

MINUTES

Regional Transportation Council PUBLIC MEETING

Planning Advances for High-Speed Rail Between Dallas and Fort Worth

2025-2028 Transportation Improvement Program (TIP)

New National Air Quality Standard: Fine Particulate Matter

Proposed Amendments to Mobility 2045 - 2022 Update

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, May 13, 2024, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogMay24. Dan Lamers, Senior Program Manager, moderated the meeting attended by 123 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:

- Planning Advances for High-Speed Rail Between Dallas and Fort Worth – **presented by Brendon Wheeler**
- 2025-2028 Transportation Improvement Program (TIP) – **presented by Cody Derrick**
- New National Air Quality Standard: Fine Particulate Matter – **presented by Daniela Tower**

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/nctcogMay24.

Summary of Presentations

Planning Advances for High-Speed Rail Between Dallas and Fort Worth presentation:
<https://www.nctcog.org/getmedia/4b1bd333-151b-4f81-8d22-d7e0dfc90f01/Planning-Advances-for-High-Speed-Rail-between-Dallas-and-Fort-Worth.pdf>

The High-Speed Transportation Connections Study traverses Dallas, Irving, Cockrell Hill, Grand Prairie, Arlington, Pantego, Dalworthington Gardens, Hurst, Euless, Bedford, Richland Hills, North Richland Hills, Haltom City and Fort Worth.

The study's purpose is to:

- Evaluate high-speed transportation alternatives, including alignments and technology

- Connect Dallas-Fort Worth to other high-performance passenger systems in Texas
- Enhance and connect the Dallas-Fort Worth regional transportation system
- Obtain federal environmental approval of the viable alternative

The study is currently in the National Environmental Policy Act (NEPA) process. Environmental reviews are conducted during this phase to assess the potential environmental implications of the proposed actions. Once this process is completed, NCTCOG will be able to investigate financial and operational options through public/private partnerships for implementation.

The NEPA process is expected to conclude in Spring 2025. For more information on the High-Speed Transportation Connections Study and to sign up for project notices, visit www.nctcog.org/dfw-hstcs.

2025-2028 Transportation Improvement Program (TIP)

<https://www.nctcog.org/getmedia/90db971e-7ac3-4d59-bfe1-05d995b4bed1/2025-2028-Transportation-Improvement-Program-TIP.pdf>

The TIP is a funding and inventory document of transportation projects within the Dallas-Fort Worth metropolitan planning boundary. It is mandated by the federal and State government and contains funding from federal, State and local sources. A new TIP is developed every two years and updated on a quarterly basis.

NCTCOG staff are currently reviewing existing projects, gathering information on additional locally funded projects, making needed revisions to existing project schedules and funding, and developing revised project listings for Fiscal Years 2025 through 2028. The draft 2025-2028 TIP roadway and transit list includes approximately \$8.42 billion in funding and 1,132 roadway and transit projects.

The RTC will take action on the 2023-2026 TIP on Thursday, June 13, 2024.

New National Air Quality Standard: Fine Particulate Matter presentation:

<https://www.nctcog.org/getmedia/095a78ce-3eec-4dbf-b265-bb7b0ec5a019/New-National-Air-Quality-Standard-Fine-Particulate-Matter.pdf>

The Environmental Protection Agency (EPA) recently lowered the fine particulate matter (PM_{2.5}) standard from 12 to 9 micrograms per cubic meter (µg/m³). This adjustment carries significant implications for regulatory timelines. Effective February 7, 2024, this change will shape future decisions and strategies based on monitored data. While other particulate matter standards remain unchanged, the primary annual standard has been modified.

Monitoring stations play a crucial role in assessing air quality, particularly in densely populated areas like Dallas and Tarrant Counties. Despite some monitors in outlying counties showing compliance, the potential for non-attainment looms in more populated areas. Factors beyond local emissions, such as meteorological conditions and geographic features, can influence PM_{2.5} levels. The EPA's designation process for non-attainment areas involves a comprehensive analysis, considering factors like monitor values, chemical precursors, weather patterns and geographical features.

Texas Commission on Environmental Quality (TCEQ) is responsible for submitting crucial data to the EPA by May 1, 2024. Public engagement and data collection efforts are underway to meet the end-of-year deadline for the designation package. The final decision on non-

attainment designations is expected by February 6, 2026, potentially triggering the implementation of revisions to State Implementation Plans (SIP). Despite challenges, various programs and grants are available to NCTCOG to support efforts to maintain or achieve compliance with air quality standards.

