

AGENDA

**Regional Transportation Council
Thursday, July 11, 2024
North Central Texas Council of Governments**

**11:00 am-
12:00 pm** **RTC Hybrid Luncheon Workshop: High-Speed Rail**

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

Pledge to the United States and Texas Flags

- 1:00 – 1:10** 1. **Opportunity for Public Comment on Today’s Agenda**
 Information Minutes: 10
Item Summary: Members of the public may comment on any item(s) on today’s agenda at this time. If speaking, please complete a Speaker Request Card, available at the meeting, and provide it to the North Central Texas Council of Governments designated staff person. A maximum of three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.
Background: N/A
- 1:10 – 1:15** 2. **Approval of June 13, 2024, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Clay Lewis Jenkins, RTC Chair
Item Summary: Approval of the June 13, 2024, meeting minutes contained in [Electronic Item 2](#) will be requested.
Background: N/A
- 1:15 – 1:20** 3. **Consent Agenda**
 Action Possible Action Information Minutes: 5
- 3.1. **Ratification of Emergency Funding: Backstop Funding for Safe Streets and Roads for All Grant**
Presenter: Michael Morris, NCTCOG
Item Summary: Staff will request ratification 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.

Background: In June 2023, the Regional Transportation Council (RTC) approved submittal of a grant application and local match funding for the Safe Streets and Roads for All grant opportunity. The Federal Highway Administration (FHWA) awarded funding to North Central Texas Council of Governments (NCTCOG) to advance regional safety initiatives and the project was authorized to begin in June 2024. Project funding includes \$4,000,000 from FHWA and \$1,000,000 Regional Toll Revenue (RTR) funds to meet local match requirements. The RTR funds will not be finalized in the Statewide Transportation Improvement Program until after the August 22, 2024, Texas Transportation Commission meeting. To meet the aggressive project schedule and maximize available federal funds, staff requests ratification of emergency funding authorization for RTC Local funds in an amount not to exceed \$100,000 as a backstop to the RTR funds committed to fulfill local match requirements of the grant. RTC Local funds will be returned upon receipt of the RTR funding.

Performance Measure(s) Addressed: Administrative, Safety

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

Presenter: Vickie Alexander, NCTCOG

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

Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2024 and FY2025 UPWP was approved by the Regional

Transportation Council and North Central Texas Council of Governments (NCTCOG) Executive Board in July 2023 and identifies the activities to be carried out between October 1, 2023, and September 30, 2025. Amendments to this document are being proposed to reflect new initiatives, project updates, and funding adjustments. The proposed amendments are provided in [Electronic Item 3.2.1](#) and are posted on the NCTCOG website for public review and comment as part of the June 2024 public outreach opportunity. Additional information is provided in [Electronic Item 3.2.2](#). The Surface Transportation Technical Committee took action at its June 28, 2024, meeting to recommend Regional Transportation Council approval.

Performance Measure(s) Addressed: Administrative

3.3. Opportunity to Support Sponsorship of the Infrastructure Summit 2024 in Recognition of the Metropolitan Planning Organization's 50th Anniversary

Presenter: Brian Wilson, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval to utilize \$25,000 in RTC Local funds to support sponsorship of the Infrastructure Summit 2024.

Background: Throughout 2024, the North Central Texas Council of Governments (NCTCOG) and RTC are celebrating 50 years as the Metropolitan Planning Organization for the Dallas-Fort Worth area. The August meeting of the RTC will be held at the Infrastructure Summit 2024 at the Irving Convention Center. A luncheon with guest speakers is planned before the August RTC meeting to recognize this Anniversary milestone and the partnerships in the region that have led to the transportation success achieved.

Performance Measure(s) Addressed: Administrative

1:20 – 1:35

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

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

1. North Central Texas Council of Governments Annual Population Estimate ([Electronic Item 4.1](#))
2. City Secretary Stamped City of Dallas Resolution on High-Speed Rail ([Electronic Item 4.2](#))
3. North Texas Center for Mobility Technologies – Intelligent Power Management Strategy for Electric Vehicles Grid Integration in Localized Communities ([Electronic Item 4.3](#)) ([Electronic Item 4.4](#))
4. Regional Transportation Council's 50th Anniversary Planning and Meeting: August 8, 2024
5. Transit 2.0 Implementation: Next Steps ([Electronic Item 4.5](#))
6. Dallas County Inland Port Multimodal Connectivity Project (\$25 Million)
7. Swyft Cities Feasibility Study ([Electronic Item 4.6](#))
8. Current Hold on Regional Transportation Council Policy – Temporary Suspension of Dynamic Pricing
9. Dallas-Fort Worth Reclassification of 2015 Ozone Standard (Moderate to Serious) Effective July 22, 2024 ([Electronic Item 4.7](#))
10. Emissions Inventory Development Association with Transportation Conformity
11. Ozone Season Update ([Electronic Item 4.8](#))
12. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
13. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
14. May – June Public Comment Report ([Electronic Item 4.9](#))
15. July Public Meeting Notice ([Electronic Item 4.10](#))
16. June Online Input Opportunity Minutes ([Electronic Item 4.11](#))
17. Recent News Articles ([Electronic Item 4.12](#))
18. Recent Correspondence ([Electronic Item 4.13](#))
19. Recent Press Releases ([Electronic Item 4.14](#))

