 399	At SH 5	Construct interchange	July 2020 (Actual)	April 2025	2025	RTL: October 2024	\$40,620,470	\$40,620,471	\$40,620,471	\$40,620,471	\$40,620,471							80.91
55287	0047-10-002	Spur 399	SH 5 to US 380	Construct 0 to 6/8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	March 2023 (Actual)	February 2032	2032	US 380 breakout project; \$150,000,000 of Category 12 funding was formerly Category 2 funding (part of a funding exchange to advance IH 30 Canyon project in Dallas); RTL: November 2026; Dallas District requesting additional Category 12 funding for this project; <u>Additional Category 12 funding being proposed for TTC approval through 2025 UTP</u>	\$938,159,376	\$891,648,906	<u>\$891,648,907</u>	\$0	\$55,307,745	\$0	\$78,144,397	\$0	<u>\$333,841,462</u>	\$277,120,000	<u>\$424,355,303</u>	50.68
<u>13088</u>	0047-10-005	Spur 399	SH 5 to Airport Road	Construct 0 to 6/8 lane freeway and construct 0 to 4/6 lane frontage roads	<u>March 2023 (Actual)</u>	February 2032	2032	New project being proposed for funding; Dallas District requesting Category 12 funding for this project; <u>Additional Category 12 funding being proposed for TTC approval through 2025 UTP</u> ; RTL: November 2026	N/A	\$193,072,654	<u>\$193,072,654</u>			\$0	\$42,371,957			<u>\$0</u>	<u>\$150,700,697</u>	<u>59.91</u>
13010	0047-09-034	SH 5	South of FM 1378 to Spur 399	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway	July 2020 (Actual)	June 2027	2027	RTL: March 2026	\$15,586,877	\$16,467,260	\$16,467,260	\$15,586,877	\$16,467,260							72.39
13072	0047-05-058	SH 5	SH 5/Spur 399 intersection to Stewart Rd	Reconstruct and widen 4 lane arterial to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	March 2023 (Actual)	April 2025	2025	Breakout of US 380 project; RTL: November 2026	\$24,199,370	\$24,199,370	\$24,199,370	\$24,199,370	\$24,199,370							60.18

ELECTRONIC ITEM 5.2

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2025 - FY2034**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
13073	0047-05-057	SH 5	Stewart Road to El Dorado Parkway	Reconstruct and widen 4 lane undivided roadway to 6 lane divided roadway	July 2020 (Actual)	April 2025	2026	Priority section for Collin County and the City of McKinney; Category 2 funding to be transferred to TIP 13073.1/CSJ 0047-05-061; RTL: April 2025	\$116,433,994	\$69,238,582	\$69,238,582	\$86,750,627	\$39,555,215	\$29,683,367	\$29,683,367					78.69
13073.1	0047-05-061	SH 5	North of El Dorado Parkway to Power House Street	Reconstruct 4 to 4 lane roadway	TBD	June 2027	2027	Breakout project from TIP 13073/CSJ 0047-05-057	N/A	\$56,267,909	\$56,267,909	\$0	\$47,195,411	\$0	\$9,072,498					78.69
13026	0047-05-054	SH 5	Power House Street to South of CR 275	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6 lanes)	July 2020 (Actual)	September 2028	2029	RTL: April 2025	\$91,698,188	\$81,216,979	\$0	\$0	\$0							78.69
13026.2	0047-04-030	SH 5	South of CR 275 to South of SH 121	Reconstruct, widen, and realign 2 lane undivided roadway to 4 lane divided roadway (ultimate 6) and realign SH 121/SH 5 interchange	August 2021 (Actual)	September 2028	2029	Project will be considered for funding in future 10-Year Plan Update; RTL: April 2025	\$37,953,344	\$37,282,758	\$0	\$0	\$0							80.73
13075	0047-04-029	SH 5	South of SH 121 to South of Melissa Rd	Reconstruct and widen 2 lane (4 lane transitional) undivided roadway to 4 lane divided urban roadway (ultimate 6)	August 2021 (Actual)	September 2027	2028	Project will be considered for funding in future 10-Year Plan Update; RTL: September 2025	\$3,545,375	\$10,045,880	\$0	\$0	\$0	\$0	\$0					85.68
13021	0047-04-032	SH 5	North of Collin County Outer Loop to FM 455 with Transitional Section/North of Hackberry Drive	Reconstruct and widen 2 lane rural highway to 4 lane urban	September 2018 (Actual)	August 2023 November 2025	2023 2027	Project also has \$7,008,573 of Category 1 funding; RTL: January 2025	\$37,505,048	\$58,404,773 \$65,413,346	\$58,404,773			\$37,505,048	\$58,404,773					73.07
TBD	0047-04-033	SH 5	North of Hackberry Drive to CR 375	Reconstruct and widen 2 lane rural highway to 4 lane urban	September 2018 (Actual)	August 2032	2032	RTL: January 2025	\$32,473,108	\$51,292,734	\$32,473,108			\$32,473,108	\$32,473,108					75.64
54023	0091-03-022	SH 289	N Bus 289C, North of Celina to N CR 60/CR 107 (Grayson County Line)	Reconstruct and widen 2 lane rural highway to 4 lane divided urban (Ultimate 6)	December 2018 (Actual)	August 2033	2033	Project also has \$4,479,831 of Category 1 funding	\$32,875,158	\$37,331,924 \$41,811,755	\$37,331,924			\$32,875,158	\$37,331,924					68.46
55280	0135-11-024	US 380	Denton/Collin County Line to East of SH 289	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	July 2023 (Actual)	August 2033	2033	RTL: May 2026; Dallas District requesting to shift Category 12 funding to TIP 13088/CSJ 0047-10-005 and TIP 55287/CSJ 0047-10-002	\$180,320,000	\$645,742,361	\$0							\$90,160,000	\$0	72.12
55281	0135-02-068	US 380	East of SH 289 to West of Lakewood Drive	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	July 2023 (Actual)	August 2033	2033	RTL: May 2026; Dallas District requesting to shift Category 12 funding to TIP 13088/CSJ 0047-10-005 and TIP 55287/CSJ 0047-10-002	\$95,536,000	\$267,702,667	\$0							\$47,768,000	\$0	72.90
13067	0135-02-065	US 380	Coit Road to JCT US 380/University Drive	Coit Road to Lakewood: Reconstruct 6 to 6 lane arterial; Lakewood to JCT US 380/University Drive: Reconstruct and widen 6 lane arterial as an 8 lane freeway with 0 to 4/6 lane continuous frontage roads	September 2023 (Actual)	September 2029	2030	Breakout of larger US 380 project; Category 2 funding offset by reduction on CSJ 0135-03-053; Part of 2022 SE Connector Cat 2/12 exchange; Funding moved to a portion of the SE Connector project (TIP 55041.1/CSJ 0008-13-250); RTL: June 2027; Dallas District requesting to move Category 12 funding to TIP 13088/CSJ 0047-10-005	\$165,692,800	\$378,147,900	\$0	\$0	\$0	\$45,692,800	\$0			\$120,000,000	\$0	69.40

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2025 - FY2034**

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13070	0135-15-002	US 380	JCT US 380/West University (West of McKinney) to JCT US 380/East University (East of McKinney)	Construct 0 to 8 lane freeway and 0 to 4/6 lane continuous frontage roads	<u>September 2023 (Actual)</u>	September 2029	2030	Breakout of US 380 project; Part of the 2022 UTP Southeast Connector funding exchange and received Category 12 funding; \$9,588,561 of Category 4 funding previously moved to cover increased costs on TIP 20115/CSJ 0081-03-047, CSJ 0095-03-108, and CSJ 0095-03-109; RTL: June 2027; Propose to move Category 4 funding to <u>TIP 13087/CSJ 0135-15-007</u> TIP 13070.1/CSJ 0135-15-004 ; Dallas District proposing to shift Category 12 funding to breakout <u>TIP CSJ 13085/CSJ 0135-15-005</u> and <u>13086/CSJ 0135-15-006</u>	\$810,036,080	\$2,709,384,784	\$0	\$0	\$0	\$94,718,639	\$0	\$0	\$0	\$386,513,136	\$0	87.62	
13070.1	0135-15-004	US 380	JCT US 380/West University Drive to JCT US 380/East University Drive	Construct 0 to 8 lane freeway	<u>September 2023 (Actual)</u>	September 2029	2030	Breakout from TIP 13070/CSJ 0135-15-002; \$60,000,000 of the Category 2 funding completes the Collin County Federal/Local Partnership that was approved by the RTC on November 9, 2023; Collin County funds being removed from another section of US 380 (TIP 13069/CSJ 0135-04-036) and replaced with Category 2 funds on this project; <u>Move previously proposed funding to TIP 13087/CSJ 0135-15-007</u>	N/A	\$1,413,626,944	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	87.62	
<u>13085</u>	0135-15-005	US 380	JCT US 380/West University Drive to US 75	Construct 0 to 4/6 lane frontage roads	<u>September 2023 (Actual)</u>	September 2029	2030	Breakout from TIP 13070/CSJ 0135-15-002; Dallas District requesting Category 12 funding for this project; <u>Additional Category 12 funding being proposed for TTC approval through 2025 UTP</u>	N/A	\$474,142,925	<u>\$474,142,925</u>			\$0	\$11,141,247			\$0	<u>\$463,001,678</u>	<u>87.62</u>	
<u>13086</u>	0135-15-006	US 380	US 75 to JCT US 380/East University Drive	Construct 0 to 4/6 lane frontage roads	<u>September 2023 (Actual)</u>	September 2029	2030	Breakout from TIP 13070/CSJ 0135-15-002; Dallas District requesting Category 12 funding for this project; <u>Additional Category 12 funding being proposed for TTC approval through 2025 UTP</u>	N/A	\$338,673,518	<u>\$338,673,518</u>			\$0	\$8,753,838			\$0	<u>\$329,919,680</u>	<u>87.62</u>	
<u>13087</u>	<u>0135-15-007</u>	<u>US 380</u>	<u>At US 75</u>	<u>Construct Interchange</u>	<u>September 2023 (Actual)</u>	<u>September 2033</u>	<u>2034</u>	<u>Breakout from TIP 13070.1/CSJ 0135-15-004</u>	<u>N/A</u>	<u>\$482,944,757</u>	<u>\$457,944,757</u>	<u>\$0</u>	<u>\$136,775,300</u>	<u>\$0</u>	<u>\$321,169,457</u>					<u>87.62</u>	
13068	0135-03-053	US 380	JCT US 380/East University (East of McKinney) to FM 1827	Reconstruct and widen 6 lane arterial to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	September 2023 (Actual)	September 2027	2028	US 380 breakout project; RTL: June 2027; Propose to move Category 2 funding to breakout project (<u>TIP 13087/CSJ 0135-15-007</u> TIP 13070.1/CSJ 0135-15-004)	\$16,083,200	\$16,083,200	\$0	\$16,083,200	\$0	\$0	\$0						95.51
55283	0135-03-056	US 380	FM 1827 to JCT US 380/West Princeton Drive	Reconstruct and widen 6 to 10 lane freeway and construct 0 to 4/6 lane continuous frontage roads	November 2024 2023	April 2034	2034	US 380 breakout project; RTL: March 2027; Propose to move Category 2 funding to (<u>TIP 13087/CSJ 0135-15-007</u> TIP 13070.1/CSJ 0135-15-004)	\$16,552,435	\$130,041,119	\$0	\$1,000,000	\$0					\$0	\$0	59.54	
55284	0135-16-002	US 380	JCT US 380/West of Princeton Drive to JCT US 380/East of Princeton Drive	Construct 0 to 8/10 lane freeway and construct 0 to 4/6 lane continuous frontage roads	November 2024 2023	April 2034	2034	US 380 breakout project; RTL: March 2027; Propose to move Category 2 funding to (<u>TIP 13087/CSJ 0135-15-007</u> TIP 13070.1/CSJ 0135-15-004)	\$464,290,445	\$958,923,280	\$0	\$1,000,000	\$0					\$0	\$0	50.00	

Amounts only include Cat 2, 4, 12 funds
Red text indicates updates since June 2024 STTC meeting

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2025 - FY2034**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score	
13069	0135-04-036	US 380	JCT US 380/East Princeton Drive to CR 560	Reconstruct and widen 4 lane arterial to 8 lane freeway and construct 0 to 4/6 lane continuous frontage roads	November 2024 <u>2023</u>	March 2029	2029	US 380 breakout project as it includes a N/S roadway bridge at the lake; RTL: March 2027; Dallas District requesting to shift Category 12 funding to TIP 55287/CSJ 0047-10-002 and TIP 13088 /CSJ 0047-10-005	\$127,008,000	\$699,957,905	<u>\$0</u>	\$27,000,000	\$0			\$0	\$0	\$40,008,000	<u>\$0</u>	87.62	
55285	0135-04-038	US 380	CR 560 to JCT US 380/Audie Murphy (West of Farmersville)	Reconstruct and widen 4 lane arterial to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	April 2024 June 2023 (Actual)	September 2032	2033	US 380 breakout project; RTL: July 2026; Propose to move Category 2 funding to TIP 13087/CSJ 0135-15-007 TIP 13070.1/CSJ 0135-15-004	\$20,944,000	\$88,788,389	\$0	\$1,000,000	\$0					\$0	\$0	67.01	
55286	0135-17-002	US 380	JCT US 380/Audie Murphy (West of Farmersville) to West of CR 698 (Collin/Hunt County Line)	Construct 0 to 6 lane freeway and construct 0 to 4/6 lane continuous frontage roads	June 2023 (Actual)	October 2033	2034	US 380 breakout project; RTL: July 2026; Propose to move Category 2 funding to TIP 13087/CSJ 0135-15-007 TIP 13070.1/CSJ 0135-15-004	\$506,016,000	\$687,620,789	\$0	\$1,000,000	\$0					\$0	\$0	60.92	
55282	0135-05-028	US 380	West of CR 698 (Collin/Hunt County Line) to CR 698/CR 699 (Collin/Hunt County Line)	Reconstruct 4 lane arterial to 4 lane freeway and construct 0 to 4/6 lane continuous frontage roads	June 2023 (Actual)	October 2033	2034	US 380 breakout project; RTL: July 2026; Propose to move Category 2 funding to TIP 13087/CSJ 0135-15-007 TIP 13070.1/CSJ 0135-15-004	\$35,280,000	\$29,553,648	\$0	\$1,000,000	\$0					\$0	\$0	61.27	
55233	0135-03-046	US 380	West of Bridgefarmer Road to 4th Street	Reconstruct and widen 4 lane roadway to 6 lane divided	January 2020 (Actual)	May 2025	2025	Project also has \$11,000,000 of Collin County funds; RTL: December 2024	\$44,225,917	\$80,313,309	\$69,313,309	\$24,189,901	\$24,189,901	\$9,036,016	\$45,123,408					81.70	
55233.1	0135-03-057	US 380	Airport Drive to West of Bridgefarmer Road	Reconstruct and widen 4 lane roadway to 6 lane divided	January 2020 (Actual)	May 2025	2025	RTL: December 2024	\$34,556,833	\$62,703,386	\$62,703,386	\$34,556,833	\$62,703,386							81.70	
55234	0135-04-033	US 380	4th Street to CR 458	Reconstruct and widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	May 2025	2025	RTL: December 2024	\$7,722,380	\$12,353,457	\$12,353,457	\$7,722,380	\$12,353,457							76.46	
55292	0135-10-065	US 380	Teel Pkwy/Championship Drive to Denton/Collin County Line	Reconstruct and widen 4 to 6 lane arterial and construct 0 to 4/6 lane continuous access/frontage roads	July 2023 (Actual)	September 2029	2030	TxDOT requested Category 12 funds through 2024 UTP, but it was not proposed for TTC approval; RTL: May 2026	\$65,684,224	\$85,953,092	\$0							\$0	\$0	80.20	
												Total Proposed Funding - Collin County						\$2,877,403,987			
Dallas County Projects																					
13000	1068-04-170	IH 30	Dallas County Line to SH 161	Reconstruct and widen from 6 to 8 main lanes with 2 to 2 reversible managed lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections	March 2024 December 2023 (Actual)	September 2027	2027	Project being implemented by the Fort Worth District, but using Dallas District Category 2 and 4 funding since it is physically within Dallas County	\$22,000,000	\$22,000,000	\$22,000,000	\$11,000,000	\$11,000,000	\$11,000,000	\$11,000,000					88.54	
13018	0581-02-146	IH 30	at SL 12	Reconstruct interchange	July 2023	August 2045	2045	TxDOT and NCTCOG staff are working to develop consensus on project scope; RTL: November 2026	\$301,896,000	\$237,562,696	\$0									76.19	

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FY2025 - FY2034**

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13030	0009-11-254	IH 30	IH 35E to IH 45	IH 35E to Cesar Chavez Blvd: Reconstruct and widen 6 to 12 general purpose, reconstruct 2/6 lane discontinuous to 2/6 lane discontinuous frontage roads and remove 4 westbound collector distributor lanes; Cesar Chavez Blvd to IH 45: Reconstruct and widen 6 to 7 general purpose, reconstruct 1 to 1 lane HOV-R and construct 0 to 2/4 lane discontinuous frontage roads	December 2020 (Actual)	February 2025	2025	IH 30 Canyon Project; The RTC funded review of design elements needed to accommodate automated/electric vehicles along this corridor (TIP 21079/CSJ 0918-47-385); Design funded with \$2,000,000 STBG & \$2,000,000 of TTC funding for the entire IH 30 corridor; Project also has \$9,940,011 of local funds from City of Dallas; RTL: December 2023; Trade reduced Category 12 funds on this project & replaced it with Category 2 funds (offset by reduction on TIP 13070/CSJ 0135-15-002, TIP 55287/CSJ 0047-10-002, TIP 13005/CSJ 0171-05-068, TIP 13008/CSJ 2266-02-148) in order to enable project to let on time as Category 12 funding not available until out years	\$592,741,858	\$635,154,457	\$625,214,446	\$390,000,000	\$409,736,294	\$74,203,516	\$93,939,810	\$85,000,000	\$85,000,000	\$36,538,342	\$36,538,342	81.67
13043.2	0009-11-259	IH 30	IH 635 to Bass Pro Drive (in Garland)	From IH 635 to Bobtown Rd: Reconstruct and widen from 8 to 11 lanes (Ultimate 12); Roadway and ramp modifications; From Bobtown Rd to Bass Pro Dr: Operational improvements	July 2023 (Actual)	August 2045	2045	Funding moved to breakout project (CSJ 0009-11-252); The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; Category 12 funding previously moved to TIP 13043.4/CSJ 0009-11-267; RTL: May 2029	\$244,239,359	\$218,070,855	\$0					\$0	\$0			80.71
13043.4	0009-11-267	IH 30	IH 635 to Bass Pro Drive (in Garland)	From IH 635 to Bobtown Road: Reconstruct and widen from 8 to 11 lanes (Ultimate 12); Roadway and ramp modifications; From Bobtown Road to Bass Pro Drive: Operational improvements	July 2023 (Actual)	August 2029	2029	RTL: April 2024	\$144,249,665	\$170,626,142	\$88,707,912					\$88,707,912	\$88,707,912			80.71
13043.1	0009-11-252	IH 30	IH 45 to Ferguson Rd	Reconstruct and widen from 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 2/6 lane discontinuous frontage roads	October 2024 December 2023	August 2032	2033	The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; RTL: September 2026	\$1,049,886,905	\$1,329,352,588	\$0					\$25,000,000	\$0			77.40
55253	0009-11-248	IH 30	at Bass Pro Drive	Reconstruct Interchange	September 2018 (Actual)	September 2026	2027	Project also has \$6,331,827 of Category 11 funding; RTL: December 2023	\$64,878,660	\$85,479,677 \$79,147,850	\$79,147,850	\$32,439,330	\$39,573,925	\$32,439,330	\$39,573,925					88.84

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14032.2	0442-02-161	IH 35E	at Bear Creek Road	Construct intersection improvements including reconstructing existing 4 lane continuous to 4 lane continuous frontage roads with the addition of a Texas U-Turn and sidewalks	April 2019 (Actual)	February 2025	2025	Part of the 2022 SE Connector Category 2/STBG trade; Project also has \$7,257,395 of CMAQ and \$100,000 of STBG funding; RTL: December 2024	\$10,869,026	\$18,043,932	\$10,686,537	\$3,611,631	\$10,686,537							78.38
55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10/11 general purpose lanes, 4/6 lane discontinuous to 2/6 lane discontinuous frontage roads, and 2/4 to 2/4 collector distributor lanes	July 2005 (Actual)	August 2045	2045	Improvements called for in the MTP by 2036	\$412,374,508	\$49,140,915	\$0									72.81
55062	0196-03-266	IH 35E	North of Oak Lawn Avenue to SH 183	Reconstruct and widen 10 to 11/12 general purpose lanes, and reconstruct existing 4/6 lane to 4/6 lane frontage roads	June 2026 August 2021	August 2045	2045	Improvements called for in the MTP by 2036	\$556,200,000	\$1,143,105,300	\$0									68.59
55094	0442-02-159	IH 35E	US 67 to Ann Arbor Ave	Construct 0 to 1 reversible express lane	TBD	August 2045	2045	Funding was previously removed from this project	\$0	\$0	\$0									74.33
55163	2374-01-192	IH 635	SL 354 (Denton Drive) to BNSF RR	Construction of ultimate IH 35E/IH 635 interchange, including 8/10 to 8/12 general purpose lanes, 4 lane discontinuous to 4/6 continuous lane frontage roads, and 4 to 4 lane concurrent managed lanes	June 2025	August 2045	2045	RTL: June 2025	\$400,000,000	\$1,222,240,156	\$0									77.58
55164	2374-07-075	IH 635	West of Luna Road to BNSF RR	Reconstruct and widen 10 to 12 general purpose lanes, reconstruct 4 to 4 lane concurrent managed lanes, and 4 to 4/6 lane continuous frontage roads; Reconstruction of IH 35E/IH 635 interchange	June 2025	August 2045	2045	RTL: December 2027	\$80,000,000	\$70,568,436	\$0									78.18
55304	0047-07-249	US 75	South of Royal Lane to Churchill Way	Operational improvements (Construct ramp modifications and add auxiliary lanes) for improved weaving and lane balance	December 2023 (Actual)	August 2034	2034	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP and 2024 UTP, but the project was not proposed for funding; RTL: September 2024	\$42,159,701	\$38,959,659	\$0					\$0	\$0			79.21
53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct existing 8 general purpose lanes, 2 to 4 concurrent managed lanes, and 4/6 lane discontinuous to 6/8 lane continuous frontage roads (Ultimate)	September 2030	August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0									71.09
54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E	Reconstruct and widen 6/8 to 6/8 general purpose lanes, and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads (Ultimate)	September 2030	August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0									68.99
TBD	TBD	SH 183	SH 161 to Story Road	Construct 6 to 8 general purpose lanes and 2 to 6 concurrent managed lanes	TBD	TBD	TBD	Funds proposed by private sector; TxDOT reviewing implementation and funding options	\$360,000,000	\$360,000,000	\$0									72.81
TBD	TBD	SH 183	PGBT Western Extension (SH 161) to SL 12					Funding previously moved to TIP 53003 and 11527	\$0	\$0	\$0									65.95