Summary of Online Review and Comment Topics

Proposed Administrative Amendments to the Mobility 2045 - 2022 Update **handout:**
<https://www.nctcog.org/getmedia/405fb440-e310-45fe-8d5f-43c013530bea/Proposed-Amendments-to-Mobility-2045-%e2%80%93-2022-Update.pdf>

NCTCOG staff are proposing to add three road projects to the Mobility 2045 - 2022 Update. Adding these projects will aid TxDOT in advancing planning and design activities.

COMMENTS RECEIVED DURING THE MEETING

Planning Advances for High-Speed Rail Between Dallas and Fort Worth

David Yaqubian, Citizen

A. Project investors

Question: Your presentation noted that you are negotiating with Amtrak. Is that correct? Have you spoken with foreign investors? Did any of them stand out?

Summary of response by Brendon Wheeler: Yes, we've had several conversations with Amtrak, especially since they've come onto the scene over the last year or so. We have spoken with foreign investors in the past, and they are concerned with the NEPA process because it poses a potential risk because they can't control the NEPA process, timing, or cost. Texas Central was more the exception than the rule because they accepted the NEPA process and have spent hundreds of millions of dollars with nothing to show for it yet, which is a significant risk for a private investor. NCTCOG, as the regional metropolitan planning organization, can advance the NEPA process for this corridor, much like we do for the dozens of highway, arterial and commuter rail projects in our region on a daily basis.

Summary of response by Dan Lamers: A few countries including China, Spain, Italy, and Japan have expressed interest in our regional high-speed transportation project. Texas Central is partnering with Amtrak, but they were initially working with the Japan railway high-speed rail industry. This technology was approved for use in the Houston-to-Dallas corridor. This project is unique as it is not as ubiquitous as the US rail system. Each operator uses slightly different technologies, such as different gauges and electricity sources. The goal is to clear these differences and have serious conversations with these operators to ensure a smooth transition. The gauge of the track remains the same, but the use of an electric catenary can vary.

B. Project funding

Question: Has the team heard of the High-Speed Rail Act? If that were to pass, could that fund this project?

Summary of response by Brendon Wheeler: Absolutely. The last transportation bill by Congress, the Federal-State Partnership for Intercity Passenger Rail (FSP) Grant Program, allocated \$66

billion towards passenger rail, including high-speed rail. However, much of this funding has been squandered for other activities. About \$12 billion of this was aimed at intercity rail. This grant program is mostly allocated for Amtrak and other long-distance lines, but high-speed rail could submit to it. The availability of this funding has required the Federal Railroad Administration (FRA) to build a program for planning inner city passenger rails. This is a new program for the FRA, as they have traditionally been safety organizations for freight rail lines. Passing the High-Speed Rail Act is an example of how future funding may be funneled through an existing program, such as the FRA or another agency. This new program aims to ensure that passenger rail is not overlooked in the US and that new corridors are planned for.

Pablo Peña, Citizen

A. Environmental approval

Question: Have the Dallas, Arlington, and Fort Worth stations received environmental approval?

Summary of response by Dan Lamers: The Dallas station is federally approved. For the Arlington and Fort Worth stations, we've worked with those cities over the last six years to identify suitable locations. The Arlington station will be located underground near IH30 and Baird Farm. It's underground because the interchanges of IH30 at SH 161, President George Bush Turnpike and SH 360 make it impossible to run a rail line above ground through such complex infrastructure. We intend to build the Fort Worth station underground between the current Fort Worth Central Station, which serves Amtrak, TEXRail and Trinity Railway Express, and the new Texas A&M campus, which is now being built. We need to identify the specific station locations and any environmental or social impacts associated with them. These stations will be identified through this process, much like the Dallas station was identified through the Houston-to-Dallas process.

B. NEPA process

Question: How far along is the NEPA process?

Summary of response by Dan Lamers: The official environmental process began on March 4, 2024. Our goal is to complete it in 12 months, which means we should be finished by early 2025. However, we've been working on this for years, with the intention of starting the first steps of the process before 2020. We did not initiate the actual process earlier because once you start it, you have 12 months to meet federal standards and complete it. We wanted to be sure we had done preliminary work, such as an alternatives analysis, before officially commencing the process.