1:35 – 1:45

5. **Federal Transit Administration Transit Oriented Development Pilot Grant Fiscal Year 2024 Trinity Railway Express Transit Oriented Development Strategic Plan**

Action Possible Action Information Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval will be requested for the North Central Texas Council of Governments (NCTCOG) to submit a Federal Transit Administration grant application for Transit-Oriented Development (TOD) planning for the Trinity Railway Express corridor with RTC Local funds provided as match.

Background: NCTCOG is applying for a Federal Transit Administration (FTA) Fiscal Year 2024 Pilot Program for Transit-Oriented Development (TOD) Planning grant. The FTA TOD Pilot Program provides funds to support planning for increased economic development, mixed-use, multimodal connectivity and other TOD concepts that support increased ridership on qualified fixed-route transit. NCTCOG's application is in partnership with Dallas Area Rapid Transit, Trinity Metro, Trinity Railway Express (TRE), and the Cities of Dallas, Irving, and Fort Worth. The effort will address TOD barriers at applicable TRE stations through station area redevelopment plans based on development markets and land use needs, a study of needed bicycle and pedestrian connections to the stations, and evaluation of public/private financing and funding plans for TOD. The federal application is due July 22, 2024. The proposed grant will request \$800,000 in federal funding matched with \$200,000 RTC local. More information is available in [Electronic Item 5](#).

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

1:45 – 1:55

6. **Application to the Environmental Protection Agency Clean Heavy-Duty Vehicles Grant Program**

Action Possible Action Information Minutes: 10

Presenter: Savana Nance, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of a grant application to the Environmental Protection Agency (EPA) Clean Heavy-Duty Vehicles Grants Program.

Background: Authorized by the Inflation Reduction Act of 2022, the EPA Clean Heavy-Duty Vehicles (CHDV) Grant Program has made \$932 million available to reduce vehicle and

equipment emissions through the replacement of non-zero emission (e.g., gasoline, diesel, propane, compressed natural gas) heavy-duty vehicles with zero-emission vehicles (battery-electric and hydrogen fuel cell electric). The CHDV Grant Program has two sub-programs: a School Bus sub-program and the Vocational Vehicles sub-program, which includes vehicles used as refuse trucks, utility vehicles, transit vehicles, etc. Eligible activities include the replacement of existing Class 6 and 7 vehicles with battery-electric or hydrogen fuel cell versions, infrastructure (charging infrastructure, hydrogen refueling infrastructure, and workforce development). Staff proposes to apply to the Vocational Vehicle sub-program on behalf of public agencies and private fleets in the Dallas-Fort Worth region. To determine the amount of funding to apply for, staff requested feedback from the region through a survey which closes Monday, July 8, 2024. Completion of the survey is non-binding and there is no obligation on the part of the entity to replace vehicles through the program if the North Central Texas Council of Governments (NCTCOG) is awarded. If awarded, NCTCOG will issue an open, competitive Call for Partners to select program participants who will receive funds to replace vehicles and/or complete workforce development/training activities (e.g., first-responder training, mechanic training or certification, etc.). The maximum amount of funding that can be requested in an individual application is \$60 million. Applications for the CHDV Grant Program are due to EPA by July 25, 2024. NCTCOG staff proposes to apply for up to \$60 million on behalf of the region, with the final amount to be determined based upon assessment of regional fleet demand through the survey and other stakeholder input. All federal funding will be used as pass-through to fund project implementation; staff administrative efforts will be funded using RTC Local funding from the NCTCOG Grants Management and RTC Initiative Fund as recently approved by the RTC and NCTCOG Executive Board. [Electronic Item 6](#) provides additional details. For more information visit: <https://www.nctcog.org/trans/quality/air/funding-and-resources/chdv>.

Performance Measure(s) Addressed: Air Quality

1:55 – 2:05

7. **Blue-Green-Grey Round Four Application for New Ideas**

Action Possible Action Information Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval will be requested for the North Central Texas Council of Governments (NCTCOG) to open the Blue-Green-Grey Applications for New Ideas Round 4. Staff will provide information and the schedule for the Blue-Green-Grey Application for New Ideas Round 4 funding opportunity for the North Central Texas region.