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FY2025 - FY2034**

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TBD	TBD	SH 183	SL 12 to SH 114					Funding previously moved to TIP 11527	\$0	\$0	\$0									65.95
55105	2964-10-006	SL 9	US 67 to IH 35E	Construct 0 to 2 (Ultimate 6) lane continuous frontage roads	September 2023 (Actual)	August 2033	2033	RTL: March 2027	\$172,632,262	\$294,837,666	\$10,000,000	\$10,000,000	\$10,000,000							71.29
55112	0353-05-120	SL 12	At Skillman	Reconstruct grade separation	March 2025	August 2045	2045	Funding previously moved to CSJ 0047-04-031; Discussions underway between City of Dallas, TxDOT and NCTCOG regarding project scope; Once scope discussions have concluded, funding will be re-evaluated	\$18,000,000	\$51,779,102	\$0									78.89
55014.2	0261-02-081	US 67	At Lake Ridge Parkway	Construct interchange	February 2021 (Actual)	March 2027	2028 2027	Project split out from TIP 55014/CSJ 0261-01-041; Project also has \$2,543,234 of Category 1 funding; RTL: March 2024	\$28,309,411	\$31,790,409 \$34,333,643	\$31,790,409	\$28,309,411	\$31,790,409							64.93
53110	0095-02-096	US 80	East of Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 2/4 lane continuous frontage road to 4/6 lane continuous frontage roads	April 2020 (Actual)	September 2027	2027 2029	Project split out from TIP 53109; Category 4 funding reduced and moved to CSJ 2374-02-162; Project awarded \$103,240,838 of Category 12 Clear Lanes funds in 2022 UTP; \$63,822,920 of Category 12 funds moved to TIP 53110.2/CSJ 2472-02-162 (2022 10-Year Plan Update); RTL: June 2024; Additional Category 12 funds received in 2024 UTP; Dallas District requesting to shift additional Category 12 funding to this project from TIP 53108/CSJ 0095-10-033; Project also has \$1,588,225 of local funding	\$308,600,174	\$366,563,487	\$364,975,263	\$0	\$0	\$49,066,566	\$62,066,566	\$259,533,608	\$302,908,697			79.95
TBD	0095-02-125	US 80	East of Town East Blvd. to East of Gus Thomasson Road	Reconstruct and widen 4 to 6 mainlanes and 2/6 lane to 4/6 lane frontage roads	April 2020 (Actual)	September 2028	2029	RTL: May 2024	\$65,062,577	\$72,263,747	\$33,062,577	\$0	\$0	\$5,000,000	\$0	\$33,062,577	\$33,062,577			65.12
53108	0095-10-033	US 80	IH 30 to East of Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 lane continuous to 4/6 lane continuous frontage roads	April 2020 (Actual)	September 2028	2029	Dallas District requesting to shift Category 12 funding from this project to TIP 53110/CSJ 0095-02-096; RTL: May 2024	\$138,742,391	\$127,902,882	\$25,753,185	\$0	\$0	\$8,000,000	\$0	\$69,128,274	\$25,753,185			75.63
												Total Proposed Funding - Dallas County								\$1,291,338,179
Denton County Projects																				
TBD	0081-05-049	Greenbelt/ Regional Outer Loop	At FM 428	Construct interchange	TBD	August 2031	2031		\$92,575,000	\$106,461,250	\$92,575,000	\$92,575,000	\$92,575,000							59.61
55197	0195-02-074	IH 35	US 77 (North of Denton) to South of FM 455	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	November 2019 (Actual)	July 2026	2025 2026	RTL: October 2024	\$471,915,462	\$495,359,007	\$495,359,007			\$194,480,533	\$217,924,078			\$277,434,929	\$277,434,929	90.11
55197.2	0195-02-081	IH 35	North of FM 455 to North of View Rd	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	October 2019 (Actual)	December 2024	2025	RTL: March 2024	\$175,274,675	\$175,274,675	\$175,274,675							\$175,274,675	\$175,274,675	90.11

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FY2025 - FY2034**

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55197.3	0195-02-084	IH 35	North of View Rd to Denton/Cooke County Line	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	October 2019 (Actual)	November 2027	2028	Project also has \$2,574,631 of Category 11 funding; RTL: June 2024	\$69,515,027	\$116,266,771	\$66,940,396							\$66,940,396	\$66,940,396	90.11
13033	0196-02-124	IH 35E	FM 407 to Dallas County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 8 collector-distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general purpose lanes (SH 121 to FM 407); Reconstruct 2/6 lane to 2/8 lane continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 lane to 2/6 lane continuous frontage from (SRT/SH 121 to Dallas C/L)	TBD	August 2045	2045	Some funding previously moved to TIP 13033.2/CSJ 0196-02-127 and TIP 13033.4/CSJ 0196-02-126; Remaining Category 2 funding moved to IH 35E at Lake Sharon/Dobbs/Corinth project through 2020 10-Year Plan Update; Denton Priority Project #1	\$745,933,304	\$1,327,976,454	\$0	\$0	\$0							78.82
13033.2	0196-02-127	IH 35E	At Business 121	Reconstruct grade separation and existing 4 lane <u>continuous</u> to 4 lane <u>continuous</u> frontage roads	March 2013 (Actual)	January 2025	2025	Denton Priority Project #4; Project also has \$5,800,085 of local funds for aesthetic improvements; RTL: June 2024	\$93,444,954	\$100,151,183	\$94,351,098	\$93,444,954	\$94,351,098							82.90
13033.4	0196-02-126	IH 35E	At Corporate Drive	Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads	March 2013 (Actual)	January 2025	2025	Denton Priority Project #5; Project also has \$4,161,470 of local funds for aesthetic improvements; RTL: June 2024	\$89,145,930	\$100,424,053	\$96,262,582	\$89,145,930	\$96,262,582							81.45
25033.2	0196-02-125	IH 35E	Turbeville Road to FM 407	Reconstruct existing 4 general purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads	February 2019 (Actual)	August 2045	2045	Funding previously moved to TIP 13033.4/CSJ 0196-02-126 and TIP 13033.1/CSJ 0196-02-128; Remaining Category 2 funding moved to TIP 13033.1/CSJ 0196-02-128, TIP 13033.2/CSJ 0196-02-127, TIP 13033.4/CSJ 0196-02-126, TIP 25033.3/CSJ 0196-01-109, and IH 35E at Lake Sharon/Dobbs/Corinth projects through 2020 10-Year Plan Update	\$671,000,928	\$1,194,575,209	\$0									76.34
25033.3	0196-01-109	IH 35E	South of Mayhill Road to South of SL 288	Reconstruct grade separation and existing 4 lane continuous to 4 lane continuous frontage roads	March 2013 (Actual)	June 2025	2025	RTL: February 2024	\$124,498,919	\$139,130,348	\$139,130,349	\$114,498,919	\$129,130,349	\$10,000,000	\$10,000,000					89.53
13033.5	0196-01-113	IH 35E	at Lake Sharon Drive/Dobbs Road	Construct interchange	March 2013 (Actual)	January 2028	2028	Denton Priority Project #6; Part of 2022 Southeast Connector Cat 2/12 exchange; RTL: December 2025	\$110,453,401	\$132,825,451	\$74,405,503	\$12,918,639	\$12,918,639					\$61,486,864	\$61,486,864	68.29
30001	N/A	IH 35E	TBD	Phase 2 Placeholder	TBD	TBD	TBD	Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; Funding (\$25,725,634) will be placed on a project in a future 10-Year Plan Update; Project also has \$10,574,366 of CMAQ funding	TBD	TBD	\$0	\$0	\$0							N/A
55230	0081-13-058	IH 35W	Tarrant County Line to SH 114	Reconstruct and widen 4 lane rural to 6 lane urban freeway	May 2023 (Actual)	September 2035	2036	Improvements called for in the MTP by 2036	\$90,000,000	\$370,165,234	\$0									91.84
55242	0081-13-050	IH 35W	SH 114 to IH 35W/IH 35E Interchange	Widen and reconstruct 4 lane rural to 6 lane urban freeway	May 2023 (Actual)	September 2035	2036	Improvements called for in the MTP by 2036	\$338,580,457	\$820,389,261	\$0									86.73

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55259.1	0081-13-071	IH 35W	South of FM 407 to FM 2449	Reconstruct and widen 2 lane to 4/6 lane discontinuous frontage roads	July 2020 (Actual)	September 2028	2029	Propose to move Category 2 and 12 funding from TIP 55259/CSJ 0081-13-065 to this project, which is the higher priority; RTL: September 2025	N/A	\$446,891,327	\$213,024,000	\$0	\$24,537,247					\$0	\$188,486,753	67.36		
55259	0081-13-065	IH 35W	Dale Earnhardt Way to FM 407	Reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	July 2020 (Actual)	September 2028	2029	Propose to move Category 2 and 12 funding to CSJ 0081-13-071 from this project; RTL: September 2025	\$213,024,000	\$227,696,967	\$0	\$24,537,247	\$0					\$188,486,753	\$0	86.76		
20115	0081-03-047	US 377	South of FM 1171 to Crawford Road	Reconstruct and widen roadway from 2 lane rural to 4 lane divided urban	March 2019 (Actual)	September 2027	2028	MPO Milestone Policy Project; Project also has \$19,067,877 of Category 1 funding ; RTL: December 2024	\$135,994,285	\$158,898,975 \$177,966,852	\$158,898,975	\$46,665,102	\$66,010,541	\$78,959,015	\$92,888,434					76.98		
												Total Proposed Funding - Denton County						\$1,606,221,585				
Ellis County Projects																						
14028	0172-12-007	BUS 287S	McKinney Street to Breckinridge Street	Construct grade separation at the intersections of Bus US 287/Ennis Avenue and the UPRR Line and East Main Street and reconstruct Ennis Avenue from 4 to 4 lanes	November 2023 (Actual)	October 2026	2027	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$14,300,000 of STBG, \$2,500,000 of Category 11, and \$2,000,000 of local funding; RTL: September 2024	\$37,559,187	\$40,877,707	\$12,500,000	\$12,500,000	\$12,500,000							67.56		
13020	1394-02-027	FM 1387	Midlothian Parkway to Long Branch Road/Bryson Lane	Reconstruct and widen from 2 lane undivided rural to 4 lane urban divided (6 lane ultimate)	October 2024 2023	August 2030	2030	RTL: June 2027	\$114,613,001	\$91,993,860	\$25,000,000	\$25,000,000	\$25,000,000							70.00		
13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6 lane)	September 2020 (Actual)	July 2028	2028	RTL: July 2025	\$57,151,237	\$70,099,157	\$70,099,157	\$57,151,237	\$57,151,237	\$0	\$12,947,920					82.22		
13035.1	1051-01-051	FM 664	IH 35E to West of Ferris Road	Reconstruct and widen 2/4 lane rural roadway to 6 lane divided urban	January 2020 (Actual)	September 2028	2029	RTL: February 2025	\$136,614,301	\$107,442,389	\$85,442,389	\$85,442,389	\$85,442,389							81.42		
13035.2	1051-03-001	FM 664	West of Ferris Road to IH 45	Realign and widen from West of Ferris Road to North Central 2 to 6 lanes; From North Central to IH 45: Construct 0 to 6 lanes	January 2020 (Actual)	September 2027	2029 2028	Breakout of TIP 13035.1/CSJ 1051-01-051; RTL: June January 2024	\$71,769,506	\$74,481,854	\$74,481,854	\$65,769,506	\$68,481,854	\$6,000,000	\$6,000,000					71.72		
13029	0092-03-053	IH 45	At FM 664	Construct interchange	January 2020 (Actual)	September 2027	2029 2028	RTL: June January 2024	\$79,643,105	\$83,760,306	\$83,760,306	\$37,643,105	\$37,643,105	\$8,000,000	\$12,117,201			\$34,000,000	\$34,000,000	76.70		
13076	2921-01-010	Spur 394	IH 35E to FM 877	Construct 0 to 4 lane roadway on new location	December 2024	June 2028	2028	Staff proposes to add project to the 10-Year Plan; Project in proximity to future Waxahachie ISD high school	N/A	\$33,600,000	\$33,600,000	\$0	\$33,600,000							61.84		
53119	0172-08-103	US 287	West of Boyce Road to East of Cooke Road	Reconstruct 4 lane arterial to 4 lane freeway; Construct 0 to 4 lane continuous frontage roads and interchange at Boyce Road and Cooke Road	July 2024	August 2033	2033	RTL: June 2027; Project in proximity to Ennis Speedway	\$106,995,255	\$161,537,399	\$10,000,000	\$10,000,000	\$10,000,000							60.13		
55014	0261-01-041	US 67	At Lake Ridge Parkway	Construct interchange	February 2021 (Actual)	March 2027	2028 2027	Project also has \$3,944,850 of Category 1 funding ; RTL: March 2024	\$48,260,662	\$49,310,617 \$53,255,467	\$49,310,617	\$48,260,662	\$49,310,617							64.93		
																		Total Proposed Funding - Ellis County		\$444,194,323		

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2025 - FY2034**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
Kaufman County Projects																				
13074.1	0697-07-002	FM 429	US 80 to South of US 80	<u>Realign and reconstruct from 2 lane to 2 lane (ultimate 4 lane). Reconstruct, widen, and realign 2 lane to 4 lane roadway with shoulders</u>	<u>July 2025</u> February 2024	August 2029	2029	Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; RTL: June 2026	\$10,793,730	\$44,170,482	\$10,793,730	\$10,793,730	\$10,793,730							62.29
13074.2	1089-04-002	FM 429	US 80 to North of US 80	<u>Realign and reconstruct from 2 lane to 2 lane (ultimate 4 lane). Reconstruct, widen, and realign 2 lane to 4 lane roadway with shoulders</u>	<u>July 2025</u> February 2024	August 2028	2029	Part of the Loop 9 Category 2/STBG exchange approved by the RTC in October 2021; RTL: June 2026	\$1,049,495	\$8,840,686	\$1,049,495	\$1,049,495	\$1,049,495							62.29
55111	2588-01-017	FM 548	Windmill Farms Blvd to South of SH 205 (Rockwall County Line)	Widen and reconstruct 2 lane rural to 4 lane urban divided (6 lane ultimate)	July 2019 (Actual)	March 2029	2029	RTL: February 2025	\$50,925,644	\$77,233,536	\$8,448,796	\$8,448,796	\$8,448,796							80.78
55111.2	2588-01-022	FM 548	North of US 80 to Windmill Farms Blvd	Widen and reconstruct 2 lane rural to 6 lane urban divided	July 2019 (Actual)	March 2026	2026	Project split out from TIP 55111/CSJ 2588-01-017; RTL: October 2024	\$93,294,641	\$115,245,043	\$115,245,043	\$93,294,641	\$115,245,043							80.78
TBD	0095-14-036	IH 20	West of FM 741 to Big Brush Creek	Construct 0 to 4 lane continuous frontage roads	April 2020 (Actual)	August 2031	2031	RTL: July 2025	\$221,825,281	\$222,049,823	\$8,500,000			\$8,500,000	\$8,500,000					71.25
55220	0495-01-071	IH 20	SP 557 to SH 34 East of CR 138 (Wilson Road) <u>SH 34</u>	Construct 0 to 4 lane continuous frontage roads	April 2020 (Actual)	August 2033	2033	RTL: August 2025	\$94,577,000	\$102,673,057	\$8,500,000			\$8,500,000	\$8,500,000					52.68
13081	0495-01-083	IH 20	SH 34 to Wilson Road	Construct 0 to 4 lane continuous frontage roads	April 2020 (Actual)	August 2033	2033	RTL: March 2025	\$125,895,000	\$127,192,128	\$8,500,000			\$8,500,000	\$8,500,000					52.48
TBD	0095-03-098	US 80	South Frontage Road at Buffalo Creek	Replace bridge and approaches	August 2023 (Actual)	September 2026	2027	Project also has <u>\$626,626 of Category 1 and</u> \$3,000,000 of Category 6 funding; RTL: September 2024	\$8,459,450	<u>\$8,459,450</u> \$7,832,824	\$4,832,824			\$7,162,468	\$4,832,824					81.12
TBD	0095-03-099	US 80	South Frontage Road at Buffalo Creek Relief	Replace bridge and approaches	August 2023 (Actual)	September 2026	2027	Project also has <u>\$969,546 of Category 1 and</u> \$7,000,000 of Category 6 funding; RTL: September 2024	\$12,810,607	<u>\$13,088,872</u> \$12,119,326	\$5,119,326			\$9,720,327	\$5,119,326					80.84
TBD	0095-03-100	US 80	Westbound at Buffalo Creek	Replace bridge and approaches	August 2023 (Actual)	September 2026	2027	Project also has <u>\$809,363 of Category 1 and</u> \$4,700,000 of Category 6 funding; RTL: September 2024	\$11,376,881	<u>\$10,926,396</u> \$10,117,033	\$5,417,033			\$9,552,580	\$5,417,033					79.13
TBD	0095-03-101	US 80	Eastbound at Buffalo Creek	Replace bridge and approaches	August 2023 (Actual)	September 2026	2027	Project also has <u>\$729,619 of Category 1 and</u> \$3,600,000 of Category 6 funding; RTL: September 2024	\$10,266,737	<u>\$9,849,852</u> \$9,120,233	\$5,520,233			\$8,476,036	\$5,520,233					72.45
TBD	0095-03-102	US 80	Westbound at Buffalo Creek Relief	Replace bridge and approaches	August 2023 (Actual)	September 2026	2027	Project also has <u>\$1,356,353 of Category 1 and</u> \$9,800,000 of Category 6 funding; RTL: September 2024	\$19,132,276	<u>\$18,310,762</u> \$16,954,409	\$7,154,409			\$15,199,473	\$7,154,409					77.14
TBD	0095-03-103	US 80	Eastbound at Buffalo Creek Relief	Replace bridge and approaches	August 2023 (Actual)	September 2026	2027	Project also has <u>\$1,122,863 of Category 1 and</u> \$7,300,000 of Category 6 funding; RTL: September 2024	\$15,884,959	<u>\$15,158,645</u> \$14,035,782	\$6,735,782			\$12,047,356	\$6,735,782					74.05
TBD	0095-03-108	US 80	At Buffalo Creek	Replace bridge and approaches	August 2023 (Actual)	September 2026	2027	<u>Project also has \$676,392 of Category 1 funding;</u> RTL: September 2024	\$9,080,212	<u>\$9,131,289</u> \$8,454,897	\$8,454,897			\$9,080,212	\$8,454,897					81.20
TBD	0095-03-109	US 80	At Buffalo Creek Relief	Replace bridge and approaches	August 2023 (Actual)	September 2026	2027	<u>Project also has \$1,335,085 of Category 1 funding;</u> RTL: September 2024	\$12,260,082	<u>\$18,023,647</u> \$16,688,562	\$16,688,562			\$12,260,082	\$16,688,562					77.42