Devon Skinner, Citizen

A. Project grading

Question: Can you go over the process of how the grading of the high-speed rail was determined? Was the natural grading of the ground influencing its speed or was there a more technical reason for how the route was graded?

Summary of response by Dan Lamers: The answer is essentially all of the above. The best route is a straight line from point A to point B, which is how we ended up on the IH 30 corridor. We aimed to stay on public right of way as much as possible to avoid impacts on privately held

land. Currently, 85 to 90 percent of the route is on public right of way. In terms of elevation, we needed to match the station heights from Houston to Dallas to provide a smooth, one-seat journey, resulting in no train changes at the Dallas station. Transfers in the train sector are known to diminish ridership, comparable to how consumers prefer direct flights at airports, which is why elevation in Dallas was needed. Dallas also benefits from natural grade as we move north from the already planned Texas Central high-speed rail station. We were unable to pass through Arlington due to interchange difficulties. In Fort Worth, we encountered issues with the downtown Mixmaster and Tower 55, where the Union Pacific and Burlington Northern mainlines intersect. We also wanted to be able to travel south from Fort Worth in the future, which necessitated a north-south station.

B. Autonomous transportation

Question: What would autonomous transportation look like in practice going from Arlington to the DFW airport? What are some examples of what that could look like?

Summary of response by Dan Lamers: We aim to utilize the latest automotive technology, such as autonomous vehicles and transport, to revolutionize transportation systems. Our approach is to create a flexible infrastructure that can adapt to technological advancements. By using autonomous vehicles on a simple roadway structure, we can ensure efficient transportation from point A to point B. These vehicles, which are available now, can accommodate anywhere from four people to small buses, offering a versatile and forward-thinking solution.

Phyllis Silver, Citizen

A. Brightline West project

Comment: I appreciated Brendon discussing the connectivity at Union Station with TRE, Amtrak, and DART's light rail. He also emphasized the importance of connectivity at airports. I hope TEXRail and the future Silver Line will be considered for high-speed rail connectivity, though this wasn't specifically mentioned. My brother in Las Vegas sent me information about the Brightline West project, which will connect Las Vegas to Southern California. Brendon briefly mentioned California, and this project has broken ground. I'm curious if NCTCOG is looking at best and worst practices from this project?

Summary of response by Dan Lamers: Yes, we have had conversations with the developers of Brightline West. Brendon and I met with them about six months ago to understand what they were doing and how. It's interesting their corridor will be largely in the IH 15 corridor, much like ours in the IH 30 corridor. They discovered, as we did, that being in public right of way is advantageous. They have received all their approvals and completed the NEPA process. Once they finalize their funding, they will be ready to start construction. Regarding connectivity to the airport, Brendon mentioned the proposed connection with DFW Airport. The RTC's policy ensures equal access to airports in the region. Currently, you can reach Love Field through DART and DFW Airport from the north via TEXRail. You can also get to DFW indirectly through the Trinity Railway Express, which stops at CentrePort station, with shuttles to the airport. We are planning the Silver Line connection into the airport, allowing access from the eastern part of the region. Airport access is crucial, and all high-speed rail developers we've talked to agree that a connection to DFW Airport is essential.

Gary Hennessy, Citizen

A. Partnering entities

Question: With respect to high-speed rail, are there any limitations to the number of entities that can be combined to create this rail throughout Texas? Is there a comprehensive evaluation of all transportation throughout North Central Texas showing how much can be saved on the DFW Airport expansion by building high-speed rail?

Summary of response by Dan Lamers: There hasn't been a statewide study conducted. However, there are plans for a joint economic study between the cities of Dallas, Arlington and Fort Worth regarding the currently planned high-speed rail. The focus of discussion seems to be on an impact study for either DFW or Love Field. Although the study has not yet begun, we have a good idea of the travel patterns, both within the State and nationally, which could facilitate such a study. High-speed rail offers an efficient alternative to short-haul aviation, such as Houston to Dallas, which was previously served by frequent flights. This allows airlines to focus on longer-haul flights while high-speed rail handles regional intercity trips. Urban areas can rely on light rail, commuter rail and bus systems for local transportation needs. The region's expansion, including DFW Airport's Terminal F and Love Field's potential additional services, indicates the area's significance not only as a destination but also as a transfer hub. While the region presents a promising market, the decision to build high-speed rail ultimately rests with entities that will determine if potential demand justifies the cost. This puts the initiative in a position for further evaluation and serious consideration by those responsible for its construction and operation.