Background: NCTCOG's Blue-Green-Grey Applications for New Ideas Round 4 will open on July 15, 2024, and applications will be due on August 16, 2024. The program has \$250,000 of RTC Local funds available with no local match required. Eligible projects are within the 12-county Metropolitan Planning Area and incorporate three elements – Blue (water), Green (environmental), and Grey (transportation infrastructure). The goal of the Blue-Green-Grey program is to break silos and support innovative pilot projects that provide resources for cities and organizations to replicate these ideas throughout the metroplex. Eligible applicants include individuals, private firms, educational entities, nonprofit organizations, and governmental agencies. A hybrid format pre-application workshop will be held on July 17, 2024, which will cover the schedule, goals, eligibility, application process and application scoring for interested parties. More information is available in [Electronic Item 7.1](#) and [Electronic Item 7.2](#) is the pre-application workshop flyer to be shared.

Performance Measure(s) Addressed: Air Quality

2:05 – 2:20

8. **Discussion on High-Speed Rail Workshop**

Action Possible Action Information Minutes: 15

Presenter: Michael Morris, NCTCOG

Item Summary: Regional Transportation Council members will hold a workshop earlier on July 11, 2024. The next steps from the workshop will be presented with August action items highlighted (if any).

Background: The City of Dallas passed a resolution temporarily preventing the High-Speed Rail corridor from proceeding through downtown as originally proposed by Texas Central Partners and the City of Dallas. The workshop

will propose a resolution to this dilemma and be summarized for information to the RTC.

Performance Measure(s) Addressed: Safety, Transit

2:20 – 2:30 9. **2025 Unified Transportation Program and Regional 10-Year Plan Update**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: The Regional Transportation Council (RTC) will be briefed on the proposed recommendations for the Regional 10-Year Plan Update.

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 (NCTCOG) 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 9.1](#) includes additional information about the process. [Electronic Item 9.2](#) contains the proposed list of planned projects for the Regional 10-Year Plan. [Electronic Item 9.3](#) contains the 10-Year Plan projects that have let or been completed.

Performance Measure(s) Addressed: Roadway, Safety

2:30 – 2:35 10. **Invitation to Participate in Charging Smart Program**

Action Possible Action Information Minutes: 5

Presenter: Amy Hodges, NCTCOG

Item Summary: Staff will provide a brief update and invite local governments to participate in Charging Smart, a new designation program that awards municipalities for electric vehicle (EV) readiness.

Background: The North Central Texas Council of Governments, in conjunction with its role as host agency of the Dallas-Fort Worth Clean Cities Coalition (DFWCC), received funding to partner in a project led by the Interstate Renewable

Energy Council (IREC) called Charging Smart. Through this program, DFWCC will provide personalized, no-cost technical assistance to local governments in setting and achieving EV readiness goals. This will help local governments align their local policies with national best practices to facilitate the equitable expansion of EVs. Local governments that achieve certain metrics are awarded Bronze, Silver, or Gold designations, providing national recognition of their work to support the advancement of EVs and the improvement of local air quality. [Electronic Item 10](#) provides additional details.

Performance Measure(s) Addressed: Air Quality

11. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Electronic Item 11.1](#))
- STTC Attendance and Minutes ([Electronic Item 11.2](#))

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

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

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.**

MINUTES

**REGIONAL TRANSPORTATION COUNCIL
June 13, 2024**

The Regional Transportation Council (RTC) met on Thursday, June 13, 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, Dennis Bailey, Rick Bailey, Elizabeth Beck, Gyna Bivens, Alan Blaylock, Ceason Clemens, Jorga Clemson (representing Ron Jensen), Michael Crain, Theresa Daniel, Jeff Davis, Andy Eads, Michael Evans, Carlos Flores (representing Michael Crain), Raul Gonzalez, Mojoy Haddad, Clay Lewis Jenkins, Brandon Jones, Cara Mendelsohn, Ed Moore, John Muns, Omar Narvaez, Rachel Proctor (representing Stephen Mason), Manny Ramirez, Tito Rodriguez, Jim Ross, David Salazar, Chris Schulmeister, Alisa Simmons (representing Gary Fickes), Gary Slagel, Jeremy Tompkins, and Duncan Webb.