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2025 - FY2034**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
55072	0451-02-028	SH 205	US 80 in Terrell to South of FM 548	South of FM 548 to North of US 80: Widen 2 lane rural highway to 4 lane divided; From North of US 80 to US 80: Reconstruct 4 lane rural highway to 4 lane divided with raised median and continuous left turn lane throughout entire limits (6 lane Ultimate)	April 2019 (Actual)	August 2033	2033	RTL: June 2024	\$100,693,482	\$112,454,818	\$112,454,818			\$100,693,482	\$112,454,818					54.67
Total Proposed Funding - Kaufman County																			\$333,414,948	
Rockwall County Projects																				
13017	2588-02-008	FM 548	South of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	July 2019 (Actual)	March 2029	2029	Project also has \$2,400,000 of Category 1 funding; RTL: February 2025	\$11,470,963	\$17,435,497	\$11,470,963	\$11,470,963	\$11,470,963							78.71
83221	1015-01-024	FM 549	SH 205 to SH 276	Widen from 2 lane rural to 4 lane urban roadway	May 2019 (Actual)	June 2026	2026	Project also has \$5,522,338 of Category 1 funding; RTL: December 2022	\$34,252,875	\$46,019,486 \$51,541,824	\$46,019,486			\$34,252,875	\$46,019,486					61.74
13038.1	0451-05-003	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Reconstruct 4 lane to 4 lane roadway	January 2020 (Actual)	April 2027	2027	Project split out from TIP 55074; RTL: June 2024	\$45,802,555	\$57,941,410	\$57,941,410	\$45,802,555	\$57,941,410							83.19
55074	0451-04-021	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Reconstruct and widen 4 to 6 lane roadway	January 2020 (Actual)	August 2045	2045	RTL: March 2024	\$9,988,490	\$9,988,490	\$0	\$9,988,490	\$0							88.75
55074.1	0451-04-025	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Reconstruct and widen 2 lane to 4 lane roadway (6 lane ultimate)	January 2020 (Actual)	April 2027	2027	Project split out from TIP 55074; Project also has \$400,000 of Cat 1 funding; Cat 2 funding was transferred from TIP 55074/CSJ 0451-04-021	N/A	\$9,988,490	\$9,988,490	\$0	\$9,988,490							88.75
55071	0451-01-053	SH 205	South of FM 548 to JCT SH 205/John King (S. Goliad Street)	Widen 2 lane rural highway to 4 lane divided (6 lane Ultimate)	January 2020 (Actual)	September 2028	2029	Project also has \$15,927,757 of Category 1 funding; RTL: June 2024	\$146,822,331	\$132,731,313 \$148,659,070	\$132,731,313	\$44,046,699	\$44,046,699	\$102,775,632	\$88,684,614					75.83
Total Proposed Funding - Rockwall County																			\$258,151,662	
Various County Projects																				
11618.2	0918-00-362	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	August 2025	2025	Additional funds paying for a proposed expansion of this program; Includes \$4,725,000 of STBG; Project was awarded \$2,331,000 of Category 12 Strategic Priority funds in the 2022 UTP	\$7,056,000	\$7,388,240	\$2,331,000							\$2,331,000	\$2,331,000	N/A
Total Proposed Funding - Various County																			\$2,331,000	
Total Category 2, 4, and 12 Funding											\$6,813,055,684	\$1,840,065,767	\$2,168,601,642	\$1,120,393,862	\$1,564,709,892	\$560,432,371	\$869,273,833	\$1,804,062,095	\$2,210,470,317	

Future Project Lettings (FY 2025-FY 2034)			
	Category 2	Category 4	Category 12
2025-2034	\$2,168,601,642	\$1,564,709,892	\$3,079,744,150
Total	\$2,168,601,642	\$1,564,709,892	\$3,079,744,150

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2025 - FY2034**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
Hood County Projects																				
54018	0080-03-049	US 377	Overstreet Blvd to Pirate Drive	US 377 from Overstreet Blvd to SH 144: Widen 4 lane to 6 lane divided (Transition section at end with auxiliary lanes); From SH 144 to Pirate Dr: Upgrade 4 lane rural highway to 4 lane urban highway with 0 to 4 lane discontinuous access roads; Reconstruct SH 144 interchange	October 2023 May 2024 <i>(Actual)</i>	September 2027	2028	TxDOT requested Category 12 funding through 2024 UTP, but it was not proposed for TTC approval	\$90,000,000	\$131,704,197	\$102,000,000	\$25,000,000	\$50,000,000	\$0	\$52,000,000	\$0		\$0		72.76
Total Proposed Funding - Hood County																			\$102,000,000	
Johnson County Projects																				
13040	0747-05-043	FM 157	Main Street from 8th Street to North of County Road 108B	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	August 2021 (Actual)	April 2025	2025	Project split out from TIP 13041/CSJ 0747-05-042	\$8,000,000	\$10,400,000	\$10,400,000	\$8,000,000	\$10,400,000							78.10
13041	0747-05-042	FM 157	US 67 to 8th Street	Reconstruct rural 2 lane to urban 2 lane with sidewalks and turn lanes	August 2021 (Actual)	April 2025	2025		\$8,500,000	\$9,500,000	\$9,500,000	\$8,500,000	\$9,500,000							87.39
54053	0747-05-035	FM 157	BU 287P to US 67	Realign and widen roadway from 2 to 4 lanes urban divided	October 2026	November 2028	2029		\$138,000,000	\$294,926,815	\$138,000,000	\$78,000,000	\$78,000,000	\$60,000,000	\$60,000,000					72.84
11955.1	1181-02-033	FM 917	West of Ave F to Main Street	Construct railroad grade separation and realign FM 917	September 2027	September 2028	2029		\$10,979,774	\$50,000,000	\$10,000,000	\$10,000,000	\$10,000,000							77.01
11955.2	1181-03-036	FM 917	Main Street to East of SH 174	Construct railroad grade separation and realign FM 917	September 2027	September 2028	2029		\$3,792,460	\$64,000,000	\$3,000,000	\$3,000,000	\$3,000,000							86.06
52501	3372-01-010	FM 3391	IH 35W to East of CR 602	Widen from 2 lanes to 6 lanes from IH 35W to Hurst Avenue and 2 lanes to 4 lanes from Hurst Avenue to CR 602	May 2023 (Actual)	September 2028	2029	Propose to replace Category 4 funding with Category 2 due to the project not being eligible for Category 4; To be offset by removal of Category 2 funding on TIP 13037/CSJ 0171-05-094, which will be replaced with Category 4	\$50,000,000	\$68,999,035	\$68,661,515	\$0	\$68,661,515	\$50,000,000	\$0					65.51
13046	0014-03-088	IH 35W	Bethesda Rd to Asher Rd	Reconstruct interchange at FM 917	March 2024 (Actual)	August 2026	2026		\$33,230,769	\$68,000,000	\$68,000,000			\$32,000,000	\$68,000,000					84.42
14063	0019-01-146	SH 174	North of Elk Drive to Wicker Hill Road	Reconstruct and widen from 4 to 6 lanes rural divided with sidewalks	July 2024 (Actual) August 2023	June 2025	2025	Part of the 2022 SE Connector Category 2/STBG exchange; \$6,510,000 of STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066) in 2022 10-Year Plan Update; Project also has \$900,000 of CMAQ funding and \$22,179,782 of STBG funding	\$29,589,782	\$29,589,782	\$6,510,000	\$6,510,000	\$6,510,000							82.15
Total Proposed Funding - Johnson County																			\$314,071,515	

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2025 - FY2034**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
Parker County Projects																				
14042	0717-01-025	FM 113	Old Millsap Road to North of Old Millsap Road	Realign FM 113 (2 to 2 lanes)	December 2023 (Actual)	September 2025	2026	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has <u>\$1,099,775</u> of Category 11 funding; STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	\$600,000	\$1,699,775	\$600,000	\$600,000	\$600,000							71.72
14041	0008-09-037	FM 1187	Maverick St to FM 5	Reconstruct and widen from 2 lanes (with center turn lane) to 4 lane (with center turn lane) urban roadway (6 lane ultimate); Intersection improvements	December 2025	September 2027	2028	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$1,290,000 of CMAQ funding; STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066) in 2022 10-Year Plan Update	\$7,440,000	\$14,740,000	\$13,450,000	\$6,150,000	\$13,450,000							78.61
13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 lane continuous frontage roads	August 2023	May 2029	2029		\$77,000,000	\$77,000,000	\$77,000,000			\$46,000,000	\$46,000,000			\$31,000,000	\$31,000,000	75.83
21093.1	0008-03-131	IH 20	From FM 1187 to US 180	Reconstruct from 6 to 6 general purpose lanes and reconstruct and widen 4 lane continuous to 4/6 lane continuous frontage roads	May 2027	September 2033	2034	A part of the US 287 Category 2/STBG exchange approved by the RTC on October 2021; \$588,436 of STBG to remain on the project; Funding exchange will be completed in a future UTP	\$400,000,000	\$448,000,000	\$0	\$0	\$0							61.50
Total Proposed Funding - Parker County																			\$91,050,000	
Tarrant County Projects																				
21024	0718-02-076	FM 156	At Industrial Blvd	Construct intersection improvements including left and right turn lanes and sidewalks	May 2022 (Actual)	June 2025	2025	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$3,000,000 of CMAQ funding	\$3,499,146	\$6,365,000	\$3,364,563	\$3,364,563	\$3,364,563							88.97
13019	0008-16-043	IH 20/SH 183	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	January 2025	May 2029	2029	Project also has \$20,000,000 of STBG funding	\$31,085,095	\$51,085,095	\$31,085,095	\$31,085,095	\$31,085,095							63.16
13027.1	2374-05-084	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct and widen from 8 to 10 general purpose lanes and 4/6/8 lane continuous to 4/6/8 lane continuous frontage roads	December 2027	September 2034	2035	Split from IH 20 from US 287 to Park Springs Blvd; Funding previously moved to TIP 13027.2/CSJ 2374-05-093	\$365,000,000	\$407,310,400	\$0	\$0	\$0							76.01
13027.2	2374-05-093	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct eastbound & westbound frontage roads from 4/8 lane discontinuous to 4/8 lane continuous on IH 20 from Park Springs to Cooper street; On eastbound IH 20 exit to Bardin road (frontage road) improve drainage	January 2027	November 2028	2029	\$50,000,000 of Category 2 funding previously offset by a reduction on TIP 13027.1/CSJ 2374-05-084; TxDOT requested Category 12 funding through 2024 UTP, but it was not proposed for TTC approval; Project funding previously reduced in order to offset funding increase on TIP 13061.1/CSJ 0008-03-133	\$100,000,000	\$150,000,000	\$25,000,000	\$25,000,000	\$25,000,000							76.01

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2025 - FY2034**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score	
55043.1	2374-05-094	IH 20	Little Road to Park Springs Blvd.	Reconstruct and widen from 8 to 10 general purpose lanes, 4/6 discontinuous lanes to 4/8 continuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September 2031	2032	Part of the Southeast Connector project	\$200,000,000	\$200,000,000	\$100,000,000					\$100,000,000	\$100,000,000			82.70	
13002	1068-01-230	IH 30	Cherry Lane to Green Oaks Road	Reconstruct from 6 to 8 main lanes and reconstruct 2/8 lane discontinuous to 2/8 lane discontinuous frontage roads; Reconstruct IH 30/SH 183 interchange	September 2027	October 2032	2033	Category 2 funding moved to TIP 55045/CSJ 0008-13-206; Project will be re-funded in a future 10-Year Plan update; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but project was not proposed for funding by the TTC	\$350,000,000	\$350,000,000	\$0									73.24	
TBD	1068-02-072	IH 30	East of IH 35W to Cooper Street	Widen 6 to 8/10 general purpose lanes	January 2025	September 2036	2037	Project will be funded in a future 10-Year Plan Update	\$1,000,000,000	\$1,120,000,000	\$0									60.78	
13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes; <u>Cooper St to Baird Farm Road/AT&T Way: reconstruct 2 concurrent managed lanes to 2 concurrent managed lanes; Baird Farm Road/AT&T Way to SH 360: convert 2 concurrent managed lanes to 3 concurrent managed lanes; SH 360 to Duncan Perry Road: reconstruct 2 concurrent managed lanes to 2 concurrent managed lanes</u> and reconstruct existing 4/6 lane discontinuous to 4/6 lane discontinuous frontage road	January 2026	June 2028	2028	TxDOT to build safety barriers into managed lane design	\$212,820,000	\$218,820,000	\$218,820,000	\$42,180,000	\$48,180,000	\$170,640,000	\$170,640,000						80.82
53070	0014-02-055	IH 35W	South of Garden Acres to South of Alsbury Blvd	Construction of new interchange IH 35W at FM 1187, with 4/6 lane continuous to 4/8 lane continuous one way frontage roads, ramp modifications including new ramps, construct 0 to 2 northbound collector distributor lanes, and shared use path	August 2027	September 2032	2033	TxDOT requested Category 12 funding through 2023 UTP and 2024 UTP, but project was not proposed for funding by the TTC	\$170,000,000	\$170,000,000	\$0									83.01	
13005.1	0008-14-132	IH 820	Navajo Trail/Cahoba Drive to Marine Creek Parkway	Relocate ramps, realign frontage roads, and add bridges	February 2026	January 2030	2030	Project is a breakout of TIP 13005/CSJ 0171-05-068	\$20,000,000	\$510,000,000	\$20,000,000	\$20,000,000	\$20,000,000							86.84	
13056	0008-05-029	Lancaster Avenue/ SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	April 2026	June 2027	2027	Additional Category 2 funding added to this project and TIP 13057/CSJ 0008-06-052 as approved by the RTC in February 2023 as part of RAISE grant submittal package; Project also has \$6,430,160 from City of Fort Worth	\$112,500,000	\$93,930,160	\$87,500,000	\$37,500,000	\$62,500,000	\$0	\$25,000,000					80.42	
13057	0008-06-052	Lancaster Avenue/ SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	April 2026	June 2027	2027	Split from TIP 13056; Project awarded \$20 million RAISE grant (plus \$5 million state match); Project also has \$10,000,000 from City of Fort Worth	\$37,500,000	\$72,500,000	\$37,500,000	\$37,500,000	\$37,500,000							79.36	

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2025 - FY2034**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score	
13064	0094-05-070	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal	August 2024	March 2029	2029		\$21,000,000	\$21,000,000	\$21,000,000	\$10,000,000	\$21,000,000							61.51	
55034	0364-05-039	SH 183	SH 121 to SH 10	Widen 3/4 to 6 concurrent managed lanes and reconstruct and widen existing 2/6 lane discontinuous to 4/6 lane discontinuous frontage roads (ultimate)	April 2023	TBD	TBD	Funding source to be determined	\$1,000,000,000		\$0									72.81	
55035	0094-02-136	SH 183	West of SH 360 to Dallas County line	Widen 7 to 8 general purpose lanes, 2 to 6 managed lanes-concurrent, reconstruct 4/6 lane discontinuous to 4/6 lane discontinuous frontage roads & 4 lane to 4 lane collector distributor from SH 360 to International Parkway	April 2023	TBD	TBD	Funding source to be determined			\$0									72.81	
13005	0171-05-068	SH 199	North of Azle Ave to South of IH 820	Construct 0 to 4 main lanes (6 ultimate) with interchange at IH 820	February 2026	January 2030	2030	\$20,000,000 of Category 2 funds previously moved to CSJ 0008-14-132 (part of the SH 199 imp); Funding previously reduced by \$110M in order to offset funding increases on other projects (TIP 13057/CSJ 0008-06-052, TIP 13008/CSJ 2266-02-148, TIP 13003/CSJ 1068-01-214, and TIP 13063/CSJ 0014-15-078) due to lack of consensus between TxDOT & local governments project scope; Once scope has been finalized, funding will be re-programmed; \$70M of Category 12 funding was formerly Category 2 funding (part of funding exchange to advance IH 30 Canyon project in Dallas)	\$180,000,000	\$370,000,000	\$70,000,000	\$0	\$0						\$70,000,000	\$70,000,000	86.64
13037	0171-05-094	SH 199	North University Drive/West Northside Drive to South of IH 820	Reconstruct and widen 4 to 6 lane divided urban	February 2027	September 2028	2029	Propose to replace Category 2 funding with Category 4 and move Category 2 to TIP 52501/CSJ 3372-01-010, which is not eligible for Category 4	\$68,661,515	\$138,661,515	\$68,661,515	\$68,661,515	\$0	\$0	\$68,661,515					78.28	
13008	2266-02-148	SH 360	North of E. Randol Mill Rd. to South of E. Randol Mill Rd.	Reconstruct 6 to 8 main lanes and railroad underpass and 4/8 continuous lane to 4/8 lane continuous frontage roads	November 2017 (Actual)	December 2028	2029	Project is split out from TIP 51346; \$70,000,000 of Category 12 funding was formerly Category 2 funding (part of a funding exchange to advance IH 30 Canyon project in Dallas)	\$70,000,000	\$100,000,000	\$70,000,000	\$0	\$0					\$70,000,000	\$70,000,000	94.82	
13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	April 2026	March 2029	2029		\$20,000,000	\$330,000,000	\$20,000,000	\$20,000,000	\$20,000,000							77.49	
14092	2266-02-159	SH 360	Trinity River to Post and Paddock	Construct 0 to 2 lane continuous southbound frontage road, bridge over Riverside Parkway, and new sidewalks	September 2025	September 2028	2029	Part of the US 287 Category 2/STBG exchange approved by the RTC in October 2021; Project also has \$102,097 of CMAQ	\$12,638,436	\$15,000,000	\$12,638,436	\$12,638,436	\$12,638,436							73.82	

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2025 - FY2034**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score
55044.1	0172-06-105	US 287	Village Creek Road to Berry Street	Reconstruct 6 to 6 mainlanes plus auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September 2031	2032	Project is part of the Southeast Connector project; Project was awarded \$178,000,000 of Category 12 funding through 2024 UTP	\$178,000,000	\$178,000,000	\$178,000,000					\$178,000,000	\$178,000,000			80.36
13063	0014-15-078	US 81/US 287	South of North Tarrant Parkway to Avondale Haslet Road	Operational improvements including ramp modifications, 2/6 lane discontinuous to 4/8 lane continuous frontage roads, and sidewalks	November 2025	April 2029	2029		\$174,280,000	\$450,280,000	\$241,977,606	\$96,600,000	\$116,600,000	\$77,680,000	\$125,377,606					81.86
11572	0902-48-579	US 81/US 287	at FM 3479/Harmon Rd/North Tarrant Parkway	Construct North Tarrant Parkway over US 81 with turnaround on eastside; Construct Harmon Rd over US 81	November 2023	April 2025	2025	Part of the 2022 SE Connector Category 2/STBG exchange; Project also includes \$1,653,702 of local funding; STBG funds were exchanged for Category 2 funding in 2022 10-Year Plan Update (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	\$18,055,079	\$25,056,079	\$23,402,377	\$14,821,102	\$23,402,377							100.00
53029	0014-15-033	US 81	North of Harmon Road to North of IH 35W	Reconstruct 2 to 2 lane northbound frontage road	November 2023	May 2025	2025	MPO Milestone Policy Project (letting deadline of end of FY2025); Project also has \$6,016,331 of STBG funding	\$8,558,000	\$10,800,000	\$4,783,669	\$2,541,669	\$4,783,669							72.02
53030	0014-15-034	US 81	North of Harmon Road to North of IH 35W	Reconstruct 2 to 2 lane existing southbound frontage road	November 2023	May 2025	2025	MPO Milestone Policy Project (letting deadline of end of FY2025); Project also has \$7,227,821 of STBG funding	\$11,647,311	\$19,066,000	\$11,838,179	\$2,838,179	\$11,838,179							70.49
53031	0014-15-035	US 81	North of Harmon Road to North of IH 35W	Reconstruct northbound and southbound exit ramp to Harmon Road/North Tarrant Parkway and southbound entrance ramp from Harmon Road	November 2023	May 2025	2025	MPO Milestone Policy Project (letting deadline of end of FY2025)	\$1,988,174	\$1,838,179	\$1,838,179	\$1,838,179	\$1,838,179							71.26
53032	0014-15-036	US 81	North of FM 3479 to North of IH 35W Interchange	Construct auxiliary lane for northbound exit to North Tarrant Parkway; Auxiliary lane for southbound entrance from North Tarrant Pkwy	November 2023	May 2025	2025	MPO Milestone Policy Project (letting deadline of end of FY2025)	\$13,904,785	\$18,856,480	\$18,856,480	\$1,856,480	\$18,856,480							73.68
53074	0014-15-087	US 81	Wise/Tarrant County Line to Avondale Haslet Road	Reconstruct 4 to 4 lane freeway; Construct/reconstruct/re-stripe 4 lane, 2-way discontinuous to 4 lane, 1-way continuous frontage roads	TBD	May 2029	2029	New project proposed by TxDOT Fort Worth District	N/A	\$34,717,812	\$34,717,812			\$0	\$34,717,812					62.40
21019	0080-07-099	US 377	at RM 2871	Intersection improvements including construction of new dual left turn lanes and reconstruction of right turn lane on eastbound RM 2871, and traffic signal improvements to accommodate the additional turn lanes	April 2026	April 2029	2029	Part of the 2022 SE Connector Category 2/STBG exchange; STBG funds on this project were exchanged for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066); Discussions on scope pending between TxDOT and NCTCOG staff	\$5,842,298	\$47,842,627	\$5,000,000	\$5,000,000	\$5,000,000							77.66
Total Proposed Funding - Tarrant County																			\$1,305,983,911	

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY2025 - FY2034**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	MPO Project Score	
Wise County Projects																					
13004.3	0013-09-012	BU 81-D	CR 1160 - Realigned FM 1810 intersection to North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	September 2023	October 2028	2029		\$6,000,000	\$6,000,000	\$3,600,000	\$3,600,000	\$3,600,000							67.70	
13004.1	2418-01-013	FM 1810	West of CR 1170 to intersection of US 81/287 at FM 1810	Realignment of FM 1810 and grade separation & retaining walls at realigned intersection at US 81/287 & BU 81D	October 2025	October 2028	2029		\$25,000,000	\$25,000,000	\$13,300,000	\$13,300,000	\$13,300,000							67.70	
13004.2	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainlane grade separation at relocated FM 1810 and US 81D, with addition of ramps and 0 to 2 lane access roads	September 2023	October 2028	2029	Project also has \$8,000,000 in Category 1 funding	\$42,700,000	\$71,700,000	\$16,700,000	\$16,700,000	\$16,700,000							68.44	
55302	0013-08-147	US 81	Northstar Parkway to Wise/Tarrant County Line	Reconstruct 4 to 4 lane freeway and grade separation; Construct/reconstruct/restripe 4 lane, 2 way discontinuous frontage roads to 4 lane, one-way continuous frontage roads	August 2025	December 2027	2028		\$40,000,000	\$81,400,000	\$84,682,188	\$0	\$41,400,000	\$40,000,000	\$43,282,188						61.99
Total Proposed Funding - Wise County																			\$118,282,188		
Various County Projects																					
11619.1	0902-00-311	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2024	2025	Additional funds paying for a proposed expansion of this program; Includes \$3,132,000 of STBG and \$430,000 of Category 12C; Project was awarded \$900,000 of Category 12 Strategic Priority funding via 2022 UTP	\$4,032,000	\$4,168,462	\$900,000							\$900,000	\$900,000	N/A	
Total Proposed Funding - Various County																			\$900,000		
Total Category 2, 4, and 12 Funding											\$1,932,287,614	\$612,785,218	\$788,708,493	\$476,320,000	\$693,679,121	\$278,000,000	\$278,000,000	\$171,900,000	\$171,900,000		