New National Air Quality Standard: Fine Particulate Matter

David Yaqubian, Citizen

A. Data monitoring stations

Question: Why do we have very few data monitoring stations, and who is responsible for them?

Summary of response by Daniela Tower: Data monitoring stations are limited due to challenges in obtaining accurate parameters and finding suitable locations for monitoring results. The monitoring network is also extended, and establishing stations takes time. Prior to the EPA standard change, there was no need for more stations, especially in less densely populated areas. However, official monitoring stations are now being established. These stations meet EPA standards and the data from these stations provide a better overview of the situation. While some stations may not meet these standards, the data from these stations also help provide a better understanding of the situation. TCEQ mostly oversees the stations.

Pablo Peña, Citizen

A. Regional growth

Question: Is there a correlation between the region being in non-attainment and the growth that we've been seeing in the past 10 to 15 years, and could that impact the region being in non-attainment in the future?

Summary of response by Daniela Tower: Yes, growth implies more people must commute, which means more cars on the road and more building. However, there is still need for

development, and cars are much cleaner now. If that wasn't the case, we'd probably be in worse shape. In terms of the region's future non-attainment, I believe it will rely on how we handle things over time, what technology is doing and how much additional transportation is available.

Summary of response by Dan Lamers: Yes, additional population will certainly have an impact, but as Daniela indicated, it's not just about supply or demand from the population. It's also related to the transportation supply side, and the two must be balanced. That's why we're going through this process. As I mentioned before Daniela spoke, our long-range transportation plan must demonstrate that we can comply with those standards in the future. The plan includes the assumption that there will be an additional 3 to 4 million people in this region at that time.

Devon Skinner, Citizen

A. Non-attainment penalty fees

Question: Is there an administrative penalty from the EPA for falling out of compliance? Are there administrative penalties until we reach attainment? Is there a grace period? If so, what does that look like?

Summary of response by Daniela Tower: Yes, there will be consequences, but the timeframe and grace period are still uncertain. We are evaluating what can be done to address these issues and how they will impact the SIP. Many aspects remain unclear, but we will keep you updated.

Summary of response by Dan Lamers: TCEQ is responsible for the SIP, and our local actions feed into that plan. Our classification category affects how long we have to meet attainment deadlines. For ozone, we've been working on this for 30 years, with several deadlines passing. When we miss a deadline, we get reclassified and must take additional steps to ensure future compliance. It's misleading to say we're not compliant with ozone standards because we did meet the initial standards. However, over the years, the threshold has been lowered repeatedly. While this is frustrating, it's beneficial for public health as it keeps pressure on us to reduce harmful ozone-forming emissions. The same approach applies to particulate matter.

Phyllis Silver, Citizen

A. Wind transport

Question: How are wind and Sahara dust measured? When you're measuring particulate matter, how can you tell whether we're responsible or if it's air from another region?

Summary of response by Daniela Tower: NCTCOG is currently looking into data and seeking a database that collects information on special events, such as Saharan dust and wildfires, which can bring significant amounts of particulate matter into the region. We are gathering data to correlate high-emission days with special events and certain meteorological conditions. While we cannot directly measure the specific particles in the air, we can use data and correlations to determine if the particles were generated locally.

Summary of response by Dan Lamers: The process Daniela is referring to is called transport. We face the same issue with ozone during the summer when the winds in our region are primarily out of the south. Many ozone-forming components blow up from the Houston area into our region. There's a lot of national discussion about this issue, where someone needs to be

responsible, but the people affected are in the non-attainment area. So far, there is no good answer for how the nation is dealing with transport.

B. Particulate matter determination

Question: Can someone determine whether a particular particulate matter is from the desert or a wildfire? Can the actual particles be analyzed to identify what they are? Can it be determined if it's from car emissions, desert dust or something else?

Summary of response by Daniela Tower: In theory, the possibility exists, but in practice, it is highly complex and costly due to the extensive data collection and analysis required for elusive particles. This analysis is primarily conducted through correlating typical weather events rather than directly analyzing the particles, as direct analysis is too intricate and expensive to perform daily.

Summary of response by Dan Lamers: As you mentioned, we are aware when we exceed the standards and have anecdotal knowledge of environmental conditions locally, statewide, nationally and internationally. We understand from the best available science how long it takes for such events to occur. For example, with Sahara dust, one can visibly observe it outside. While we may not analyze individual particles, we can closely correlate these events with known occurrences.