Others present at the meeting were: Rifat Alam, Angela Alcedo, Vickie Alexander, Susan Alvarez, Micah Baker, Arturo Ballesteros, Carli Baylor, Emily Beckham, Natalie Bettger, Brandi Bird, Alberta Blair, Stephanie Boardingham, Kenny Bergstrom, Molly Carroll, Jack Carvalho, Curt Cassidy, Lori Clark, Dina Colarossi, Jeff Coulter, Paul Cristina, Dawn Dalrymple, Clarence Daugherty, Brian Dell, Jennifer DeWitt, David Dryden, Bob Dubey, Chad Edwards, Andrew Fortune, Carmen Garcia, Joe Garcia, Alexa Gilbert, Jillian Giles, Rebekah Gongora, Christie Gotti, Scott Hall, Tony Hartzel, Robert Hinkle, Joseph Jackson, Joel James, Tim James, Yagnesh Jamarcoala, Daniel Jaworski, Alicia Johnson, Amy Johnson, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Chris Klaus, Bethany Kurtz, Dan Lamers, Eron Linn, Aaron Long, Paul Luedtke, Stanford Lynch, Terry Lynne, Dillon Maroney, Kit Marshall, Rich Matyiku, Jon McKenzie, Anthony Moffa, Erin Moore, Michael Morris, Dylan Niles, Joc O'Brien, Brinton Payne, John Polster, Greg Porter, Kelly Porter, Anthony Powell, James Powell, Vercie Pruitt-Jenkins, Andrei Radu, Abbas Rastandeh, Alexandra Renteria, Randy Richardson, Alexandra Roddy, Michael Schaeffer, Toni Stehling, Andrew Stevens, Karl Stunding, Kimberlin To, Eden Wagner-Muns, Brendon Wheeler, Glen Whitley, Amanda Wilson, Brian Wilson, Karla Windsor, Jared Wright, and Hua Yang.

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 Gyna Bivens asked if there were any public comments. No members of the public chose to speak at the meeting or provide written comments.
2. **Approval of May 9, 2024, Minutes:** The minutes of the May 9, 2024, meeting were approved as submitted in Electronic Item 2. Theresa Daniel (M); Daniel Alemán (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1 **Proposed Amendments to the Mobility 2045 – 2022 Update:** Regional Transportation Council (RTC) approval was requested to amend the Mobility 2045: the Metropolitan Transportation Plan for North Central Texas – 2022 Update for the Texas Department of Transportation (TxDOT) to advance planning and design activities with the inclusion of one and the removal of two non-regionally significant roadway projects. Fact sheets of the proposed additions were provided in Electronic Item 3.1.

A motion was made to approve Item 3.1 on the Consent Agenda. Theresa Daniel (M); Manny Ramirez (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris expressed appreciation for Fort Worth Mayor Pro Tem Gyna Bivens, as she was serving her last meeting as the Regional Transportation Council (RTC) Chair. He also recognized Rockwall County Commissioner Dennis Bailey for his service on the RTC. Commissioner Bailey was attending his last meeting as a member. Michael noted the Dallas City Manager requested the resolution from the June 12, 2024, Dallas City Council meeting regarding aboveground rail lines through the Downtown, Uptown, and Victory Park areas of Dallas be distributed to the RTC. Additional information regarding high-speed rail was provided in Electronic Item 4.1 and Michael added that an official stamped copy of the resolution would be provided for the July RTC agenda packet by the Dallas City Secretary. As stated in the resolution, the Dallas City Council commits to revisit the Dallas-to-Fort Worth high-speed rail discussion after receipt of its economic impact analysis. Additional details with new information will be presented and provided at the hybrid high-speed rail workshop scheduled for July 11, 2024. Regarding managed lanes, the Texas Department of Transportation Dallas District Engineer has requested a hold on RTC Policy for Temporary Suspension of Dynamic Pricing of Managed Lanes during reconstruction. The North Central Texas Council of Governments (NCTCOG) and Regional Transportation Council will celebrate its 50th anniversary as a metropolitan planning organization with a luncheon on August 8, 2024, during the Irving Infrastructure Summit and prior to the monthly RTC meeting that will also be held at the Summit in Irving. A Transit 2.0 panel will also be held during the Summit with representatives from the transit agencies and the Transit 2.0 consultants leading discussions. Michael mentioned that through his and Natalie Bettger's work with the Texas Transportation Commission Safety Task Force a Friends of the Safety Task Force was created, which is a grassroots bottom-up coalition of Texans focused on safety. Michael provided an example of the Japanese technology being considered between Houston and Dallas, with 54 years of service, 99 percent reliability and no fatalities. Michael acknowledged Brian Wilson of NCTCOG as the author of the annual Progress North Texas report and thanked him for the hard work put in to develop and distribute the reports to the region. Each member was provided with a copy and additional copies were provided upon request. Michael quickly noted the technology being used on GoCarma and getting discounts to people who travel on the dynamically priced managed lanes, with a report provided in Electronic Item 4.4. The remaining items were not presented. Cara Mendelsohn provided a write-up with a consolidation of comments made during a discussion from the Resolution at the Dallas City Council meeting on June 12, 2024. There were many questions and comments regarding the timing of the hybrid high-speed rail workshop prior to the RTC meeting on July 11, 2024. Michael reassured everyone that no action would be taken at the workshop, only information will be presented.
5. **Active Transportation Infrastructure Investment Program Grant Application Partnership for the Cotton Belt Trail:** Karla Windsor provided information on a proposed Regional Transportation Council (RTC) partnership with Dallas Area Rapid Transit (DART) for North Central Texas Council of Governments (NCTCOG) to develop and DART to submit a grant application for funding to construct Phase 3a of the Cotton Belt Trail along the Silver Line rail project. The DART/NCTCOG proposal under this grant program is to fund the next phase of construction for Phase 3A for the Cotton Belt Trail Corridor. Karla briefed the RTC that Phase 1 of the Silver Line Rail design is currently underway with Phase 2 anticipated to begin in 2024. The budget prepared by the project engineer identifies Phase 3a total project cost of approximately \$22.6 million. There are