Future Project Lettings (FY2025-FY2034)			
	Category 2	Category 4	Category 12
2025-2034	\$788,708,493	\$693,679,121	\$449,900,000
Total	\$788,708,493	\$693,679,121	\$449,900,000

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Planned Projects
FY2025 - FY2034**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Env. Clearance Date	Estimated Let Date	Let FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat 2, 4, 12)	Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Approved	Cat 12 Proposed	MPO Project Score
Hunt County Projects																		
13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	June 2025	September 2027	2028	Hunt County is doing environmental clearance; Project also has \$4,560,000 of Category 11 funding	\$22,400,000	\$38,000,000 \$42,560,000	\$38,000,000	\$16,800,000	\$38,000,000					82.54
13051	0692-01-020	FM 1570	SH 34 to IH 30	Widen 2 to 4 lane divided roadway (South Project)	June 2027	October 2027	2028	Project also has \$3,828,000 of Category 11 funding	\$26,640,000	\$35,728,000	\$31,900,000	\$26,640,000	\$31,900,000					90.27
13065	0009-13-174	IH 30	FM 2642 to Monty Stratton Parkway	Reconstruct and widen 4 lane to 6 lane freeway and 2/6 lane continuous to 4/6 lane continuous frontage roads	March 2022 (Actual)	September 2026	2027		\$191,077,618	\$191,077,618	\$122,577,618	\$0	\$26,500,000			\$96,077,618	\$96,077,618	62.27
13078	0009-13-194	IH 30	Monty Stratton to East of Division St	Reconstruct and widen 4 to 6 lane freeway	August 2024	August 2034	2034	Propose to move Category 2 funding to TIP 13065/CSJ 0009-13-174 which is the higher priority	\$224,000,000	\$224,000,000	\$0	\$1,000,000	\$0					69.84
13079	0009-13-195	IH 30	East of Division St to East of Lamar St	Reconstruct and widen 4 to 6 lane freeway	August 2024	August 2034	2034	Propose to move Category 2 funding to TIP 13065/CSJ 0009-13-174 which is the higher priority	\$168,000,000	\$168,000,000	\$0	\$1,000,000	\$0					68.32
13080	0009-13-196	IH 30	East of Lamar St to East of FM 513	Reconstruct and widen 4 to 6 lane freeway	August 2024	August 2034	2034	Propose to move Category 2 funding to TIP 13065/CSJ 0009-13-174 which is the higher priority	\$280,000,000	\$280,000,000	\$0	\$1,000,000	\$0					65.90
13053.2	0083-11-026	SH 11	West of SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	September 2019 (Actual)	August 2034	2034	Breakout project for control section break (offset by reduction on TIP 13053/CSJ 0768-01-057); Coordination between project stakeholders on scope is delaying the project	\$648,000	\$672,000	\$600,000	\$600,000	\$600,000					65.49
												Total Proposed Funding - Hunt County				\$193,077,618		
Total Category 2, 4, and 12 Funding											\$193,077,618	\$47,040,000	\$97,000,000	\$0	\$0	\$96,077,618	\$96,077,618	

Future Project Lettings (FY 2025-FY 2034)			
	Category 2	Category 4	Category 12
2025-2034	\$97,000,000	\$0	\$96,077,618
Total	\$97,000,000	\$0	\$96,077,618

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2024**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
Collin County Projects														
14071	1392-01-044	FM 1378	FM 3286 to South of FM 3286	Construct intersection improvements (sidewalks and turn lanes)	February 2020 (Actual)	May 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG trade; Project also has \$4,971,784 of CMAQ funding	\$6,682,469	\$1,710,685	\$1,710,685			
54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461; 6 lane ultimate	September 2017 (Actual)	September 2020 (Actual)	2021	Project completed in January 2024	\$24,834,021	\$24,834,021	\$24,834,021			
54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen 2 lane rural highway to 4 lane divided; 6 lane ultimate; Realign intersection of FM 1461	September 2017 (Actual)	September 2020 (Actual)	2021	Project split out from TIP 54005/CSJ 2351-01-017; Project completed in January 2024	\$3,219,051	\$3,219,051	\$3,219,051			
20083	2679-02-008	FM 2514	FM 2551 to West of FM 1378	Widen 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes	May 2014 (Actual)	May 2018 (Actual)	2018	Remainder of construction funded with \$2,879,212 RTR, \$1,202,000 CMAQ, <u>and \$116,301 of local funding</u> ; Project completed in April 2021	\$19,081,190	\$13,600,000	\$13,600,000			
55037	2679-03-016	FM 2514	North of Drain Drive to Brown Street	Widen facility from 2 lane to 4/6 lane urban divided	February 2019 (Actual)	July 2022 (Actual)	2022	Project also has Category 1 funding to cover funding gap	\$33,641,069	\$24,107,754	\$24,107,754			
55038	2679-03-015	FM 2514	East of Lavon Parkway to North of Drain Drive	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	February 2019 (Actual)	July 2022 (Actual)	2022	Project also has Category 1 funding to cover funding gap	\$16,744,842	\$11,360,404	\$11,360,404			
83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	November 2010 (Actual)	April 2023 (Actual)	2023	Project also has Category 1 funding to cover funding gap	\$46,333,942	\$45,920,230	\$45,920,230			
14071.2	3476-02-013	FM 3286	FM 1378 to East of FM 1378	Construct intersection improvements (sidewalks and turn lanes)	February 2020 (Actual)	May 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG trade; Project also has \$3,392,988 of CMAQ funding	\$5,212,988	\$1,820,000	\$1,820,000			
35004	0816-04-101	FM 455	US 75 to CR 286	Reconstruct and widen 2 lane rural to 4 lane divided	November 2017 (Actual)	December 2015 (Actual)	2016	Funds are Proposition 1 - Category 4; Project completed in August 2020	\$2,746,785	\$2,746,785		\$2,746,785		
13055	0047-04-031	SH 5	SH 121 to North of Collin County Outer Loop	Reconstruct and widen 2 lane rural to 4 lane urban roadway	September 2018 (Actual)	December 2022 (Actual)	2023		\$39,271,527	\$39,479,990		\$39,479,990		
13015	0549-03-024	SH 121	Collin County Outer Loop to North of FM 455	Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange	January 2018 (Actual)	October 2020 (Actual)	2021		\$38,917,859	\$38,917,859		\$38,917,859		
55073	0451-03-013	SH 205	North of John King to SH 78	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	April 2018 (Actual)	July 2022 (Actual)	2022	<u>Change orders being covered by Category 1</u>	\$33,380,213	\$33,380,213	\$33,380,213			
13025	0047-14-084	US 75	North of FM 455 to CR 370	Construct interchange	June 2012 (Actual)	June 2018 (Actual)	2018	Project completed in April 2020; <u>Reduce Category 2 funding to match final expenditures</u>	\$20,213,387	\$20,730,431	<u>\$20,730,431</u> \$22,000,000			
13044	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	June 2019 (Actual)	June 2022 (Actual)	2022	Project also has \$8,447,878 of Category 1 funding and \$8,945,594 of STBG funding	\$43,578,574	\$27,300,067	\$27,300,067			
20084	0047-14-053	US 75	North of CR 370 to CR 375 (Grayson County Line)	Reconstruct and widen from 4 lane to 6 lane freeway and reconstruct and widen existing 4 lane continuous frontage road to 4/6 lane continuous frontage roads	June 2012 (Actual)	January 2024 (Actual)	2024	MPO Milestone Policy Project (Round 2)	\$80,040,840	\$80,669,840		\$16,870,821	\$63,799,019	
Total Approved Funding - Collin County														\$369,797,330

ELECTRONIC ITEM 5.3

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2024**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
Dallas County Projects														
55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road	July 2019 (Actual)	December 2021 (Actual)	2022	Commitment to Red Bird Mall area	\$79,838,372	\$80,581,578	\$80,581,578			
52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	December 2016 (Actual)	June 2018 (Actual)	2018	Project completed in August 2022; <u>Change orders covered by Category 11; Reduce Category 4 funding to match final expenditures</u>	\$25,781,036	\$25,781,036		\$26,460,236 \$25,781,036		
54033	1068-04-149	IH 30	NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	December 2016 (Actual)	June 2018 (Actual)	2018	Category 11 funds used to fund the remainder of the project; Project completed in August 2022	\$13,291,213	\$11,000,000		\$11,000,000		
55169	0009-11-241	IH 30	Bass Pro Drive to Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside bridge, and ramp modifications; Reconstruct Dalrock interchange	September 2018 (Actual)	March 2021 (Actual)	2021	Project also has \$5,000,000 of Category 1 funding for potential cost overruns	\$120,678,632	\$120,574,879		\$120,574,879		
55179	0009-11-238	IH 30	Bass Pro Drive in Garland to Dalrock Road	Widen to add shoulder	March 2019 (Actual)	March 2021 (Actual)	2021	Project also has \$3,500,000 of Category 1 funding for potential cost overruns; <u>Reduce Category 12 funding to match obligation amount</u>	\$13,601,005	\$21,128,162	\$7,827,157		\$22,355,197 \$13,301,005	
13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct and widen 6 general purpose lanes to 8 general purpose lanes and reconstruct existing 2/8 discontinuous frontage road lanes to 2/8 discontinuous frontage road lanes	March 2013 (Actual)	August 2021 (Actual)	2021	Design-build project; Project was also awarded \$182,098,750 of Design-Build funds by the TTC	\$614,317,018	\$432,218,268	\$202,562,682		\$229,655,586	
13012.3	0196-03-282	IH 35E	IH 635 to Denton County Line	Reconstruct existing 2 managed lanes to 2 managed lanes	March 2013 (Actual)	August 2021 (Actual)	2021	Project split out from TIP 13012.2/CSJ 0196-03-274; Project was awarded \$14,470,000 of Design-Build funds for the remainder of the project	\$93,951,732	\$79,481,732	\$79,481,732			
54119.5	0442-02-162	IH 35E	Ellis County Line to Bear Creek Road	Construct interchange at SL 9 and IH 35E	November 2017 (Actual)	February 2024 (Actual)	2024	Project also has \$3,296,812 \$583,000 of STBG funds; <u>Additional Category 2 funding proposed for increased cost</u>	\$22,719,613	\$17,657,092 \$19,422,801	\$17,657,092 \$19,422,801			
55067	0092-14-088	IH 45	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020		\$30,136,042	\$30,136,042	\$30,136,042			
55249	0092-02-130	IH 45	At SL 9	Reconstruct existing 2 to 2 lane southbound frontage road and ramp modifications	November 2017 (Actual)	July 2021 (Actual)	2021	Funding offset by reduction in funding on TIP 55094/CSJ 0442-02-159; Project also has \$395,464 of Category 1 funding	\$4,228,798	\$3,833,334		\$3,833,334		
54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	June 2015 (Actual)	August 2019 (Actual)	2019	Project has Category 12 funds from the MPO Revolver trade; \$7,202,000 of Design-Build funding to offset reduction in Category 2 funding	\$57,972,000	\$50,770,000	\$46,393,000			\$4,377,000
55060.1	2374-01-137	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$63,193,281 of Design-Build funding	\$246,941,214	\$183,747,933	\$30,500,000	\$132,848,147	\$20,399,786	
55060.2	2374-01-191	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55060.1/CSJ 2374-01-137; Project also has \$6,513,375 of Design-Build funding	\$49,935,875	\$43,422,500	\$43,422,500			

Amounts only include Category 2, 4, 12 funding.
Red text and strikethroughs indicate changes since June 2024 STTC meeting

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2024**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
55075.1	2374-02-053	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 CMAQ, \$92,752,017 STBG, and \$7,014,863 Category 11; Project also has \$122,653,801 of Design-Build funding	\$408,845,681	\$161,425,000	\$8,430,000	\$42,151,853	\$110,843,147	
55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$7,142,858 STBG; Project also has \$26,139,846 of Design-Build funding	\$200,405,486	\$167,122,782	\$167,122,782			
55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 STBG; Project also has \$83,400,711 of Design-Build funding	\$303,694,615	\$195,293,904	\$195,293,904			
55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$125,710,231 of Design-Build funds	\$432,206,098	\$306,495,867			\$306,495,867	
55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 managed lanes to 2 managed lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55165.1/CSJ 2374-01-183; Project also has \$8,509,875 of Design-Build funding	\$65,242,375	\$56,732,500	\$56,732,500			
54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	January 2018 (Actual)	June 2018 (Actual)	2018	Project completed in April 2021; Change orders covered by Category 1; Increase Category 4 funding to match final expenditures	\$21,821,798	\$21,821,798		\$21,821,798 \$20,927,948		
55065	0092-01-059	SH 310/ SM Wright Interchange	Pennsylvania Avenue to North of Al Lipscomb Way	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020	Related to TIP 55067/CSJ 0092-14-088 and TIP 20062/CSJ 0092-01-052	\$11,916,518	\$11,916,518	\$11,916,518			
35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements	December 2016 (Actual)	March 2020 (Actual)	2020	Remainder of construction funded with \$701,700 CMAQ and \$1,452,481 Category 11; Category 12 funds are part of MPO Revolver Trade; Project completed in August 2022	\$12,469,181	\$9,915,000	\$7,900,000			\$2,015,000
13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	December 2018 (Actual)	May 2021 (Actual)	2021	Remainder of project funded with \$7,000,000 of CMAQ funds; Project completed in January 2024	\$6,336,367	\$1,000,000	\$1,000,000			
11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project also has \$37,748,649 of Category 1 funding; Change orders covered by Category 12	\$222,203,919	\$156,607,670			\$156,607,670	
54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$432,000 of CMAQ funding, \$3,788,000 of RTR funding, \$2,500,000 of Category 1 funding, and \$20,087,399 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$24,307,399	\$0	\$0			
54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$408,000 of CMAQ funding, \$6,000,000 of Category 1 funding, and \$54,055,351 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$54,463,351	\$0	\$0			

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2024**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Cost savings are being used to cover change orders	\$91,202,288	\$156,607,670			\$156,607,670	
53110.2	2374-02-162	IH 635	At US 80 Interchange	Reconstruct existing interchange	April 2020 (Actual)	July 2024 (Actual)	2024		\$197,499,361	\$193,068,308		\$129,245,388	\$63,822,920	
53109	0095-02-107	US 80	East of Town East Blvd. to East of Belt Line Road	Reconstruct and widen 4 to 6/8 mainlanes and 2/4/6 lane continuous frontage road to 4/6 lane continuous frontage roads and reconstruct IH 635 interchange	April 2020 (Actual)	July 2024 (Actual)	2024	\$10,350,386 previously moved to TIP 53110/CSJ 2374-02-162	\$342,164,864	\$289,691,842	\$37,916,764	\$228,404,680	\$23,370,398	
55120	0197-02-124	US 175	East of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021	Project completed in December 2021; Remaining costs were covered by Category 1 funding	\$1,007,339	\$907,339	\$907,339			
Total Approved Funding - Dallas County														\$2,830,704,463
Denton County Projects														
83255	0816-02-072	FM 455	West of FM 2450 to East of Marion Road	Reconstruct and widen 2 lane rural highway to 4 lane divided urban	February 2018 (Actual)	July 2022 (Actual)	2022	Project also has \$28,587,589 \$23,052,037 of Category 1 funding	\$73,248,171	\$44,660,582	\$44,660,582			
55177	0353-09-002	SH 114	West of US 377 to East of US 377	Construct 0 to 6 lane grade separation over US 377	November 2018 (Actual)	June 2021 (Actual)	2021	Project completed in March 2024	\$32,367,838	\$32,367,839	\$26,109,253	\$6,258,586		
51060	0353-02-053	BS 114K	At UP RR Underpass in Roanoke DOT No 795 342V	Replace railroad underpass and improve BS 114-K drainage	August 2015 (Actual)	November 2019 (Actual)	2020	Project also has \$3,000,000 of Bridge funds and \$552,921 of CMAQ; Project completed in April 2024	\$11,088,528	\$7,500,000	\$7,500,000			
13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and existing 4 lane continuous to 4/8 lane continuous frontage roads	January 2012 (Actual)	April 2024 (Actual)	2024	Category 11 funding to cover remaining costs	\$205,860,139	\$161,782,387	\$30,969,735			\$130,812,652
55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and 4 lane continuous to 4/6 lane continuous frontage roads	November 2019 (Actual)	April 2024 (Actual)	2024	Category 11 funding to cover remaining costs	\$261,858,377	\$233,357,330		\$43,647,905		\$189,709,425
55250	0195-02-076	IH 35	At FM 455	Reconstruct and widen 4 to 6 mainlanes and reconstruct existing 4 to 4 lane frontage roads	October 2019 (Actual)	July 2022 (Actual)	2022	Project also has \$13,045,742 of Category 1 funding	\$40,791,605	\$28,212,007		\$1,349,711		\$26,862,296
13033.1	0196-02-128	IH 35E	At FM 1171/Main Street	Reconstruct grade separation and existing 4 to 4 lane continuous frontage roads	March 2013 (Actual)	January 2023 (Actual)	2023	Denton Priority Project #3; Project also has \$18,815,274 of STBG funds and \$2,549,146 of local contribution	\$105,457,045	\$85,852,625	\$85,852,625			
13033.6	0195-03-099	IH 35E	North Texas Blvd to IH 35W	Reconstruct interchange and existing 4 lane continuous to 4/6 lane continuous frontage roads (facility transition area)	October 2019 (Actual)	April 2024 (Actual)	2024	Category 11 funding to cover remaining costs	\$116,185,323	\$85,215,324	\$35,008,319	\$31,394,099	\$10,000,000	\$8,812,906
20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements	January 2018 (Actual)	July 2018 (Actual)	2018	Project also has \$9,237,129 2MP1, \$9,204,379 \$12,465,854 4P1, & \$2,901,189 CMAQ; Change orders covered with Category 1; Project completed in May 2021; Decrease Category 2 funding to match final expenditures	\$18,791,508	\$350,000	\$350,000 \$1,098,811			

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2024**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
20120	0081-03-048	US 377	Henrietta Creek Road to North of BS 114K	Reconstruct and widen 2/4 to 4 lane divided urban	August 2015 (Actual)	November 2019 (Actual)	2020	Project also has \$2,847,689 of Category 1 & \$1,922,275 of CMAQ; Project completed in April 2024	\$18,803,011	\$13,444,113	\$13,444,113			
20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)	January 2018 (Actual)	July 2018 (Actual)	2018	Project also has \$2,269,248 2MP1, \$4,019,642 of 4P1, and \$2,418,314 \$4,690,906 of Category 1 funds; <u>Change orders covered by Category 1</u> ; Project completed in May 2021	\$10,207,204	\$1,500,000	\$1,500,000			
55104	0135-10-057	US 377/380	SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	June 2018 (Actual)	June 2020 (Actual)	2020	Also has \$95,000 local, \$2,017,722 Category 11, and \$665,000 CMAQ; Local funding is required for additional bicycle/pedestrian scope items that TxDOT will not fund	\$20,616,737	\$17,839,014	\$17,839,014			
20096	0135-10-050	US 380	US 377 to West of CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	June 2018 (Actual)	July 2021 (Actual)	2021	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG	\$132,896,797	\$62,367,423	\$62,367,423			
55235	0353-02-037	SH 114	East of IH 35W to BUS 114K	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	August 2020 (Actual)	April 2023 (Actual)	2023	Part of the Loop 9 Category 2/STBG trade approved by the RTC in October 2021	\$68,192,321	\$68,192,321	\$68,192,321			
55260	0353-09-003	SH 114	BUS 114K to West of US 377	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	August 2020 (Actual)	April 2023 (Actual)	2023		\$28,239,411	\$28,239,411	\$28,239,411			
Total Approved Funding - Denton County														\$870,880,376
Ellis County Projects														
11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements	June 2015 (Actual)	May 2018 (Actual)	2018	Project also has \$1,921,068 Category 11 & \$11,147,127 \$15,173,331 STBG; Project completed in June 2021	\$28,877,127	\$17,100,000	\$17,100,000			
13042	0048-04-094	IH 35E	At FM 387 (Butcher Road)	Reconstruct interchange; Reconstruct and widen 4 lane discontinuous to 4/6 lane continuous frontage roads	June 2019 (Actual)	January 2022 (Actual)	2022	Funding from TIP 55092/CSJ 0048-04-090; Project also has 4,000,000 of Category 1 funds	\$45,984,067	\$42,000,000		\$42,000,000		
13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	January 2020 (Actual)	February 2024 (Actual)	2024	Project also has \$7,627,931 of Category 11 funding	\$79,799,197	\$77,154,426		\$77,154,426		
54119.6	0442-03-044	IH 35E	Reese Drive to Dallas County Line	Construct interchange at Loop 9 and IH 35E	November 2017 (Actual)	February 2024 (Actual)	2024	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$1,696,220 \$100,000 of STBG funding and <u>\$1,319,348 of Category 11 funding; Additional Category 2 funding proposed to cover increased costs at letting</u>	\$34,602,495	\$31,586,928 <u>\$31,586,928</u>	\$28,715,389 <u>\$31,586,928</u>			
54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$734,000 of CMAQ funding and \$1,500,000 of Category 1 funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$4,690,541	\$0	\$0			