Other

Ann Zadeh, Citizen

C. Data monitoring stations

Comment: I want to quickly acknowledge that we appreciate the update on the high-speed rail conversation. You've noted that there aren't as many as we would like, and we share that concern. We hope we can find a way to have a more robust monitoring system. During my time on city council, we talked about air pollution possibly decreasing during the pandemic, and we hoped to maintain that as things returned to normal. Clearly, we haven't achieved that. We appreciate the focus on other modes of transportation rather than just building more freeways. I will follow up with additional questions via public comment before the end of the comment period.

Summary of response by Dan Lamers: Thank you, and we look forward to receiving your comments and questions.

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

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

Email

Lori Clark, NCTCOG

Please see below for updates needed to TIP 25129:

Thanks so much for the call earlier, I feel that it was very productive. Below is a recap of where we landed on TIP and MTP items for your review and concurrence. Please review and confirm ASAP so that we can rework the cost information appropriately. Next week is our deadline to finalize updated TIP listings in time to be included in the mailout for the Regional Transportation Council (MPO policy board) meeting on June 13, where they will be asked to approve TIP listings. Thanks in advance!

TIP items: Prior to today, NCTCOG and FHWA had not had detailed discussions on TIP listings for the CFI Corridor (\$70M for hydrogen stations) award because this project had individual listings for each location, no complications related to “bundling” as with the other projects. Discussion today was triggered by questions that arose during coordination b/w NCTCOG and other MPOs about the TIP listings needed in other MPO tips around Texas. NCTCOG had proposed 6 TIP listings: one for NCTCOG staff \$ only, including project administration (currently listed at 2025-2028-TIP-Development-Chapter-7.pdf (nctcog.org) as MPO Project ID 25129) one for each of the 5 fueling sites, inclusive of all \$ expected to be spent in conjunction w/that site for both pre-NEPA and post-NEPA activities (as an example, the 2 locations within NCTCOG boundaries are currently listed at the same link as MPO Project IDs 25129.1 and 25129.2) Per discussion, TIP listings will be restructured as follows: One listing (MPO Project ID 25129) that includes all Phase 1 (pre-NEPA) expenses, inclusive of both the \$625K for NCTCOG and the funding allocated to Pilot Truck Stops for pre-NEPA activities, all to be reclassified as preliminary engineering. This TIP listing will then align with the initial funding obligation at the time of agreement execution upon TIP/STIP approval.

Update Description - proposal: Phase 1 (pre-NEPA) activities to build a network of five hydrogen refueling stations around the Texas Triangle; includes NCTCOG project management, public engagement, preliminary design and engineering, and other pre-NEPA activities; includes NCTCOG staff time.

Update Total Project Cost Information: all phase 1 costs need to be reclassified into Preliminary Engineering; update other categories so that Total Project Cost reflects the full award (\$70M federal + match). This will ensure that the entire award is reflected in the TIP during initial FY25-28 TIP/STIP approval, clearing the way for agreement execution. One for each of the 5 fueling sites, with costs reduced to reflect only Phase 2 (post-NEPA) expenses, which are the construction, operations, and maintenance costs that will be incurred at each location. FHWA advises NOT to proceed with these TIP listings in other MPO areas at this time. FHWA advises using the quarterly TIP Mod process to add these specific sites to other MPOs’ TIPS with their respective costs once locations are finalized. NCTCOG proposes to retain the listings for 25129.1 and 25129.2 (the sites within the NCTCOG boundary) with the following updates: Description will be updated – proposal: Phase 2 (post-NEPA) activities to design and construct a hydrogen refueling station for heavy-duty trucks along the FHWA-designated [fill in appropriate interstate] corridor, including construction, operation, and maintenance expenses Updated total project costs: will be reduced to reflect Phase 2 costs (construction, operations,

and maintenance) only, to correspond with the addition of location-related Phase 1 expenses that are being added to 25129

MTP items: FHWA advised that an amendment or other update to Mobility 2045 is needed due to the magnitude of funding awarded through these discretionary grants. The CFI Corridor project for hydrogen stations is captured in concept under the Air Quality Initiatives: Communities Program (MTP reference AQ2-003), but the program cost estimate is \$51 million. The hydrogen award alone is \$70 million. The timing of the Mobility Plan update needs to coincide with timing of TIP/STIP approval (expected August). NCTCOG will capture all 3 FHWA discretionary awards in the updates. Since we have an ongoing Conformity, Barbara suggested that there may be opportunity to dovetail the updates needed to accommodate these discretionary grants with any update recommendations flagged during conformity review.