\$6.2 million funds programmed in the Transportation Improvement Program (TIP) within the project area, with a combination of federal and local funds being provided by Dallas County and the City of Coppell. As such there is a funding gap. The federal grant application funding request was for \$12 million, which is the maximum amount that can be submitted for this grant program. Staff requested \$4.3 million of Regional Toll Revenue (RTR) funds to apply towards the local match requirements. Karla provided the schedule to proceed forward for the grant application. The Notice of Funding Opportunity was released in March. If approved, NCTCOG staff will prepare the grant application and DART will submit the application on behalf of the project. The grant application submittal deadline was June 17, 2024, but it was extended to July 17, 2024. Karla presented several maps detailing the construction phasing along with details that were provided in Electronic Item 5.

A motion was made to approve support of the partnership with Dallas Area Rapid Transit (DART) and the Regional Transportation Council with DART to submit the Federal Highway Administration (FHWA) 2024 Active Transportation Infrastructure Investment Program grant application for the Cotton Belt Trail Phase 3a construction, request for \$12 million in federal funding, and the contribution of \$4.3 million in Regional Toll Revenue funds for non-federal match should the project be selected for funding award. The approval included direction for staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP and other planning/administrative documents to incorporate these changes, if awarded funding. Jim Ross (M); Gary Slagel (S). The motion passed unanimously.

6. **Air Quality and Safety Demonstration Projects:** Chris Klaus presented a request for Regional Transportation Council (RTC) approval of funding and implementation of three demonstration projects, including expansion of regional Car Care Clinics to include a vehicle safety check, use of technology to determine potential metal plate fraud in the region, and a heavy-duty diesel vehicle emission tampering assessment. The first project is the car care safety integration project. He mentioned there's an existing car care awareness program with an emphasis on emissions and staff would like to integrate safety into the program. Chris highlighted North Central Texas Council of Governments' (NCTCOG) desire to reduce vehicle crashes through the safety program that is currently conducted across the entire state and scheduled for elimination on January 1, 2025. The timing is critical and aligns with the Texas Department of Transportation (TxDOT) Vision Zero or End The Streak with no roadway deaths by 2050. The second project is the vehicle emissions and license plate project, formerly known as the license plate reader project. The State will phase out paper/temporary tags beginning July 1, 2025. This project would investigate what fraud trends may exist with metal plates. The goal of this project is to prevent avoidance of annual emissions tests and lost State revenue. The third project, the truck assessment goods movement program has elements of emissions tampering with heavy-duty trucks. An Environmental Protection Agency (EPA) initiative project assessed potentially tampered trucks at an auction site in Fort Worth and found that nearly half of the trucks had either their emissions tampered with or removed completely. There aren't any diesel emissions testing requirements in the state, and the problem is there's a disconnect between the air chemistry modeling and the regional air quality monitors. He briefly highlighted the budget and the funding sources: 1) The Car Care Safety Integration Project, with a \$200,000 budget utilizing RTC Local funds to develop an education campaign regarding the importance of vehicle safety, operation, and maintenance; 2) the Vehicle Inspection License Plate Project with a budget of \$200,000 utilizing Regional Toll Revenue (RTR) funds for the assessment of potential license plate fraud; and the Truck

Assessment Goods Program with a budget of \$600,000 in RTR funds. NCTCOG Executive Board approval will be requested in July. If approved, it is anticipated that implementation of the projects would begin in early Fiscal Year 2025. An overview of the proposed projects was contained in Electronic Item 6.

A motion was made to approve of the funding and implementing demonstration projects: Car Care Safety Integration - \$200,000 Regional Transportation Council Local funds; Local License Plate Readers - \$200,000 Regional Toll Revenue (RTR) funds; and Truck Assessment and Goods Movement Program - \$600,000 RTR. The motion included direction for staff to administratively amend the Transportation Improvement Program (TIP) and Statewide TIP, as well as other planning and administrative documents to include the amended funding. Theresa Daniel (M); Duncan Webb (S). The motion passed unanimously.