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2024**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$96,000 of CMAQ funding and \$1,500,000 of Category 1 funding; Category 2 funding removed and replaced with STBG funding as part of a funding exchange to reduce the region's STBG carryover balance	\$5,034,801	\$0	\$0			
35001	0172-05-115	US 287	At Walnut Grove Road	Construct interchange	April 2017 (Actual)	April 2019 (Actual)	2019	Project also has \$10,330,000 of Prop 1 - Cat 4 and \$50,000 of Category 11 funding; \$976,621 of Category 11 funding; <u>Change orders covered by Category 11</u> ; Project completed in December 2021; <u>Decrease Category 4 funding to match final expenditures</u>	\$27,666,577	\$17,286,577		\$17,286,577 \$26,700,000		
Total Approved Funding - Ellis County														\$185,127,931
Kaufman County Projects														
83284	0751-05-001	FM 148	South of FM 3039 to US 175	Realign existing 2 lane rural undivided roadway to 2 lane rural undivided roadway	June 2019 (Actual)	June 2023 (Actual)	2023	Includes \$5,000,000 of Kaufman County funding; Category 11 to cover remainder of cost overrun	\$13,687,533	\$6,894,899	\$6,894,899			
N/A	0095-03-085	FM 460	at US 80	Replace bridge and approaches	April 2020 (Actual)	June 2022 (Actual)	2022	Project awarded INFRA grant funding; Category 4 funding was committed as well as part of grant application; Project also has \$1,882,263 of Category 6 funding and \$3,944,904 of Category 10 funding; <u>Decrease Category 4 funding to match obligation amount</u>	\$6,723,349	\$2,778,445		\$2,778,445 \$6,442,588		
53086	0095-03-080	US 80	Lawson Rd. (Dallas/Kaufman C/L) to FM 460	Reconstruct and widen 4 to 6 mainlanes and reconstruct and widen 2/4 lane discontinuous frontage roads to 4/6 lane continuous frontage roads	April 2020 (Actual)	June 2022 (Actual)	2022	Project also has \$1,000,000 of Category 11 funding; Costs have increased since letting; <u>Decrease Category 4 funding to match obligation amount</u>	\$116,810,288	\$116,810,288		\$116,810,288 \$133,000,000		
51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2-way to 2 lane, 1-way frontage road and ramp modifications	February 2019 (Actual)	October 2020 (Actual)	2021	Project completed in September 2023; <u>Project also has \$253,983 of Category 11 funding</u>	\$13,179,601	\$12,925,618	\$12,925,618			
55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021	Project also has \$1,000,000 of Category 1 funding for cost overruns; Project completed in December 2021; <u>Decrease Category 2 funding to match final expenditures</u>	\$1,238,789	\$1,238,789		\$1,238,789 \$2,163,200		
13077	0197-03-078	US 175	West of FM 148 Bypass to East of FM 148 Bypass	Construct new interchange at FM 148	April 2020 (Actual)	June 2023 (Actual)	2023	Project also has \$3,662,623 of Category 11 funding	\$43,212,466	\$39,549,843	\$39,549,843			
Total Approved Funding - Kaufman County														\$180,197,882
Rockwall County Projects														
83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements	March 2016 (Actual)	May 2018 (Actual)	2018	Project also has \$925,000 of Prop 1 - Cat 2 and \$40,000 of CMAQ & \$733,798 ; <u>Change orders covered by Category 11</u> ; Project completed in August 2021	\$9,290,063	\$8,325,063	\$8,325,063			
13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane continuous frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications; Pedestrian improvements	March 2019 (Actual)	June 2023 (Actual)	2023	Project also has \$50,000,000 of CMAQ funds	\$342,870,407	\$295,320,406	\$89,062,713		\$206,257,693	

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2024**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
55195	0009-12-220	IH 30	Dalrock Road to East of Horizon Road	Construct 0/4 to 4/6 lane frontage roads; Reconstruct Horizon Road interchange and ramp modifications	March 2019 (Actual)	October 2022 (Actual)	2023		\$199,292,314	\$199,292,314		\$32,045,599	\$167,246,715	
55221	0009-12-215	IH 30	Dalrock Road to SH 205	Add shoulder; Reconstruct and widen 6 general purpose lane to 8 general purpose lane; Reconstruct 4/6 discontinuous frontage road lanes to 4/6 continuous frontage road lanes; Ramp modifications and interchange at FM 740	March 2019 (Actual)	October 2022 (Actual)	2023		\$113,230,273	\$113,230,273	\$66,992,876		\$46,237,397	
55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition from Dalrock Interchange including reconstruction of existing 4 to 4 lane frontage roads and ramps	September 2018 (Actual)	March 2021 (Actual)	2021	Project also has \$1,000,000 of Category 1 funding for potential cost overruns	\$8,124,858	\$7,000,000		\$7,000,000		
2998	1290-02-017	SH 276	SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Project also has \$1,358,000 \$1,658,000 of CMAQ and \$992,442 \$699,442 of Category 1; <u>Change orders covered by Category 1</u> ; Project completed in February 2021	\$17,257,442	\$14,900,000	\$14,900,000			
55096	1290-03-027	SH 276	FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Category 1 funds will be used to cover overruns; Project completed in February 2021	\$719,165	\$719,165	\$719,165			
Total Approved Funding - Rockwall County														\$638,787,221
Various County Projects														
11618.2	0918-00-341	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	February 2023 (Actual)	2023	Additional funds paying for a proposed expansion of this program; Includes \$4,387,500 of STBG	\$6,084,000	\$1,696,500				\$1,696,500
11618.2	0918-00-342	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	April August 2024 (Actual)	2024	Additional funds paying for a proposed expansion of this program; Includes \$4,575,000 of STBG	\$5,270,400	\$2,013,000				\$2,013,000
Total Approved Funding - Various County														\$3,709,500
Total Category 2, 4, and 12 Funding										\$5,079,204,703	\$1,946,858,845	\$1,191,402,206	\$1,574,644,873	\$366,298,779

Project Lettings			
	Category 2	Category 4	Category 12
2016	\$0	\$2,746,785	\$0
2018	\$77,224,659	\$58,602,834	\$0
2019	\$547,894,686	\$192,286,577	\$442,115,800
2020	\$88,735,687	\$0	\$315,230,340
2021	\$422,473,065	\$176,584,658	\$242,956,591
2022	\$221,390,598	\$162,938,444	\$26,862,296
2023	\$434,235,603	\$71,525,589	\$421,438,305
2024	\$154,904,547	\$526,717,319	\$492,340,320
Total	\$1,946,858,845	\$1,191,402,206	\$1,940,943,652

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2024**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
Denton County Projects														
54068	3559-01-004	SH 170	Tarrant County Line to SH 114 Interchange	Restripe 2 to 4 main lanes and ramp modifications	May 2020 (Actual)	June 2020 (Actual)	2020	Part of the 2022 SE Connector Category 2/STBG trade; Project also has \$4,971,784 of CMAQ funding; Project being completed under TIP 54088/CSJ 3559-02-007	\$1,000,000	\$0				\$0
Total Approved Funding - Denton County											\$0			
Hood County Projects														
54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWWR and SH 171	September 2017 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project have been exchanged for Category 7 due to increased cash flow capacity at the federal level; Project also has \$11,000,000 in local funding from Hood County	\$46,969,449	\$0	\$0			
Total Approved Funding - Hood County											\$0			
Johnson County Projects														
13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct freeway auxiliary lanes, new 0 to 2 lane frontage roads, ramps, Texas U-turn at Lone Star Bridge and widen from 2 to 3 lanes, Lone Star Road widen 2 to 3 lanes, shared use path, intersection improvements at US 287 and Lone Star Road/FM 157, retaining wall, drainage structure, sidewalks and signals	August 2021 (Actual)	August 2021 (Actual)	2021	Category 2 funding previously removed and replaced with STBG funding to help reduce regional carryover balance	\$17,554,206	\$0	\$0			
54125	0080-12-001	US 377	North of SH 171 to Johnson/Hood County Line	Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377	September 2017 (Actual)	August 2018 (Actual)	2018	Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also has \$10,750,000 of Category 12 (425) funds	\$13,744,381	\$3,950,000	\$3,950,000			
Total Approved Funding - Johnson County											\$3,950,000			
Parker County Projects														
14012	0313-02-057	FM 51	North of Cottondale Road to Texas Drive	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Flooding issue; Project also has \$3,650,000 of Category 5 and \$900,000 of Category 7 funds; Cost overruns being covered with Category 1 funds; Project completed in January 2024	\$21,057,907	\$12,000,000	\$12,000,000			
14012.1	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Project split out from TIP 14012/CSJ 0313-02-057; Grouped project; Fully funded with Category 1 funds; Project completed in January 2024	\$2,303,163	\$0	\$0			
13061	0008-03-094	IH 20	IH 20/IH 30 Split to Tarrant/Parker County Line	Construct interchange at Walsh Ranch Parkway including auxiliary lanes	February 2023 (Actual)	May 2023 (Actual)	2023		\$28,293,108	\$28,293,108		\$28,293,108		
13061.1	0008-03-133	IH 20	FM 1187/FM 3325 to IH 20/IH 30 Split	Reconstruct 2 lane continuous to 2 lane continuous frontage roads, construct shared use path, construct new ramps on IH 20 between FM 1187/FM 3325 and IH 30, lower IH 20 main lanes at FM 1187/FM 3325 & westbound IH 20, lower IH 30 main lanes	April 2023 (Actual)	May 2024 (Actual)	2024	Decrease Category 2 and Category 4 funding to previously approved amounts due to low bid coming in lower than construction estimate	\$57,093,262	\$77,000,000	\$25,000,000 \$27,500,000	\$52,000,000 \$62,500,000		

Amounts only include Category 2, 4, 12 funding.
Red text and strikethroughs indicate changes since June 2024 STTC meeting

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2024**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
13062	1068-05-014	IH 30	IH 20/IH 30 Split to Tarrant/Parker County Line	Lower the mainlanes under Walsh Ranch Pkwy at IH 30 (No change to capacity)	April 2023 (Actual)	May 2024 (Actual)	2024	Grouped project; Decrease Category 2 and Category 4 funding to previously approved amounts due to low bid coming in lower than construction estimate	\$40,390,214	\$48,000,000	\$26,500,000 \$29,150,000	\$21,500,000 \$32,850,000		
Total Approved Funding - Parker County														\$165,293,108
Tarrant County Projects														
11244.1	0718-02-045	FM 156	US 81/287 to Watauga Road (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	July 2018 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project were exchanged for Category 7 due to increased cash flow capacity at the federal level; Project already had \$13,109,245 of Category 7 before this change; TxDOT wants to keep remainder for potential change orders	\$48,600,000	\$0	\$0			
13061.2	0008-16-044	IH 20	Tarrant/Parker County Line to Markum Ranch Road	Construct new IH 20 interchange at Minor 1/Bentley Road (including auxiliary lanes)	February 2023 (Actual)	May 2023 (Actual)	2023		\$26,105,384	\$26,515,384	\$6,875,000	\$19,640,384		
55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	April 2019 (Actual)	April 2020 (Actual)	2020		\$20,961,182	\$23,000,000		\$23,000,000		
13003	1068-01-214	IH 30	SS 580 (East of Linkcrest Drive) to IH 820	Reconstruct and widen 4 to 6 main lanes; Reconstruct and widen 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange and westbound exit ramp to Academy Blvd	July 2022 (Actual)	July 2024 (Actual)	2024	\$35,000,000 of the Category 2 funding offset by decrease on SH 199 (TIP 13005/CSJ 0171-05-068); Additional Category 2 and 4 funding proposed to cover additional costs, force accounts and Category 1 funding for cost overruns	\$261,399,462	\$261,399,462	\$66,000,000	\$145,399,462 \$156,000,000	\$50,000,000	
55041.1	0008-13-250	IH 820	Ramey Ave to Brentwood Stair Road	Reconstruct and widen freeway from 4/8 to 8 main lanes and 4/6 discontinuous frontage road lanes to 4/6 continuous frontage road lanes and remove 4 to 0 collector distributor lanes; Add shared-use path and sidewalks	September 2020 (Actual)	February 2023 (Actual)	2023	Part of the Southeast Connector project; Category 2 funds previously transferred from several projects (TIP 13070/CSJ 0135-15-002, TIP 13067/CSJ 0135-02-065, and TIP 13033.5/CSJ 0196-01-113) to this project in order to fully fund it (2022 10-Year Plan Update/2023 UTP)	\$451,409,000	\$451,409,000	\$451,409,000			
21022	0008-13-248	IH 820	at Trinity Railway Express Line from North of Trinity Blvd to South of SH 10	Reconstruct northbound 2 to 2 general purpose lanes and approaches	February 2023 (Actual)	May 2023 (Actual)	2023	Part of the US 287 Category 2/STBG trade approved by the RTC in October 2021	\$19,092,215	\$19,092,215	\$19,092,215			
13006	0353-03-100	SH 114	FM 1938 to Dove Road	Construct 0 to 2 lane eastbound frontage road from FM 1938 to Solana/Kirkwood with the addition of auxiliary lanes & construct 0 to 2 lane westbound & 0 to 2 lane eastbound frontage roads from Solana/Kirkwood to Dove with the addition of auxiliary lanes & ramp modifications	June 2020 (Actual)	July 2020 (Actual)	2020	Local contribution of \$3,000,000 by the City of Southlake	\$31,413,964	\$33,000,000	\$33,000,000			
13007	0364-01-147	SH 121	Stars and Stripes Blvd to South of IH 635	Construct IH 635 and FM 2499 deferred connections	April 2009 (Actual)	March 2018 (Actual)	2018	Design-build; Project also has \$1,600,000 of Category 1 funding; Project completed in August 2021	\$371,600,000	\$370,000,000			\$370,000,000	

Amounts only include Category 2, 4, 12 funding.
Red text and strikethroughs indicate changes since June 2024 STTC meeting

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2024**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
13049	0364-01-148	SH 121	Glade Road to SH 183	Interim operational bottleneck improvement, ITS, and illumination	August 2018 (Actual)	September 2018 (Actual)	2019	Also has \$1,600,000 of STBG funds & \$1,800,000 of Category 1 funds; Cat 2 funds replaced with \$25,000,000 of Cat 7 funds; Project completed in December 2020	\$16,964,773	\$0	\$0			
54088	3559-02-007	SH 170	IH 35W to Denton County Line	Construct 0 to 4 mainlanes	May 2020 (Actual)	June 2020 (Actual)	2020	Project completed in March 2024; <u>Reduce Category 12 funding to match final expenditures</u>	\$98,999,997	<u>\$113,106,349</u>				<u>\$113,106,349</u> \$155,000,000
13066	0094-01-032	SH 183	At UP RR & UP RR Spur	Replace railroad underpass	July 2021 (Actual)	March 2023 (Actual)	2023	Project also has \$12,000,000 of Category 6 funding	\$26,588,577	\$18,594,527	\$18,594,527			
55173	0171-05-097	SH 199	South end of Lake Worth Bridge to Azle Avenue	Construct 0 to 6 lane freeway, construct bridges over SH 199	April 2020 (Actual)	June 2020 (Actual)	2020	Cost overrun post letting	\$5,929,113	\$22,000,000		\$22,000,000		
55176	0171-04-050	SH 199	North of FM 1886 to South end of Lake Worth Bridge	Reconstruct & widen 4 lane arterial to 6 lane freeway; Reconstruct 4 lane to 4 lane frontage roads; Construct bridges over Lake Worth & traffic management system	April 2020 (Actual)	June 2020 (Actual)	2020		\$97,837,881	\$113,999,400	\$45,006,400	\$68,993,000		
51346	2266-02-086	SH 360	North of E. Abram Street to IH 20 Interchange	Reconstruct and widen from 6 to 8 lanes	November 2017 (Actual)	February 2018 (Actual)	2018	Project completed in April 2021; <u>Increase Category 2 to match final expenditures</u>	\$53,391,000	<u>\$56,300,000</u>	<u>\$56,300,000</u>			\$55,000,000
13059	0172-09-037	US 287	Union Pacific Railroad to Johnson County Line	Construct freeway auxiliary lanes, construct 0/4 to 4 frontage road lanes, Texas U-turn, retaining walls, drainage structures, sidewalks, and signalization	August 2021 (Actual)	August 2021 (Actual)	2021	Category 2 funding previously removed and replaced with STBG funding to help reduce regional carryover balance; Project also has \$1,000,000 of Category 1 funds	\$12,193,894	\$0	\$0			
55041	0008-13-125	IH 820	IH 20 to Ramey Ave	Reconstruct and widen freeway from 4/8 to 8/14 main lanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-Build project; Project also awarded \$106,400,000 of Design-Build funding	\$575,822,671	\$469,422,670	\$39,820,670		\$429,602,000	
55042	0172-09-028	US 287	IH 20 Interchange to Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes and 4/6 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes, and add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-build project; Project also awarded \$6,400,000 of Design-Build funding	\$36,400,000	\$30,000,000		\$30,000,000		
55044	0172-06-080	US 287	IH 820 to Village Creek Road	Reconstruct 6 to 6 mainlanes plus auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 continuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-build project; Project also awarded \$19,600,000 of Design-Build funding	\$109,474,141	\$89,874,140	\$49,874,140	\$40,000,000		
55043	2374-05-066	IH 20	IH 820 to Little Road	Reconstruct & widen from 8/10 to 10 general purpose lanes, 4/6 discontinuous frontage road lanes to 4/8 discontinuous frontage road lanes, 0 to 8 collector distributor lanes (from IH 820 to US 287) and add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project; Project a part of the 2022 Category 2/STBG trade; Project also includes \$97,873,821 of STBG funding; Project also awarded \$190,400,000 of Design-Build funding	\$726,945,646	\$536,545,646	\$330,215,646	\$153,000,000		\$53,330,000

Amounts only include Category 2, 4, 12 funding.
Red text and strikethroughs indicate changes since June 2024 STTC meeting

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2024**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12 Clear Lanes	Category 12 Strategic Priority
55045	0008-13-206	IH 20	IH 20/IH 820 Interchange to Forest Hill Drive	Reconstruct and widen 8 to 12 mainlanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes and add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Project also awarded \$27,200,000 of Design-Build funding	\$142,692,716	\$115,402,715	\$115,402,715			
11251.2	0008-14-059	IH 820	IH 35W to SH 121/SH 183/SH 26	Reconstruct and widen 4 general purpose lanes to 6 general purpose lanes	April 2023	December 2023 (Actual)	2024	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	N/A	\$0	\$0			
53104	0364-01-054	SH 121	IH 820 to FM 157	SH 121 from IH 820 to SH 183: Reconstruct and widen 4 to 6 concurrent HOV/managed lanes; Transition onto SH 183 from SH 121 to FM 157: Reconstruct concurrent HOV/managed lanes to transition from new 6 lane section to the west to the existing 4 lane section	April 2023	November 2023 (Actual)	2024	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	N/A	\$0	\$0			
Total Approved Funding - Tarrant County														\$2,749,661,508
Wise County Projects														
53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114 in Boyd	Reconstruct and widen existing 2 to 2 lane urban roadway and replace bridge and culvert structures	N/A	August 2023 (Actual)	2023	Original Prop 1 project; Project not eligible for Category 4 funding, so previously changed to Category 2; Project also has Category 6 funding under CSJ 0312-04-029; Related to grouped project 0312-04-029	\$30,817,569	\$26,000,000	\$26,000,000			
Total Approved Funding - Wise County														\$26,000,000
Various County Projects														
11619.1	0902-00-309	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	December 2022 (Actual)	2023	Additional funds paying for a proposed expansion of this program; Includes \$2,567,500 of STBG	\$3,380,000	\$812,500				\$812,500
11619.1	0902-00-310	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	November 2023 (Actual)	2024	Additional funds paying for a proposed expansion of this program; Includes \$6,037,000 of STBG	\$7,812,000	\$1,775,000				\$1,775,000
Total Approved Funding - Various County														\$2,587,500
Total Category 2, 4, and 12 Funding										\$2,947,492,116	\$1,325,040,313	\$603,825,954	\$849,602,000	\$169,023,849

Project Lettings			
	Category 2	Category 4	Category 12
2017	\$0	\$0	\$0
2018	\$60,250,000	\$0	\$370,000,000
2019	\$12,000,000	\$0	\$0
2020	\$78,006,400	\$113,993,000	\$113,106,349
2021	\$0	\$0	\$0
2022	\$535,313,171	\$223,000,000	\$482,932,000
2023	\$521,970,742	\$47,933,492	\$812,500
2024	\$117,500,000	\$218,899,462	\$51,775,000
Total	\$1,325,040,313	\$603,825,954	\$1,018,625,849

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Let or Completed Projects
FY2017 - FY2024**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Let Date	Letting FY	Comments	Construction Low Bid	Total Funding (Cat. 2, 4, 12)	Category 2	Category 4	Category 12
Hunt County Projects													
55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane	November 2018 (Actual)	October 2020 (Actual)	2021	Project completed in August 2023	\$14,191,647	\$16,400,000	\$16,400,000		
13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	June 2020 (Actual)	January 2023 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$5,020,844 of Category 11 funding	\$30,044,518	\$25,023,674	\$25,023,674		
13050	0009-13-167	IH 30	At FM 1570	Construct interchange	March 2022 (Actual)	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$6,500,000 of Category 7 funding and \$5,892,103 of Category 11 funding	\$64,767,102	\$52,374,999	\$23,375,000		\$28,999,999
55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	March 2022 (Actual)	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$4,990,478 of Category 11 funding	\$44,670,227	\$39,679,749	\$39,679,749		
55224	0009-13-168	IH 30	East of FM 1565 to East of FM 36	Reconstruct overpass	March 2022 (Actual)	October 2023 (Actual)	2024	Project also has \$4,098,997 of Category 11 Change Order funding	\$76,034,119	\$71,660,123	\$13,689,859	\$8,373,452	\$49,596,812
55225	0009-13-169	IH 30	East of CR 2511 to East of FM 1565	Reconstruct overpass	March 2022 (Actual)	October 2023 (Actual)	2024	Project also has \$794,237 of Category 11 Change Order funding	\$53,725,782	\$52,931,546	\$1,820,209	\$5,000,000	\$46,111,337
55226	0009-13-170	IH 30	West of CR 2511 to East of CR 2511	Construct new interchange	March 2022 (Actual)	October 2023 (Actual)	2024	Project also has \$500,937 of Category 11 Change Order funding	\$58,708,986	\$58,208,050	\$111,778	\$5,000,000	\$53,096,272
21051	0009-13-175	IH 30	at Monty Stratton Parkway	Widen overpass from 4 lane to 6 lane; Construct eastbound to westbound U-turn	March 2022 (Actual)	October 2022 (Actual)	2023	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$3,508,282 of Category 11 funding	\$18,638,110	\$15,129,828	\$15,129,828		
13053	0768-01-057	SH 24/SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	September 2019 (Actual)	March 2023 (Actual)	2023		\$4,665,736	\$4,665,736	\$4,665,736		
Total Approved Funding										\$336,073,705	\$139,895,833	\$18,373,452	\$177,804,420
Total Category 2, 4, and 12 Funding													

Project Lettings			
	Category 2	Category 4	Category 12
2017	\$0	\$0	\$0
2018	\$0	\$0	\$0
2019	\$0	\$0	\$0
2020	\$0	\$0	\$0
2021	\$16,400,000	\$0	\$0
2022	\$0	\$0	\$0
2023	\$107,873,987	\$0	\$28,999,999
2024	\$15,621,846	\$18,373,452	\$148,804,421
Total	\$139,895,833	\$18,373,452	\$177,804,420



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

August 2, 2024

Texas Department of Transportation (TxDOT)
Attn: TPP – UTP
125 E. 11th Street
Austin, TX 78701
RE: Draft 2025 UTP Public Comments

To Whom it May Concern:

On behalf of the Regional Transportation Council (RTC) and the North Central Texas Council of Governments, I would like to recognize the Texas Transportation Commission's (TTC) proposed contributions to US 380 and Spur 399 in the draft 2025 Unified Transportation Program (UTP). The RTC appreciates the new Category 12 funding proposed in the Dallas-Fort Worth region. These projects are particularly important with the current and anticipated population growth in Collin County and the region as a whole. The RTC welcomes the opportunity to partner with the TTC and TxDOT in order to deliver such projects and is appreciative that TxDOT continued design and right-of-way acquisition while a funding solution was developed.