Action item: Barbara and Jose will follow up on this separately to evaluate best approach. Mobility 2050 will need to include this + other discretionary awards as individual project listings.

Chad Marbut, City of Weatherford

Good Afternoon,
Please add "auxiliary lanes" to the scope of CSJ 0314-07-086 in the TIP per our public request.

CSJ 0314-07-086 CONSTRUCT NEW EASTBOUND ENTRANCE RAMP FROM BETHEL ROAD; CONSTRUCT NEW WESTBOUND EXIT RAMP TO BETHEL ROAD; WIDEN EXISTING BRIDGE OVER TIN TOP ROAD;

CONSTRUCT NEW AUXILIARY LANES

If you have any questions please let me know.

Nattalie Bettger, NCTCOG

Good morning,

I am requesting the following project be cancelled via TIP development. NCTCOG staff has coordinated with the Cities of Dallas and McKinney and there is no longer a desire to move forward with this project. If you need any additional information, please let me know. Thank you.

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOY COST	
DALLAS	NCTCOG	COLLIN	0918-24-262	2024	VA	C	MCKINNEY	\$ 5,000,000	
LIMITS FROM: AUTONOMOUS MOBILE VEHICLE TO RESIDENTIAL LOCATIONS PILOT PROJECT							PROJECT SPONSOR: NCTCOG		
LIMITS TO: MCKINNEY - PHASE 1; DALLAS - PHASE 2							REVISION DATE: 07/2022		
PROJECT DESCR: AUTOMATED, INTERNET-CONNECTED, & TELEOPERATED VEH TECH TO DELIVER SERVICES TO UNDERSERVED COMMUNITIES; INVOLVES PROCURING "INTEGRATOR" W/BROADBAND CONNECTIVITY TO PROVIDE VEH PLATFORM, SERVICE, & COORD W/LOCAL STAKEHOLDERS; PART OF NEW TDM+TECH INITIATIVE.							MPO PROJ NUM: 11684.6		
REMARKS P7:							FUNDING CAT(S): 7,Other		
							PROJECT HISTORY: 1,000,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC (MPO)) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS		
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$ 0		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH:	\$ 0	COST OF APPROVED PHASES	7	\$ 5,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,000,000
CONST COST:	\$ 5,000,000		Other	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CONST ENG:	\$ 0	\$ 5,000,000	TOTAL	\$ 5,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,000,000
CONTING:	\$ 0								
INDIRECT:	\$ 0								
BOND FIN:	\$ 0								
POT CHG ORD:	\$ 0								
TOTAL COST:	\$ 5,000,000								

James Hancock, NTTA

Please clarify/update scope of the above project to reflect the Frontage Roads are and will be continuous.

Caryl DeVries, City of Grand Prairie

The City of Grand Prairie requests the inclusion of the Jefferson Street project (CSJ: 0918-47-432; TIP Code: 21085) in the 2025-2028 TIP. The city anticipates that the project will be ready to let before the end of calendar year 2024.

Please contact me with any questions.

Cinthia Rodriguez, TxDOT Dallas District

Good Afternoon,

We would like to submit a public comment that the scope on the project below not be changed.

High Speed Rail Service Dallas - Fort Worth

Comments

I appreciate the use of color printer in the handout because markings on maps and legends accompanying the maps have designated colors. This way the reader can identify what each colored line represents.

I also appreciate the photos and concept visualizations contained in this handout.

New National Air Quality Standard: Fine Particulate Matter

Comment

I appreciate that COG is continuing to monitor our air quality and devising methods to improve it.

I had questions about the presentation and they were responded to in the live meeting.

Draft 2025 - 2028 TIP Document

Questions - page 8

I would like clarification of the words "let" + "lets" in the 1st bullet. I thought that perhaps it means projects that were initiated. IF that is the case I don't understand that ^{presumably} 100 local lets and 104 local completions. How can the completed projects be a higher number than the number initiated? Perhaps I am not understanding correctly what "lets" are. I welcome clarification. Thank you.

Phyllis Johnson
5/26/2024