7. **2025 – 2028 Transportation Improvement Program Development:** Christie Gotti requested Regional Transportation Council (RTC) approval of the 2025 – 2028 Transportation Improvement Program (TIP) document, including the final listing of RTC commitments. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area. Christie discussed the cooperative effort required between the North Central Texas Council of Governments (NCTCOG), local governments, Texas Department of Transportation (TxDOT), transit agencies, and transportation agencies to develop the TIP. The TIP scope of programming was covered. The 2025-2028 TIP (Roadway and Transit) contains approximately \$9 billion dollars of projects. There are approximately 1,300 active projects being tracked, with 844 active projects in 2025-2045, and 78 agencies implementing those projects. Christie presented maps highlighting the distribution of projects by project type, some projects are funded up to and including construction, and some are funded for design, environmental clearance, right-of-way, and utility clearances. Christie provided an overview of the proposed project revisions resulting from the public involvement process; several projects have been updated to ensure that they are reflected correctly in the Statewide Transportation Improvement Program (STIP). Most of the proposed revisions are administrative in nature, including revising TxDOT Control Section Job (CSJ) numbers, revising comments, ensuring Metropolitan Transportation Plan (MTP) references are correct, “Grouping” projects such as intersection improvements, bicycle/pedestrian improvements, and safety projects that are not required to be listed individually in the TIP/STIP. There are a few changes that are more substantive in nature, including: scope changes to ensure consistency with the MTP, adding projects to the STIP report that were in the double entry listing (Appendix C), but were inadvertently omitted from draft STIP report due to database issues. The TIP development schedule was covered, with submittal of the final document to the State on July 1, 2024, with anticipation of the Texas Transportation Commission’s approval in the August or September time frame; and then federal review anticipated to be completed in October or November. Electronic Item 7.1 contained an overview of the TIP development process and schedule. The financially constrained 2025-2028 TIP document and final Statewide (TIP) listings provided in the following web link: <https://www.nctcog.org/trans/funds/tip/transportation-improvement-program-docs/2025-2028tip>. The resolution contained in Electronic Item 7.2 affirms the RTC’s approval of the 2025-2028 TIP listings and will be used to transmit the document to TxDOT. A list of substantive changes made to the project listings since the beginning of the public involvement period is available online here: <https://nctcog.org/getattachment/06b4691a-3cb9-452b-85d3-ed585d434284/List-of-Changes-to-2025-2028-Double-Entry-for-Web.pdf>. Christie noted the TxDOT requested changes to a project that was provided after the mailout along United States Highway 380 to call the side roads access roads instead of

frontage roads. The RTC was asked to approve “access/frontage roads” for that project scope.

A motion was made to approve the 2025-2028 Transportation Improvement Program (TIP) document, including the final TIP listings to be included in the Statewide TIP, the resolution adopting the 2025-2028 TIP, which will be transmitted to federal, state, and local impacted agencies; and amending the Unified Planning Work Program (UPWP), update verbiage to access road/frontage road, and other planning/administrative documents as needed. Duncan Webb (M); Manny Ramirez (S). The motion passed unanimously.