We will continue seeking partnerships with TxDOT and the Commission to implement critical transportation projects within our region. Similarly, our staff and our District partners in the region continue to work to ensure that projects are ready for letting. I plan to attend the TTC meeting in August 2024 in person to express the region's appreciation. If you have any questions or concerns, please contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive, flowing style.

Michael Morris, P.E.
Director of Transportation

DN:jc

cc: Greg Abbott, Governor, State of Texas
J. Bruce Bugg, Jr., Chairman, Texas Transportation Commission
Clay Jenkins, RTC Chair, County Judge, Dallas County
Marc Williams, P.E., Executive Director, TxDOT Austin
Brandye Hendrickson, Deputy Executive Director for Planning and Administration, TxDOT Austin
Brian Barth, P.E., Deputy Executive Director for Program Delivery, TxDOT Austin
Humberto Gonzalez Jr., P.E., Director of Transportation Planning and Programming, TxDOT Austin
Ceason Clemens, P.E., District Engineer, TxDOT Dallas District
David Salazar, P.E., District Engineer, TxDOT Fort Worth District
Noel Paramanatham, P.E., District Engineer, TxDOT Paris District

HIGH-SPEED



TRANSPORTATION

Dallas-Fort Worth



North Central Texas
Council of Governments

August 8, 2024 – Regional Transportation Council

Proposed Network of Preferred Routes

Dallas-Fort Worth Future Central Hub for National Rail Network

Legend

Baseline Network

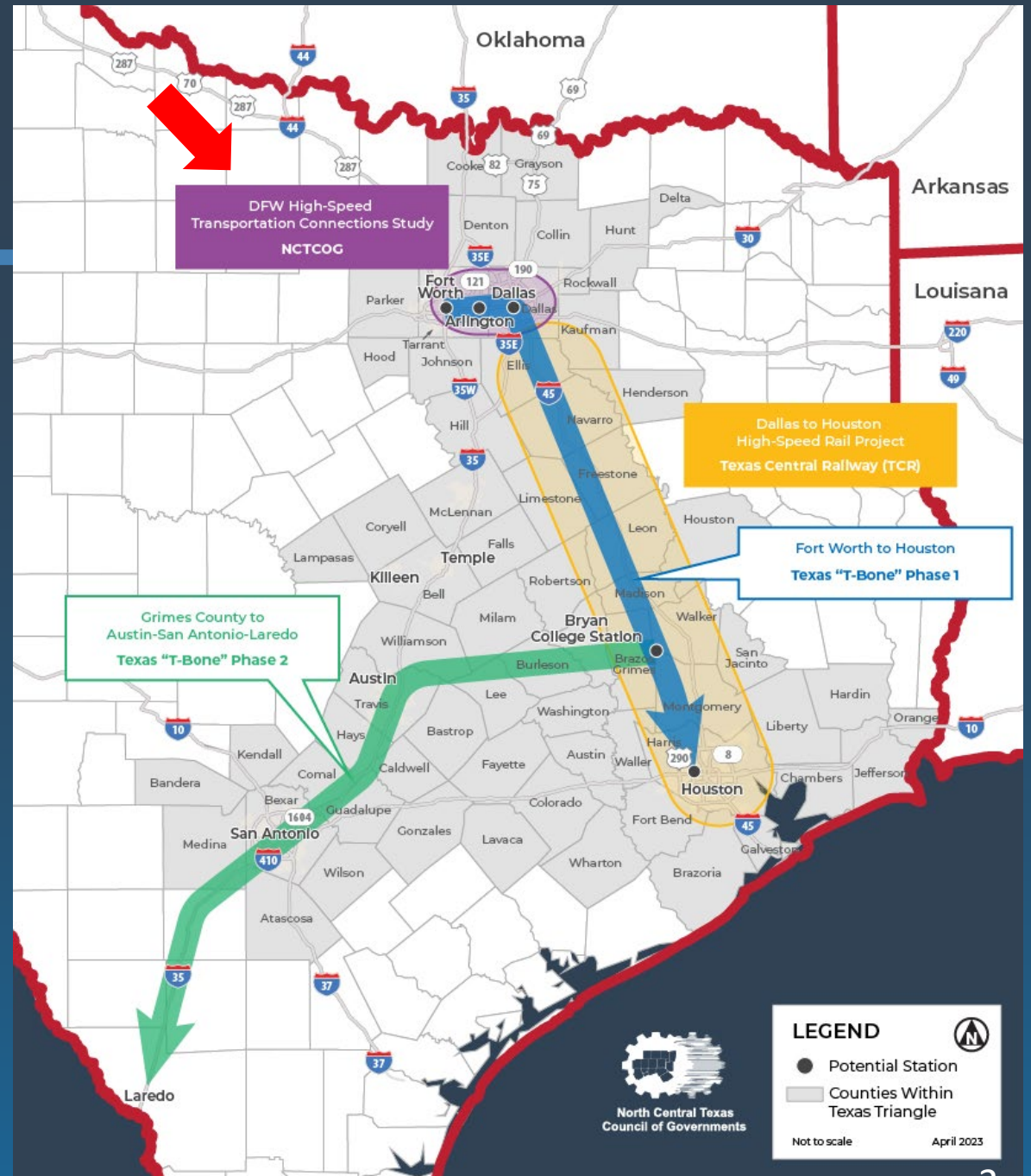
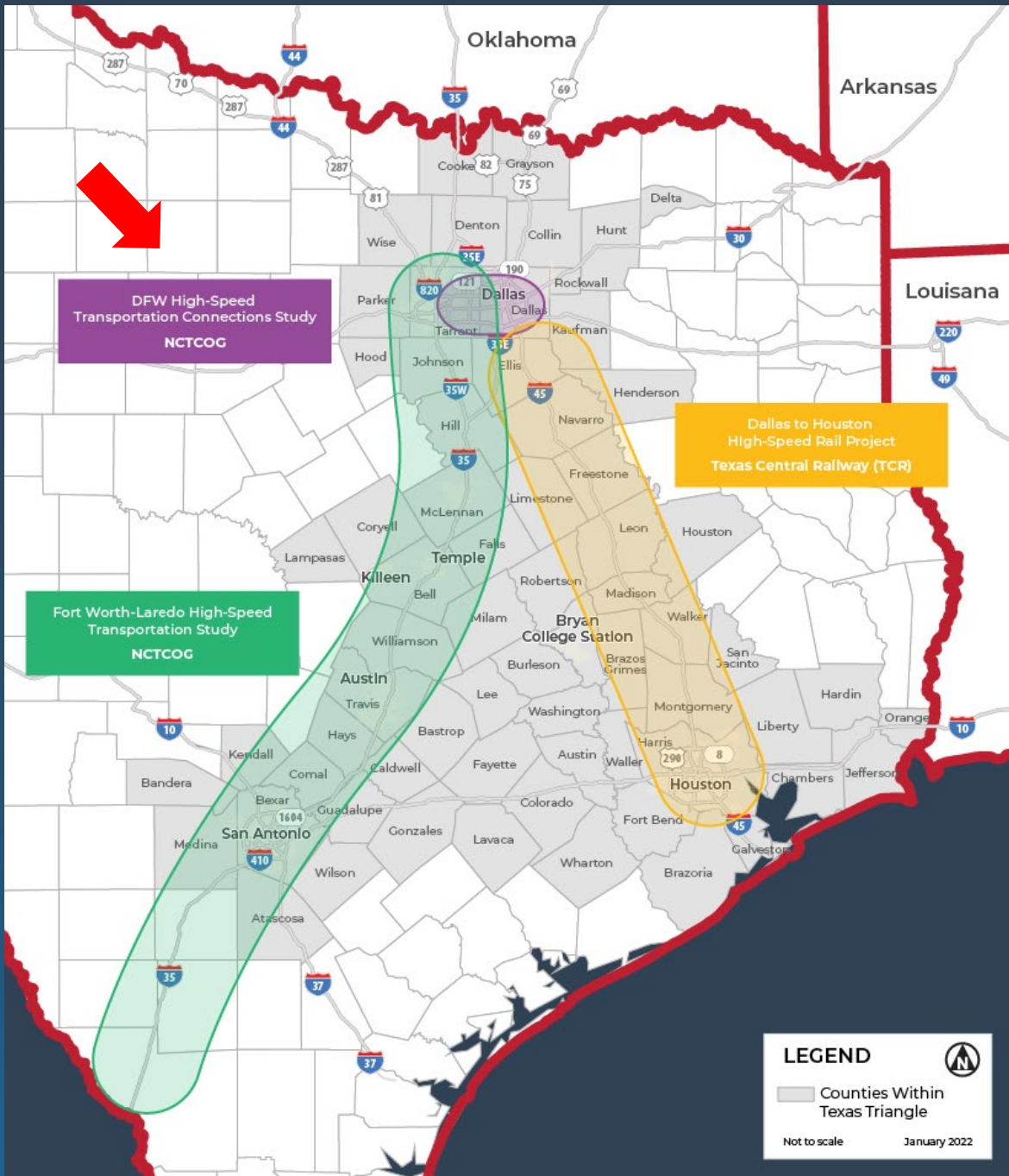
— Long-Distance, Northeast Corridor, State-Supported, Baseline Projects

Preferred Routes

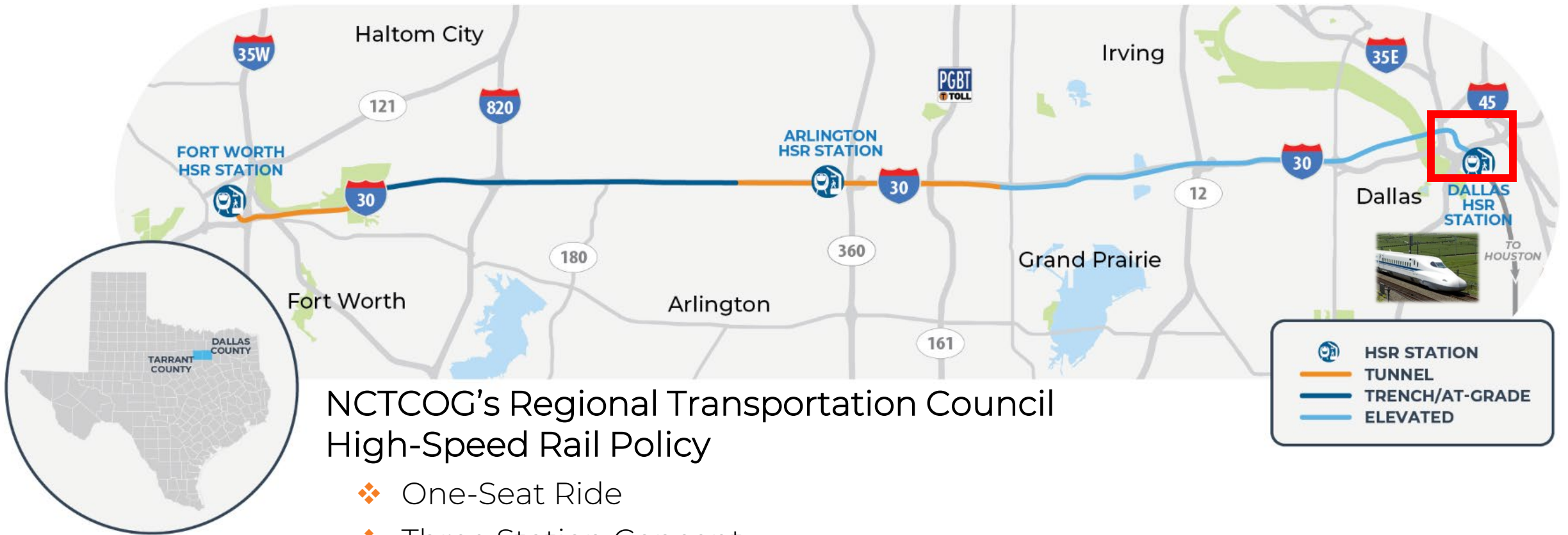
- Chicago – Miami
- Dallas/Fort Worth – Miami
- Denver – Houston
- Los Angeles – Denver
- Phoenix – Minneapolis/St. Paul
- Dallas/Fort Worth – New York
- Houston – New York
- Seattle – Denver
- San Antonio – Minneapolis/St. Paul
- San Francisco – Dallas/Fort Worth
- Detroit – New Orleans
- Denver – Minneapolis/St. Paul
- Seattle – Chicago
- Dallas/Fort Worth – Atlanta
- El Paso – Billings

Further analysis and identification of funding after completion of this study would be necessary to advance the preferred routes through project planning and project development activities prior to implementation.

Presented at Regional Working Group Meetings February 2024



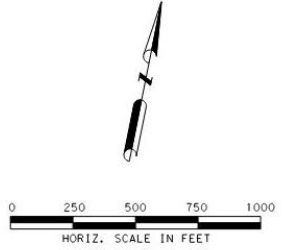
Alignment for NEPA Review (Early 2024)



NCTCOG's Regional Transportation Council High-Speed Rail Policy

- ❖ One-Seat Ride
- ❖ Three Station Concept

Downtown Dallas HSR "2B" Alignment and Western Concept



- LEGEND**
- WEST HSR CONCEPT
 - EAST HSR ALIGNMENT
 - POTENTIAL DEVELOPMENTS
 - POTENTIAL CONVENTION CENTER

CONCEPTUAL
FOR DISCUSSION ONLY

North Central Texas
Council of Governments

DALLAS-FORT WORTH
HIGH-SPEED
TRANSPORTATION CONNECTIONS
I-30 CORRIDOR ALTERNATIVES

URBAN CENTER CONNECTION
DALLAS ALTERNATIVE
ALIGNMENTS

CONCEPTUAL
FOR DISCUSSION ONLY

Potential Connections between Points of Interest in Downtown Dallas

Connections between Points of Interest		2B. Elevated -	
		East of Hyatt Regency Hotel with Pedestrian Lobby (Shown at 3/6/24 Dallas City Council)	Family of Elevated Alignments West of Downtown (7/11/24 RTC Workshop)
6	Hyatt Regency Hotel to Union Station	✓	✗
5	Convention Center to Union Station	✓	✗
4	Convention Center to Convention Center Hotels	✓	✗
3	High Speed Rail to Union Station	✓	✗
2	High Speed Rail to Convention Center Hotels	✓	✗
1	High Speed Rail to Convention Center	✓	?

Note: Connections between points of interest considered to be direct, air conditioned/comfortable, and ADA accessible

Coordination Following July RTC Workshop





Federal Transit Administration Process

NCTCOG Focus:
Public-Private Partnerships

Alternatives
Analysis
(2 years)

Pre-NEPA
Refinement
(2 years)

NEPA
(1 year?)

Explore Opportunities for Funding and
Implementation by P3 or Amtrak

2020

2021

2022

2023

2024

2025

2026

2027

We are here

Federal Railroad Administration Process

NCTCOG Focus:
Federal Funding

Corridor Identification
and Development Program

NEPA: National Environmental Policy Act



Requested RTC Action to Staff

- Dallas Alignment Options
 - Concept West of Downtown: Advance engineering and stakeholder coordination
 - Alignment East of Hyatt with Pedestrian Lobby (2B): Review opportunities in NEPA to maintain option pending results of Dallas' Economic Impact Study
- Continue advancing High-Speed Rail through NEPA process; coordinate with Federal Transit Administration and Federal Railroad Administration on appropriate process and schedule in NEPA (no significant delays anticipated)



Requested RTC Action to Staff (Continued)

- Amtrak will provide comment / initial concerns on moving away from Alignment Option 2B; Respond to Amtrak's position
- Increase available study budget for consultant team to accomplish actions listed above
 - Currently approved: \$12,099,657 (STBG)
 - Seeking approval of additional \$1,650,343 (STBG)



Contacts

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Senior Program Manager
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www.nctcog.org/dfw-hstcs



North Central Texas Council of Governments

Safe Streets and Roads for All Grant Submission

**Regional Transportation Council
08.08.2024**

Karla Windsor

Safe Streets & Roads for All (SS4A) Grant Program

- ❑ Created through the Bipartisan Infrastructure Law (BIL)
- ❑ Purpose: prevent deaths and serious injuries on our roadways
 - Focus on comprehensive safety action planning and implementing projects/strategies identified in safety action plans
- ❑ \$1.26B for FY 2024 available
- ❑ One application per agency allowed each cycle
- ❑ NCTCOG staff would like to pursue a planning project



Safe Streets & Roads for All Grant Program

Funding Availability

\$580 Million

- Planning/Demonstration
(National)

\$657 Million

- Implementation
(National)

< 15% per State

- Overall Program

Minimum Award

\$100,000

- Planning/Demonstration

\$2.5 Million

- Implementation

Maximum Award

\$10 Million

- Planning/Demonstration

\$25 Million

- Implementation

Cost Sharing

80% Federal | 20% non-Federal

Applicant/Condition Eligibility

1. MPOs
2. Political Subdivision of a State
(City, Town, County, Transit Agency, Special District, etc.)
3. Tribal Government
4. Multi-Jurisdictional Group of Above Entities



Safe Streets & Roads for All (SS4A) Grant Program

Three opportunities to submit planning and implementation applications

- Cycle 1: April 4, 2024 – planning and demonstration grants
- Cycle 2: May 16, 2024 – planning and demonstration grants and implementation grants
- **Cycle 3: August 29, 2024 – planning and demonstration grants**
- NCTCOG applied for Cycle 2 planning and demonstration funding



NCTCOG Regional Active Transportation Safety Grant Application

Advancing Safe Regional Active Transportation Connections to Rail Stations

Conducting in-depth planning and feasibility study to implement regional trail and on-street bikeway alignments that provide safe connections to passenger rail stations in northeast Tarrant County:

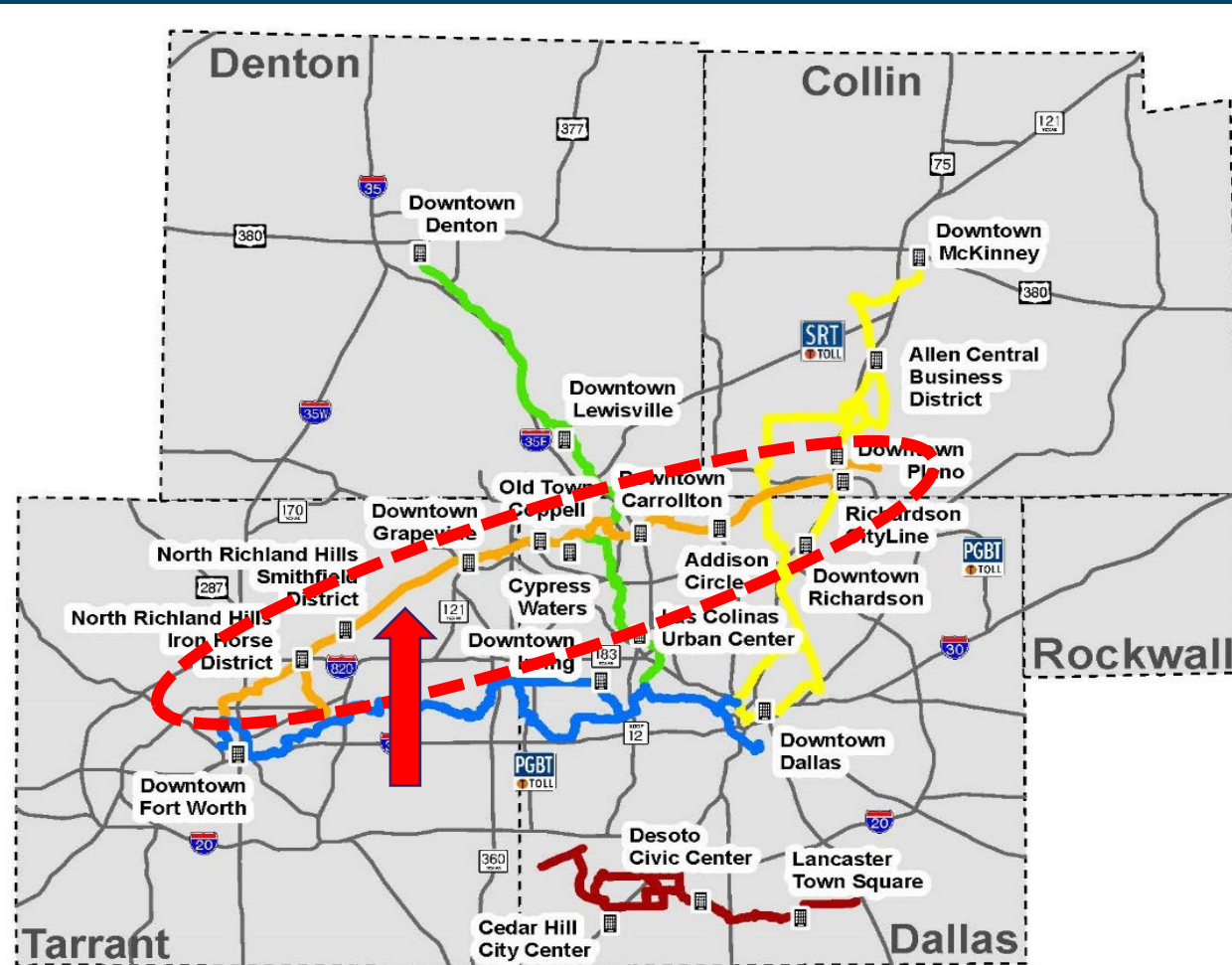
Focus of the additional study

- Finalize planned regional alignments for future construction through the cities of Fort Worth, Haltom City, North Richland Hills, and Richland Hills
- Assess safe connections to various TEXRail stations and the Trinity Lakes TRE station
- Assess safe crossings of significant barriers including major arterial roadways, highways, freight railroads, and waterways
- Develop an action plan, schematics, and opinions of construction cost for recommended alignments and safety countermeasures