8. **Air Quality Status Report:** Jenny Narvaez provided an overview on the region’s 2024 ozone season and the Environmental Protection Agency’s (EPA) recent change of the fine particulate matter (PM_{2.5}) annual standard. The 2024 ozone season began March 1, 2024, for North Central Texas, in 9- and 10-county nonattainment areas and goes through November. Jenny noted there have been a total of nine exceedances up to now and had one red day. She presented maps with a snapshot of the region with the monitors and design values from those monitors. The region remains in nonattainment for both the 2008 and 2015 National Ambient Air Quality Standards (NAAQS) for ozone. Daily ozone information, including current conditions and forecasts, provided at: <https://www.nctcog/trans/quality/air/ozone>. The EPA revised the level of the PM_{2.5} primary health-based annual NAAQS from 12.0 micrograms per cubic meter (µg/m³) to a level of 9.0 µg/m³; PM_{2.5} 24-hour standard from 35 µg/m³ – 98th percentile, averaged over 3 years to standard retained: 35 µg/m³; and PM₁₀ 24-hour standard from 150 µg/m³ – 98th percentile, averaged over 3 years to standard retained: 150 µg/m³. The change leads to potential for Dallas and Tarrant Counties to be in nonattainment when final designations are made in 2026. Currently, 112 counties nationwide do not meet 9.0 µg/m³ and EPA projections show 51 counties would not meet 9.0 µg/m³ in 2032. Jenny provided the schedule of the revised PM_{2.5} primary annual standard; Texas Commission of Environmental Quality’s (TCEQ) 2023 data certification letter was due to EPA by May 1, 2024, TCEQ public outreach meetings in June or July 2024, TCEQ solicits informal comments from the public in July or August 2024, designation package to the Commission for consideration at the end of 2024 (based on 2021-2023 data), designation package to the Governor’s Office for consideration, State’s designations to EPA due by February 7, 2025, EPA sends 120-day letter by October 2025 indicating its intended designations if different from TCEQ (data may be based on 2022-2024), and State opportunity to respond prior to EPA finalizing its designations in 2026. More details were provided in Electronic Item 8.
9. **2050 Demographics for New Mobility Plan:** Dan Kessler highlighted for the Regional Transportation Council (RTC) the process for developing 2050 Regional Population and Employment Control Totals for guiding the development of the upcoming Mobility 2050 Transportation Plan. This effort is being carried out by the North Central Texas Council of Government’s (NCTCOG) Research and Information Services and Transportation Departments. Federal regulations require that demographic forecasts be reviewed and updated every four years in conjunction with development of the metropolitan transportation plan. These forecasts will be approved by the NCTCOG Executive Board in the fall, as the data is used for many regional planning applications within NCTCOG and across the region by local governments and planning agencies. One of the first steps in this process is the development of our regional control totals for population and employment. A long-standing practice of the Council of Governments is to rely on national economists to provide data to support this process who will analyze the competitiveness of the Dallas-Fort Worth metropolitan area relative to other economic regions across the state, and the nation. Dan

highlighted the different forecasts that have been evaluated including data from Woods & Pool and Perryman & Associates. As part of this assessment, staff looked closely at a number of variables including Dallas-Fort Worth's share of the State's activity, population to employment ratios, and annual compound growth rates. Results of the analysis supported the use of the Perryman & Associates estimates of 2050 population and employment for the Dallas-Fort Worth Metropolitan Planning Area in 2050. This forecast anticipates that the 2050 population will exceed 12.4 million persons, employment will reach 8.6 million, with a resultant population to employment ratio of 1.43. Dan highlighted the next step in the 2050 demographic forecast process is the allocation of activity to more than six thousand traffic survey zones in the region which is now nearing completion. The data is being reviewed internally and will be provided to local governments and agencies in July for review and comment. Dan stressed the importance of local government review of these forecasts to ensure the results match the plans of local governments. Michael Morris discussed the importance of these forecasts as they relate to service areas of the regional transit authorities which will be addressed as part of the Transit 2.0 initiative. Population densities in the future was also discussed as cities across the region will be faced with difficult decisions regarding the need for higher density development as the region reaches 12 million people. Dan closed the presentation by mentioning that the forecasts are expected to be available for review in mid-July. Regular updates regarding the forecasts will be brought to the RTC throughout the forecast development process.

- 10. Updates on the Dallas-Fort Worth Clean Cities Coalition:** Lori Clark presented an update on the status of the Dallas-Fort Worth Clean Cities Coalition (DFWCC) and highlighted opportunities to get involved, including an upcoming process to be redesigned by the Department of Energy (DOE). She noted that the North Central Texas Council of Governments (NCTCOG) is designated as the host agency for DFWCC by the DOE. There's been confusion in regard to the DFWCC program being just for cities. Lori clarified DFWCC is also for transit agencies, counties, private sector fleets, small businesses, and everybody. She highlighted elements of the national Mission statement such as building partnerships with both public and private stakeholders, and environmental, energy security, and economic prosperity. Lori mentioned we're one of around eighty coalitions nationwide, working at the local grassroots level in our local context to advance goals of the national program. Lori shared the spectrum of Clean Cities technologies, which included all types of transportation, rail, aviation, construction equipment; all alternative fuels (anything that's not gasoline or diesel); idle reduction and fuel efficiency; all while looking at the system as a whole to determine how to make it as efficient as it can be. Lori underscored the need to shift transportation to cleaner burning technologies and that Clean Cities is a highly impactful program. She presented the graphs that were provided in Electronic Item 10 and mentioned recent reporting that is done every year with a lot of organizations submitting data. Based on the reported information, she highlighted that had it not been for the alternative fuel and efficiency activities happening in those fleets, there would have been 65 tons more ozone forming nitrogen oxides (NO_x) emissions over the calendar year 2023. They have national goals to increase year over year, 20 percent on greenhouse gas emissions and 16 percent on gasoline gallon equivalent displacement. For such a large coalition with such major impacts, it's difficult for us to make these percentage points. Lori highlighted a couple of things that NCTCOG started doing the last couple of years in its work as Clean Cities staff. First, they developed a Clean Cities Technical Advisory Committee, in collaboration with people representing a cross-section of organizations. Lori presented membership of the Advisory Committee meeting and invited more involvement through nominations being accepted over the next couple of months. The Advisory Committee recently developed a Strategic Plan to provide focus over the next four years. The process