Highlighted Regional Trail Corridors

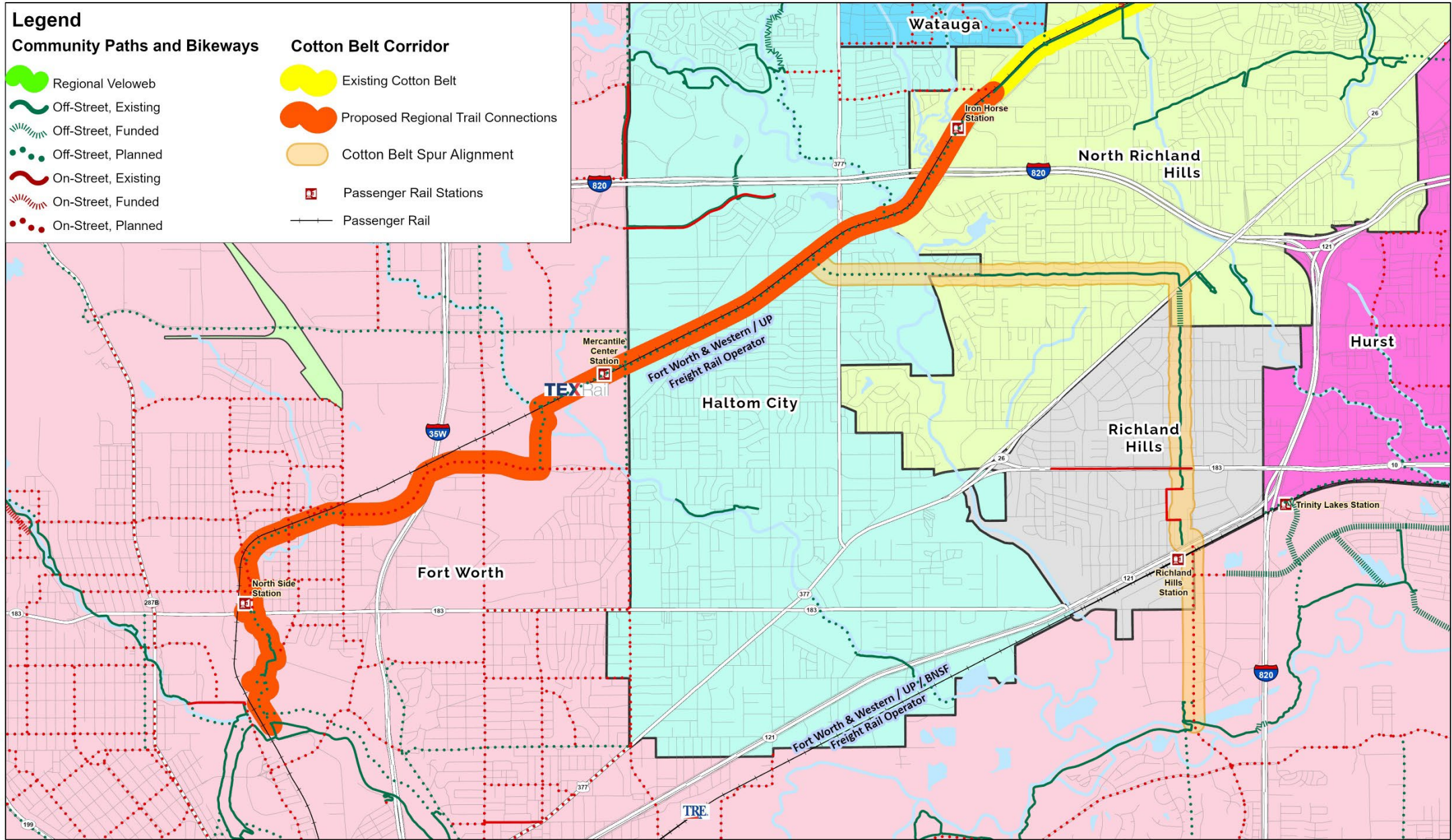
Cottonbelt Corridor from Plano to Fort Worth – approximately 65.8 miles



- Fort Worth to Dallas Regional Trail Corridor
- Cotton Belt Regional Trail Corridor
- McKinney to Dallas Regional Trail Corridor
- Denton to Dallas Regional Trail Corridor
- Southern Dallas County Regional Trail Corridor



Cotton Belt Trail Western Extension Study Area



NCTCOG Regional Safe Streets Planning/Demonstration Grant Application

Anticipated Budget

Total Planning Budget	Federal (SS4A)	Non-Federal Match	Match Source
\$2,000,000	\$1,600,000	\$400,000	RTC Local



Schedule

Date	Milestone
March 1, 2024	NOFO Released
August 8, 2024	RTC Action
August 22, 2024	Executive Board
August 23, 2024	STTC Action (Endorsement)
August 29, 2024	Applications Due



Requested Action

- Approve the NCTCOG planning grant application for the FY 2024 Safe Streets and Roads for All (SS4A) Discretionary Grant program.
- Approve the use of \$400,000 in Regional Transportation Council Local funds for non-federal match should the project be selected for funding.
- Approve staff to administratively amend the TIP/STIP and other planning/administrative documents to incorporate these changes should the project be selected for funding.



CONTACT US

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Senior Program Manager

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Kevin Kokes

Program Manager

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Regional Transit 2.0: Policy Oversight ("Project Review Committee")

Task	Lead Local Entity	Oversight Members (RTC Members)		Lead NCTCOG Staff	Transit Authority Lead	Lead Consultant
		Primary	Secondary			
1 – Project Management	RTC Staff	N/A	N/A	Michael Morris April Leger	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies McKinsey
2 – Develop Transit Legislative Program	RTC	RTC Committee of the Whole	-	Amanda Wilson Rebekah Gongora	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
3 – Develop Strategies to Increase Transit Authority Membership	Transportation Authorities	DART, DCTA, Trinity Metro Representatives	Cities/Counties	Karla Windsor	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
4 – Develop Collaborations Between Existing Transit Authorities	Transportation Authorities	DART, DCTA, Trinity Metro Representatives	RTC Committee of the Whole	Karla Windsor	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
5 – Develop Strategies for Authority Board Partnerships & Teamwork	Transportation Authorities Member Cities	DART, DCTA, Trinity Metro Representatives	DART, DCTA, Trinity Metro Member Cities	Michael Morris	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	McKinsey

Regional Transit 2.0: Policy Oversight ("Project Review Committee") continued

Task	Lead Local Entity	Oversight Members (RTC Members)		Lead NCTCOG Staff	Transit Authority Lead	Lead Consultant
		Primary	Secondary			
6 – Develop Strategies for In-Fill Development	Member Cities	DART, DCTA, Trinity Metro Member Cities	DART, DCTA, Trinity Metro Representatives	Karla Windsor	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
7 – Review of Fare Collection Strategies	Transportation Authorities	DART, DCTA, Trinity Metro Representatives	Cities/Counties	Amanda Wilson Rebekah Gongora	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
8 – Develop Recommendations for Transit Authority/Member City Paradox	Transportation Authorities Member Cities	DART, DCTA, Trinity Metro Representatives	DART, DCTA, Trinity Metro Member Cities	Michael Morris	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	McKinsey
9 – Final Report	RTC Staff	RTC Committee of the Whole	-	All NCTCOG Staff	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies McKinsey



October 10, 2024

RTC Legislative Program Presented as an Action Item



September 12, 2024

Draft RTC Legislative Program presented as an Information Item; Comments Requested

November 5, 2024

General Election for Federal, State, and County Offices

November 11, 2024

Bill Filing Begins for the 89th Texas Legislature

January 14, 2025

89th Legislature Convenes

PROPOSED TIMELINE

The Regional Transportation Council will be presented with a list of proposed topics to support in advance of the 89th Legislature. Action will be sought in October 2024.



Regional Transportation Council Attendance Roster
July 2023 - June 2024

RTC MEMBER	Entity	8/10/23	9/14/23	10/12/23	11/9/23	12/14/23	1/11/24	2/8/24	3/21/24	4/11/24	5/9/24	6/13/24	7/11/2024
Daniel Alemán Jr (01/22)	Mesquite	E	E(R)	P	E(R)	P	P	P	P	A	P	P	P
Arfsten, Bruce (07/23)	Addison	P	P	P	P	P	P	E(R)	P	P	P	P	P
Steve Babick (06/22)	Carrollton	A	P	P	P	P	P	P	P	E(R)	E(R)	P	P
Rick Bailey (07/22)	Johnson County	P	E	P	P	P	P	P	P	P	P	P	P
Adam Bazaldua (09/21)	Dallas	P	P	P	A	P	P	A	P	E	P	E	A
Elizabeth M. Beck (08/21)	Fort Worth	P	A	A	E	P	E(R)	P	E	P	A	P	P
Gyna Bivens (08/21)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Alan Blaylock (03/23)	Fort Worth	P	A	P	E	P	P	P	P	P	A	P	P
Ceason Clemens (10/22)	TxDOT, Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Michael Crain (06/22)	Fort Worth	P	P	P	A	P	P	P	E(R)	P	P	E(R)	E(R)
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	E(R)	P	P	P	P	E
Jeff Davis (11/19)	Trinity Metro	P	A	P	P	P	P	P	E(R)	P	E(R)	P	E
Pat Deen (07/24)	Parker	--	--	--	--	--	--	--	--	--	--	--	P
Andy Eads (1/09)	Denton County	P	P	P	E	P	E	P	P	P	P	P	P
Michael Evans (2/23)	Mansfield	E(R)	P	P	P	P	P	P	P	P	P	P	P
Vernon Evans (4/24)	DFW Airport	--	--	--	--	--	--	--	--	A	P	E	A
Gary Fickes (12/10)	Tarrant County	P	E(R)	E	E	P	P	P	P	E	P	E(R)	E
George Fuller (07/17)	McKinney	P	P	E(R)	P	E	E	P	E	P	P	A	P
Raul H. Gonzalez (09/21)	Arlington	P	P	P	P	P	E(R)	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	E	P	P	P	E	P	A	P	P	P	E	P
Mojoy Haddad (10/14)	NTTA	P	E	P	P	P	P	E	A	P	P	P	E
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	E(R)	E(R)	P	P	E	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	E(R)	P	E(R)	P	E	P	E(R)	P	P	E(R)	P
Brandon Jones (05/21)	Lewisville	P	A	P	P	P	P	A	A	P	P	P	P
Brad LaMorgese (07/22)	Irving	A	E	P	P	P	E	E	E	E	P	E	E
Stephen Mason (05/24)	Cedar Hill	--	--	--	--	--	--	--	--	--	P	E(R)	P
Tammy Meinershagen (07/24)	Frisco	--	--	--	--	--	--	--	--	--	--	--	P
Cara Mendelsohn (07/20)	Dallas	E(R)	P	A	P	P	P	P	P	P	P	P	P
Jesse Moreno (07/24)	City of Dallas	--	--	--	--	--	--	--	--	--	--	--	E
Ed Moore (07/22)	Garland	P	P	P	P	E	P	P	E	P	E	P	P
Matthew Porter (07/24)	Wylie	--	--	--	--	--	--	--	--	--	--	--	P
John Muns (6/23)	Plano	P	P	P	E	P	A	A	A	P	P	P	A
Omar Narvaez (09/21)	Dallas	P	E	P	P	A	P	P	P	P	P	E	P
Manny Ramirez (1/23)	Tarrant County	P	E	P	E	P	E	E	P	P	P	P	E
Tito Rodriguez (03/24)	Nrth Rch Hills	--	--	--	--	--	--	--	P	P	E	P	P
Jim R. Ross (07/21)	Arlington	P	P	P	E(R)	P	P	P	P	E(R)	P	P	P

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Regional Transportation Council Attendance Roster
July 2023 - June 2024

RTC MEMBER	Entity	8/10/23	9/14/23	10/12/23	11/9/23	12/14/23	1/11/24	2/8/24	3/21/24	4/11/24	5/9/24	6/13/24	7/11/2024
David Salazar (10/22)	TxDOT, FW	P	P	P	P	P	P	P	P	P	P	P	E(R)
Gary Slagel (11/23)	DART	--	--	--	P	P	P	P	P	P	P	P	P
Bobby Stovall (07/24)	Hunt County	--	--	--	--	--	--	--	--	--	--	--	P
Jeremy Tompkins (10/19)	Eules	P	P	P	E(R)	P	P	P	P	P	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	E	P	P	P
Webb, Duncan (6/11)	Collin County	E(R)	P	P	P	A	P	P	P	P	P	P	P
Chad West (11/22)	Dallas	P	A	E	P	P	P	E	P	A(R)	P	E	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

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Surface Transportation Technical Committee Attendance Roster
July 2023 - July 2024

STTC MEMBERS	Entity	7/28/23	8/25/23	9/22/23	10/27/23	12/8/23	1/26/24	2/23/24	03/22/24	04/26/24	5/24/2024	6/28/2024	7/26/2024
Rifat Alam	Lancaster	--	--	--	--	--	--	--	--	--	--	--	P
Joe Atwood	Hood County	P	A	A	A	A	P	A	P	P	P	A	P
Melissa Baker	Irving	P	P	R	P	P	P	R	R	E	P	P	P
Micah Baker	Dallas County	A	A	A	A	A	A	A	A	A	A	A	A
Shon Brooks	Waxahachie	A	P	P	A	P	P	P	P	P	A	P	
Tanya Brooks	DART	P	A	A	P	P	P	P	P	P	P	P	R
Matt Bryant	City of Duncaville	--	--	--	--	--	--	--	--	--	P	A	A
Daniel Burnham	Arlington	P	P	P	A	P	R	P	P	P	R	P	R
Farhan Butt	Denton	--	--	--	--	--	--	P	P	P	P	P	P
Brenda Callaway	Rockwall County	--	--	--	--	--	--	P	P	P	P	P	P
Travis Campbell	TxDOT Dallas	P	P	P	P	P	E	P	P	P	P	P	P
Robert Cohen	Southlake	A	A	A	P	A	A	A	P	A	A	A	A
John Cordary, Jr.	TxDOT FW	E	P	P	A	P	E	P	P	A	P	A	P
Clarence Daugherty	Collin County	P	R	P	R	A	P	P	P	P	R	P	P
Chad Davis	Wise County	P	P	A	A	P	P	A	P	A	A	P	P
Arturo Del Castillo	Dallas	P	P	A	P	R	R	P	P	P	P	A	P
Pritam Deshmukh	Richardson	P	P	P	P	P	P	P	P	P	E	P	A
Caryl DeVries	Grand Prairie	P	P	P	P	P	P	P	P	P	P	P	R
Greg Dickens	Hurst	R	P	A	A	R	R	A	A	A	R	A	R
Phil Dupler	FWTA	P	P	P	R	P	P	P	P	P	P	P	P
Chad Edwards	Trinity Metro	P	P	E	P	R	P	R	P	P	P	P	R
Martiza Figy	Dallas	--	--	--	A	A	A	A	A	A	A	A	A
Eric Fladager	Fort Worth	P	P	P	P	A	A	P	A	P	P	P	P
Chris Flanigan	Allen	P	A	A	P	P	P	P	P	P	P	P	A
Austin Frith	DCTA	--	--	--	--	--	P	P	P	P	R	A	R
Ricardo Gonzalez	TxDOT FW	P	P	P	P	P	P	P	P	P	P	P	P
Gary Graham	McKinney	P	P	P	R	P	P	P	R	P	R	A	R
Scott Hall	Tarrant County	--	--	--	--	--	--	--	--	--	--	P	P
Tom Hammons	Carrollton	A	P	P	A	P	P	P	P	P	P	P	A
Ron Hartline	The Colony	A	A	A	P	A	A	A	P	P	A	R	A
Barry Heard	Kaufman County	A	P	P	P	P	P	A	P	P	P	P	P
Shannon Hicks	Addison	P	A	A	A	A	A	A	P	A	A	R	A
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	P	P	P	P	A	P
John Hudspeth	TxDOT Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Jeremy Hutt	Cleburne	P	A	P	A	P	P	P	A	P	P	P	P
Thuan Huynh	McKinney	P	P	P	P	P	P	P	P	P	R	A	P
Joseph Jackson	Tarrant County	P	P	P	P	P	P	P	E	P	A	P	P
Joel James	NTTA	P	P	P	P	A	A	A	P	R	P	P	A
William Janney	Frisco	A	P	P	A	P	A	A	P	P	P	P	A

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Surface Transportation Technical Committee Attendance Roster

July 2023 - July 2024

STTC MEMBERS	Entity	7/28/23	8/25/23	9/22/23	10/27/23	12/8/23	1/26/24	2/23/24	03/22/24	04/26/24	5/24/2024	6/28/2024	7/26/2024
Kelly Johnson	NTTA	A	A	P	A	P	P	A	A	A	A	A	P
Major L. Jones	Eules	P	P	P	A	P	P	A	A	P	A	P	A
Gus Khankarli	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Alonzo Liñán	Keller	A	P	A	A	A	A	A	A	A	P	A	A
Eron Linn	DART	E	P	P	P	P	P	P	E	P	E	P	P
Clay Lipscomb	Plano	P	P	A	P	A	R	P	P	P	A	P	A
Paul Luedtke	Garland	P	P	P	P	A	P	P	P	P	E	P	P
Stanford Lynch	Hunt County	A	P	R	P	R	P	P	A	R	P	R	R
Chad Marbut	Weatherford	P	P	P	P	P	P	P	P	P	P	P	P
Alberto Mares	Ellis County	P	P	P	P	P	P	P	P	P	A	P	P
John Mears	Mesquite	--	--	--	--	--	--	--	--	--	--	P	A
Brian Moen	Frisco	P	P	P	P	P	P	P	P	P	P	A	P
Mark Nelson	Richardson	P	R	P	P	P	P	P	P	P	P	P	P
Jim O'Connor	Irving	P	P	P	P	P	P	P	P	P	P	P	A
Alfredo Ortiz	Dallas	--	--	--	--	--	P	P	P	A	A	P	A
Cintia Ortiz	Parker County	A	A	A	A	A	A	A	P	P	P	A	A
Martin Phillips	Fort Worth	P	R	E	E	P	P	E	P	E	P	E	P
John Polster	Denton County	A	P	P	P	A	P	P	P	A	A	P	P
Kelly Porter	Fort Worth	P	P	P	E	P	P	P	P	P	P	E	P
Tim Porter	Wylie	P	P	P	P	P	P	A	R	R	P	R	R
Elizabeth Reynolds	Grapevine	P	P	P	P	P	P	P	P	P	P	P	P
James Rogge	City of Mansfield	--	--	--	--	--	--	--	--	--	--	A	P
Jahor Roy	Mesquite	--	P	P	A	P	P	P	P	P	P	A	A
Greg Royster	DFW Int. Airport	A	P	P	P	P	P	P	P	A	P	A	R
Kathryn Rush	Dallas	A	A	P	A	A	P	R	P	P	A	A	A
David Salmon	Lewisville	R	P	R	P	R	P	P	R	A	R	P	R
Brian Shewski	Plano	P	P	P	P	P	P	P	P	R	P	P	P
Walter Shumac, III	Grand Prairie	E	P	P	P	A	P	P	E	P	P	P	A
Ray Silva-Reyes	Farmers Branch	--	--	--	--	--	--	--	--	--	P	P	P
Chelsea St. Louis	Fort Worth	--	--	--	--	--	--	P	P	P	P	A	P
Cheryl Taylor	Bedford	A	A	A	P	P	P	P	A	A	A	A	A
Errick Thompson	Burleson	--	--	--	--	A	P	P	P	P	P	P	P
Caleb Thornhill	Plano	P	A	R	P	A	P	P	A	P	P	P	A
Dave Timbrell	Garland	--	--	--	--	--	--	--	--	--	E	A	A
Press Tompkins	Greenville	A	A	A	A	A	A	A	A	A	A	A	A
Jennifer VanderLaan	Johnson County	A	A	P	P	P	P	P	P	P	P	P	A
Gregory Van	Haltom City	P	P	P	P	P	P	P	P	R	P	R	P
Daniel Vedral	Irving	R	P	R	P	P	P	P	P	E	P	R	P
Caroline Waggoner	North Richland	P	A	A	A	A	P	P	P	P	A	P	P
Jana Wentzel	Arlington	R	P	P	P	P	P	P	P	P	P	R	P
Robert Woodbury	Cedar Hill	P	P	P	A	P	A	P	A	R	P	A	A
Larry Wright	Colleyville	A	A	A	A	A	A	A	A	A	A	A	A

P=Present, A=Absent, R=Represented, E=Excused (personal illness, family emergency, jury duty, business necessity)

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Surface Transportation Technical Committee Attendance Roster
July 2023 - July 2024

STTC MEMBERS	Entity	7/28/23	8/25/23	9/22/23	10/27/23	12/8/23	1/26/24	2/23/24	03/22/24	04/26/24	5/24/2024	6/28/2024	7/26/2024
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

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MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

June 28, 2024

The Surface Transportation Technical Committee (STTC) met on Friday, June 28, 2024, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Melissa Baker, Nathan Benditz (representing Daniel Vedral), Shon Brooks, Tanya Brooks, Daniel Burnham, Farhan Butt, Brenda Callaway, Travis Campbell, Clarence Daugherty, Chad Davis, Pritam Deshmukh, Caryl DeVries, Phil Dupler, Chad Edwards, Eric Fladager, Chris Flanigan, Ann Foss (representing Jana Wentzel), Ricardo Gonzalez, Gary Graham, Scott Hall, Tom Hammons, Barry Heard, Alan Hendrix (representing Stanford Lynch), John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Joel James, William Janney, Major L. Jones, Gus Khankarli, Eron Linn, Clay Lipscomb, Paul Leudtke, Chad Marbut, Alberto Mares, Brian McNulty (representing Ron Hartline), John Mears, Mark Nelson, Jim O'Connor, Alfredo Ortiz, Rifat Alam (representing Dipak Patel), John Polster, Than Nguyen (representing Tim Porter), Elizabeth Reynolds, Jeff Kelly (representing Davis Salmon), David Salmon, Brian Shewski, Walter Shumac, III, Ray Silva-Reyes, Chelsea St. Louis, Errick Thompson, Caleb Thornhill, Jennifer VanderLaan, Caroline Waggoner, Todd Weinheimer (representing Shannon Hicks), and William Wiegandy (representing Gregory Van Nieuwenhuize).

Others present at the meeting were: Vickie Alexander, Nick Allen, Natalie Bettger, Joslyn Billins, Jesse Brown, Carolyn Burns, Jackie Castillo, Aaron Ceder, Lori Clark, Dina Colarossi, Shawn Conrad, Tara Crawford, Alyssa Cunningham, Brian Dell, Kevin Feldt, Justin Galloway, Rebekah Gongora, Irlenia Hermosille, Chris Hoff, Alicia Johnson, Amy Johnson, Zachary Joseph, Dan Kessler, Ken Kirkpatrick, Siddheoh Kudale, Dan Lamers, Travis Liska, Gregory Masota, James McLane, Anthony Moffa, Michael Morris, Jenny Narvaez, Dylan Niles, Joseph O'Brien, Donald Parker, Roman Rangel, Hailey Richardson, Chris Schmitt, Samuel Simmons, Toni Stehling, Jill Van Howeyk, Whitney Vandiver, Brendon Wheeler, Brian Wilson, Jared Wright, and Alexander Young.

1. **Approval of the May 24, 2024, Minutes:** The minutes of the May 24, 2024, meeting were approved as submitted in Electronic Item 1. John Polster (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda:
 - 2.1. **Modifications to the Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program:** A recommendation was requested for Regional Transportation Council's (RTC) approval of Amendment # 3 modifications to the FY2024 and FY2025 Unified Planning Work Program (UPWP) and direction for staff to administratively amend the Transportation Improvement Program, along with other administrative/planning documents, as appropriate, to reflect the approved modifications.

- 2.2 **Opportunity to Support Sponsorship of the Infrastructure Summit 2024 in Recognition of Metropolitan Planning Organization 50th Anniversary:** A recommendation was requested for Regional Transportation Council's (RTC) approval to utilize \$25,000 in RTC Local funds to support sponsorship of the Infrastructure Summit 2024.

A motion was made to recommend the Regional Transportation Council's approval of Items 2.1 and 2.2 on the Consent Agenda. Gus Khankarli (M); John Polster (S). The motion passed unanimously.

3. **Application to the Environmental Protection Agency Clean Heavy-Duty Vehicles Grant Program:** Lori Clark requested a recommendation for Regional Transportation Council (RTC's) approval of a grant application to the Environmental Protection Agency (EPA) Clean Heavy-Duty Vehicles (CHDV) Grants Program, which is a brand-new program created under the Inflation Reduction Act. There are two sub programs, a school bus program and a vocational trucks program. Vocational vehicles are things like dump trucks, refuse haulers, utility trucks, bucket trucks, and for the purposes of this program also transit buses. There's an opportunity to replace existing trucks that are fueled by anything other than battery electric or hydrogen fuel cell with something that is battery electric or hydrogen fuel cell. If it's a truck in that category, there's an opportunity here for public agencies to apply directly to EPA. Lori highlighted there's value in pursuing a regional proposal because the private sector is not able to apply directly to the EPA. Also, a regional proposal opens up opportunities for an organization to request a small pilot project because EPA requires a minimum of three vehicles in a single application. Each individual application can request anywhere from 500,000 to \$60 million per proposal. Lori presented additional technical details about the existing vehicle versus what the new vehicle would have. This program provides new opportunities for the region, including increased funding levels for hydrogen fuel cell vehicles and electric vehicles, allows for replacement of non-diesel (gasoline, compressed natural gas, propane) vehicles, flexible scrappage alternatives, funding for infrastructure, renewable on-site power generation systems, and workforce development activities related to zero-emission vehicles. The proposed NCTCOG application would request up to \$60 million from the EPA CHDV grant vocational vehicle sub-program on behalf of the region and reserve all EPA funds for project implementation by using the NCTCOG Grants Management and RTC Initiative Fund to fund project administration/grant management. Lori provided a schedule including seeking approval at the July 11, 2024, RTC and July 25, 2024, Executive Board meetings; the EPA application deadline is July 25, 2024, anticipated notification of selection in November 2024, anticipated awards in February 2025, and if awarded, NCTCOG opens Call for Projects during the April-May 2025 timeline. An overview of the additional details was contained in Electronic Item 3. John Polster requested to explore opportunities on how entities like North Texas, who have always been ahead of the curve, can have more local flexibility, creativity, and what they do as opposed to having to be hit in these silos that we're always finding ourselves in.

A motion was made to recommend Regional Transportation Council (RTC) approval of North Central Texas Council of Governments application to the Environmental Protection Agency Clean Heavy-Duty Vehicles Program for up to \$60,000,000, and amendment of the Unified Planning Work Program, along with any other planning/administrative documents as necessary if awarded. John Polster (M); Daneil Burnham (S). The motion passed unanimously.

4. **Blue-Green-Grey Round Four Application for New Ideas:** Sydnee Mangini requested a recommendation of the Regional Transportation Council (RTC's) approval of the North Central Texas Council of Governments (NCTCOG) to open the Blue-Green-Grey (BGG) applications for New Ideas Round 4 on July 15, 2024, pre-application workshop on July 17, 2024, with applications due on August 16, 2024. The application for New Ideas funding amount of \$250,000 total; with no local match required with three anticipated awards. The purpose of the BGG program is to promote the planning and construction of green or sustainable infrastructure in the region, to advance small projects with innovative outcomes that can be scaled and/or replicated regionally with the focus on three elements: blue = water, green = environment, and grey = transportation. Sydnee briefly went through what the BGG program is and the previous funding rounds that have been allocated a total of \$449,080 in RTC Local. She mentioned project examples that may be either a feasibility assessment and/or planning for a BGG project or project is ready for construction and implementation. The project deliverables may look like: guidelines or planning documents for a pilot construction project that other entities can use, various test sites for a specific project, development/feasibility assessment of new technology or processes that could be integrated into any project. Sydnee presented the evaluation criteria in detail provided in Electronic Item 4.1 with the pre-application workshop flyer provided in Electronic Item 4.2. The schedule Round 4; opening the call on July 15, 2024, host the pre-application workshop on July 17, 2024, and while the call is open, will be accepting questions from applicants for a Frequently Asked Questions that will then publish online for anyone to review, if interested. Applications will be due on August 16, 2024, at 5:00 pm with taking September to review and score everything, and then bring back final recommendations for projects to be awarded at Surface Transportation Technical Committee and RTC in the October and November timeframe.

A motion was made to approve the recommendation of the Regional Transportation Council's approval of the opening of the Blue-Green-Grey applications for New Ideas Round 4. John Polster (M); Chad Edwards (S). The motion passed unanimously.

5. **Director of Transportation Report on Selected Items:** Michael Morris announced he's drafted a memo to go to the 16 city managers for Dallas Area Rapid Transit (DART) for Transit 2.0 to engage with consultants and ask a series of questions around 7 tasks. Those seven tasks were provided in Electronic Item 5.1. Michael hopes with some consensus, in regard to Transit 2.0, for more collaboration and following the strategy that was requested by these cities. Michael highlighted high-speed rail with regard to ten years ago, Texas Central Partners working with the City of Dallas that came up with on how high-speed rail would get to Arlington and Fort Worth. Recently, the City of Dallas eliminated that quarter. He mentioned there are two paths to proceed, however we're in the middle of a \$10 million Environmental Study led by Dan Lambert's team and HNTB, who is our geometric consultant. He noted a July workshop of the Regional Transportation Council (RTC) is scheduled for July 11, 2024. Michael presented a brief overview of a few maps that were provided to the RTC members at the request of an Executive Board/RTC member, on the high-speed rail station. Additional details provided in Electronic Item 5.2. Michael mentioned that Friends of the Safety Committee met in Austin. He expressed appreciation to Natalie Bettger and Karla Windsor, along with encouraging anyone who would like to join this group if interested in reducing fatalities. Michael announced with the survey results from the June Surface Technical Transportation Committee meeting; two Committee meetings will be held virtually. Those meetings are scheduled for August 23, 2024, and March of 2025. Michael reminded the Committee of the 50th anniversary at the Irving Convention Center, on August 8, 2024. Michael mentioned that the Texas Department of Transportation (TxDOT) wishes to

maintain a hold on the suspension of the dynamic pricing changes of Managed Lanes during reconstruction. Michael noted that Electronic Items 5.3 and 5.4 were provided, as well as the list of other projects, by Natalie Bettger. He reminded everyone, these are intended to be innovative where major employers, or someone has a need for the next generation advice from universities. They engage with Natalie to get approval to get support from the universities to help generate great ideas to advance either technology, get a large employer, or someone to come to our region. Michael also announced that North Central Texas Council of Governments (NCTCOG) won the \$25 million Beltline Sunrise Rebuilding American Infrastructure with sustainability and Equity (RAISE) grant by partnering with Dallas County. Michael briefly noted Dan will give you more information when he brings demographics. It was noted that the Regional Information Services Department announced the region grew by a little less than 200,000 people in the last year, when there is typically a high growth rate of 150.

6. **2025 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell briefed the Committee on the proposed changes to the Regional 10-Year Plan. Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods. The 10-Year Plan includes projects funded with Category 2 (MPO selected), Category 4 (Texas Department of Transportation [TxDOT] District selected), and Category 12 (Texas Transportation Commission [TTC] selected). The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016. This plan is updated annually in conjunction with the development of TxDOT's Unified Transportation Program (UTP). Brian noted that TxDOT began developing the 2025 UTP in fall of 2023 and North Central Texas Council of Governments (NCTCOG) staff coordinated with the TxDOT districts regarding project updates (e.g. costs/funding, environmental clearance and let dates), potential new projects, and 2024 projects that need additional funding to cover cost overruns at letting. Brian provided the principles for the development of the Regional 10-Year Plan: project should be included in the Metropolitan Transportation Plan (MTP) and be something that is supposed to be implemented by 2036, focus on "system" versus new, stand-alone projects, fully fund existing projects before funding new projects (with a focus on projects letting in the next 2-3 years), ensure equity of county allocations, maintain toll lanes/toll managed lanes on selected corridors, re-fund previously unfunded projects when possible, ensure all RTC projects are approved in 2025 UTP (including "placeholders"), and projects must be scored and should have a score sufficient to qualify for funding. Brian briefly provided an overview of the historical funding allocations for Category 2 and 4 and the amounts awarded by the TTC for Category 12 over time going back to 2017. Brian reminded the Committee that the RTC has a policy that for mobility funds such as Category 2, the Eastern subregion is supposed to get about 69 percent of the funding and the West gets the remaining 31 percent. He noted that NCTCOG staff is working with TxDOT on tracking all transactions related to Category 2 going back to 2014 to determine carryover as well as tracking non-formula funding, with more details to be provided in the future. Brian provided an overview of the next steps in the process, including incorporating changes to listings if the region receives any Category 12 funding from the TTC, finalizing project listings in coordination with the TxDOT districts and TxDOT headquarters, bringing back the listings for approval, including Category 12 amounts and changes to the let/completed projects list (e.g., 2024 cost overruns), providing an update on the region's Category 2 carryover balances and latest information on West/East non-formula fund tracking, and bringing back any project changes to the committees if the TTC action is different than proposed project listings. The timeline for the program was covered. Electronic Item 6.1 included additional information about the process. Electronic Item 6.2 contained the

proposed list of planned projects for the Regional 10-Year Plan. Electronic Item 6.3 contained the 10-Year Plan projects that have let or been completed.

7. **Nonregulatory Monitoring for Health and Attainment Policy:** Jenny Narvaez presented for Daniela Tower by briefing the Committee on an overview of a new policy that will encourage the continued development of a monitoring network to track movement of air pollution into the Dallas-Fort Worth counties that are in near-nonattainment for the ozone and fine particulate matter standards. Jenny introduced the new policy as Vision Zero for Health. By putting this policy in place, it would allow the ability to support a comprehensive air quality monitoring network in partnership and continuing development with local governments and industries to better identify suitable locations for these monitors. Jenny highlighted through this policy, North Central Texas Council of Governments (NCTCOG) would also identify funding sources through the federal government, maybe the state and local, and focus on implementation along with deployment of these different monitors. NCTCOG would ensure proper installation and maintenance, data management, and storage. She mentioned most importantly would be the public engagement and communication part to show the data that is collected to the general public and develop educational materials, as well as engaging the residents and stakeholders to evaluate and report to basically assess the impacts of these monitors and the performance of them. Jenny noted the region is now in severe nonattainment for ozone for the 2008 standard, and serious non-attainment for the 2015 standard. If we don't reach attainment for the severe standard, in 2026, there will be Section 185 fees that will kick into effect in 2028. If attainment isn't reached for this severe standard, fees will kick in place and there will be an annual charge for owners of major point sources every year and that could deter people from wanting to come to our region. More information will be provided in the coming months.
8. **National Zero Emission Freight Corridor Strategy:** Jared Wright provided a brief update of the recently released National Zero-Emissions Freight Corridor Strategy and projects in the North Central Texas Council of Governments (NCTCOG) region that align with the strategy. The strategy and phases were developed by the Joint Office of Energy and Transportation in collaboration with the U.S. Department of Energy, Department of Transportation, and the Environmental Protection Agency. The strategy lays out a structured approach to accelerating sustainable and scalable deployment of zero-emission medium- and heavy-duty vehicles, aligns with where the market is at today and upcoming projects, and prioritizes federal investments in zero-emission medium- and heavy-duty vehicles and infrastructure, and ensures best outcomes for communities, operators, and economy. Jared highlighted the phases for the Corridor strategy with phase 1 to establish hubs based on freight volumes, phase 2 by connecting the hubs along critical freight corridors, phase 3 to expand corridor connections and phase 4 with a complete network by linking regional corridors for ubiquitous access. He mentioned the local construction synergies with the NCTCOG Charging and Fueling Infrastructure Corridor Award to construct up to 5 publicly accessible medium/heavy duty hydrogen refueling stations across the Texas Triangle with a \$70 million award announced in January 2024. He briefly provided an overview of the local planning synergies: the completed NCTCOG Interstate Highway (IH) Zero Emission Vehicle Plan, Houston to Los Angeles IH 10 Corridor project, and the Texas Department of Transportation (TxDOT) Medium-/Heavy-Duty Charging Infrastructure Task Force. Local governments can utilize the NCTCOG region's inclusion in plan to leverage federal investments. Inclusion in the plan, alternative fuel corridor designations, and national freight corridor designations provide opportunities to prioritize federal funding that may be useful for

comprehensive plans or economic development corporations. Electronic Item 8 provided more information as presented.

9. **Surface Transportation Technical Committee/Regional Transportation Council**

Officers: Dan Kessler announced the new Surface Transportation Technical Committee officers for the 2024-2025 term: G. "Gus" Khankarli, P.E., Director of Transportation Department, City of Dallas (Chair); Ricardo Gonzalez, Director of Transportation Planning and Development, Texas Department of Transportation, Fort Worth District (Vice Chair); and Brian Shewski, P.E., PTOE, Transportation Manager, Transportation Engineering, City of Plano (Secretary). The STTC officers were approved by the NCTCOG Executive Board at its June 27, 2024, meeting. In addition, the new Regional Transportation Council officers for the 2024-2025 term are Clay Lewis Jenkins, County Judge, Dallas County (Chair); Rick Bailey, Commissioner, Johnson County (Vice Chair); and Brandon Jones, Councilmember, City of Lewisville (Secretary).

10. **Fast Facts:** The following fast facts were provided by NCTCOG staff:

Aliyah Shaikh noted the deadline to submit Transportation Improvement Program (TIP) modifications for the November 2024 TIP Modification submittal was June 28, 2024.

Brian Wilson provided the Progress North Texas handbooks for each member. Progress in North Texas, the annual transportation State of the region that is organized around the theme of technology using technology to get you there. Brian congratulated the art contest winner, Kaylee Gibson, a student at Fort Worth Independent School District, if you would like additional copies, please let Brian Wilson know and it's also available at: Online@nctnctcog.org/ourregion.

Jesse Brown briefed the Committee on the Auto Occupancy/High Occupancy Vehicle Quarterly Subsidy report provided in Electronic Item 10.1, regarding the Regional Transportation Council's (RTC) tolled managed lane policy. In particular, the High Occupancy Vehicles (HOV) +2 subsidy amount. The subsidy is to help offset the cost of the discount that is given to HOV users that travel on tolled managed lanes during peak periods. The RTC is responsible for the subsidy on the North Tarrant Express, as well as the LBJ Express facilities. As of June 2024, that subsidy is about \$9.8 million. In the packet, a managed lane system map for the region, the subsidy amount broken out by corridor, as well as the status and some statistics on the Go-Carma program that was implemented in 2020. Our next report to this committee is expected in September of 2024.

Alyssa Cunningham briefed the Committee on air quality planning and funding. The Texas Commission on Environmental Quality, or TCEQ, under the rebate grants program, is accepting applications for the grants for heavy duty vehicles and equipment program until July 29th, 2024. Eligible projects include the replacement, repower or electrification of heavy-duty vehicles, the purchase of new near zero or zero emission heavy duty. Schools eligible purchased fuel types include newer diesel vehicles, hydrogen, compressed natural gas, liquid natural gas, propane, methane and electricity. There is \$9.5 million in funding available for small business projects and \$14.7 million for new purchase projects. For more information, please visit the website located at: www.nctcog.org/aqfunding. The upcoming Dallas-Fort Worth (DFW) Clean Cities event will be hosted on August 6, 2024, at the North Central Texas Council of Governments offices from 10:30 am to 12:30 pm. Vendors will present information on their products, services, showcase light, medium and heavy-duty

vehicles, and answer questions from local stakeholders. Please visit our website for more information and to register at: <https://www.dfwcleancities.org/events>.

Carolyn Burns highlighted information on the Clean Air Quality Project Spotlight: GUMBO Workforce. Gumbo stands for the Guaranteeing access to Underserved and Marginalized Populations by Building employment Opportunities. North Central Texas Council of Government's Dallas-Fort Worth (DFW) Clean Cities is working to expand technician training at local colleges to include installation and maintenance of Electric Vehicle (EV) charging equipment, meaning EV charging stations. This program supports the Justice 40 initial by targeting benefits towards disadvantaged communities. If anyone knows of any community-based organizations, community colleges, and workforce development programs, they are invited to get involved by spreading the word on this program. To participate, please e-mail cleancities@nctworkntccog.org. Additional details were provided in Electronic Item 10.2.

Jenny Narvaez presented for Daniela Tower by providing the 2024 ozone season update design value of 78 at the monitors of Pilot Point and Eagle Mountain Lake with a total of 13 exceedances, 11 orange and two red. More details were provided in Electronic Item 10.3.

Jackie Castillo announced a hybrid public meeting was held here on Monday, May 13, 2024. Staff presented information related to the planning advances for high-speed rail between Dallas and Fort Worth, 2025 to 2028 Transportation Improvement Program, and the new National Air Quality Standard, fine particulate matter. Additional details were provided in Electronic Item 10.4. On the mentioned topics, additionally, a public meeting will be hosted at North Central Texas Council of Governments, on Monday, July 8, 2024, at 12:00 pm. For more information, please see Electronic Item 10.5. The public comment report is a collection of general comments submitted by members of the public from Saturday, April 20, 2024, through Sunday, May 19, 2024. Comments and questions can be submitted via Facebook, Twitter, fax, e-mail, online and in person. Comments related to walking, biking, sustainable development, and transit conditions were in the majority. For more information, please visit Electronic item 10.6.

Written Progress Reports were provided in Electronic Item 10.7.

11. **Other Business (Old or New)**: There was no discussion on this item.
12. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on July 26, 2024.

The meeting was adjourned at 2:53 pm.