with the DOE every five years is to get redesignated where DOE goes through an assessment talking to our stakeholders, working to determine if NCTCOG should continue to host the Clean Cities Coalition, etc. Lori noted the process with the DOE has begun. There will be a stakeholder meeting by the end of June or the beginning of July. The meeting is designed to discuss the local mission statement and how that relates to the national mission, looking for partnership agreements from organizations, support the work that we're doing in this area, and how to get involved with NCTCOG. Partnership agreements are due by September 30, 2024. Templates are provided on the website at www.dfwcleancities.org.

11. **Election of Regional Transportation Council Officers:** Gary Slagel, Chair of the Regional Transportation Council (RTC) Nominating Subcommittee, announced the following slate of officers recommended by the Subcommittee for the 2024-2025 term: Clay Lewis Jenkins, County Judge, Dallas County (Chair); Rick Bailey, Commissioner, Johnson County (Vice Chair); and Brandon Jones, Councilmember, City of Lewisville (Secretary). RTC officers are elected to serve a term of one year and began their terms at the conclusion of the June RTC meeting.

A motion was made to approve the slate of officers as recommended by the Nominating Subcommittee for the 2024-2025 term. Gary Slagel (M); Jim Ross (S). The motion passed unanimously.

12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1 and Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 12.2.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** The improvements on State Highway (SH) 183 and SH 121 within the region were noted. Michael Morris and David Salazar will provide presentations in the future to provide a path forward.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, July 11, 2024, 1:00 pm, at the North Central Texas Council of Governments. A hybrid High-Speed Rail workshop is scheduled prior to the Regional Transportation Council meeting starting at 11:00 a.m. with lunch being provided for members.

The meeting adjourned at 2:36 pm.



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

TO: Regional Transportation Council

DATE: July 3, 2024

FROM: Vickie Alexander
Program Manager
Program Administration

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

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

Listed below, and in the following attachment, is the third set of proposed modifications to the FY2024 and FY2025 UPWP. Included in these amendments are new initiatives, project updates, and funding adjustments. The proposed modifications are posted on the NCTCOG website for public review and comment as part of the June 2024 public outreach opportunity. The Surface Transportation Technical Committee took action at its meeting on June 28, 2024, to recommend Regional Transportation Council approval of the proposed modifications.

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

- 3.04 Public Transportation Planning – Understanding Transportation Alternatives for an Aging Population (add initiative and \$50,000 in Transportation Planning Funds)
- 5.02 Subarea Studies and Local Government Assistance – Comprehensive Transportation Planning Studies and Technical Support (add Johnson County Thoroughfare Plan Update as a Category 2 project utilizing existing Transportation Planning Funds)

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

- 1.04 Computer and Audio/Video Resources (add \$20,000 in Transportation Planning Funds to support the purchase of software licenses for NCTCOG staff)
- 3.02 Regional Air Quality Planning – Rider 7 Air Quality Planning Activities (add \$488,995 in Texas Commission on Environmental Quality funds and update text to remove reference to Hunt County and include fine particulate matter)
- 3.03 Air Quality Management and Operations – Regional Energy Management (add \$125,000 in Department of Energy funds and \$20,000 in Regional Transportation Council Local funds, and update text to reflect funding through FY2025 as the result of a funding award)
- 5.01 Regional Transportation Studies – High-Speed Passenger Technology (move \$400,000 in Federal Railroad Administration funds from FY2024 to FY2025 to support consultant activities)
- VII. Overview of Work Program Funding (update Exhibit VII-1, FY2024 and FY2025 TPF Programming Summary, to reflect an increase of \$83,523 in NCTCOG’s FY2024 allocation of Federal Transit Administration 5303 Transportation Planning Funds and an increase of \$165,723 in NCTCOG’s FY2024 allocation of Federal Highway Administration PL 112 Transportation Planning Funds)
- VII. Overview of Work Program Funding – Proposed Budget (update Exhibit VII-3, Anticipated Equipment/Software Purchases to reflect the addition of \$20,000 in Transportation Planning Funds to support the purchase of software licenses for NCTCOG staff under Subtask 1.04)

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

- 1.02 Program and Policy Administration – Grant Management and RTC Initiatives (add initiative and \$600,000 in Regional Transportation Council Local funds)
- 3.03 Air Quality Management and Operations – Air Quality Initiatives: Energy Efficiency (change funding source from \$1,408,000 in Carbon Reduction Program funds, matched with Transportation Development Credits, to \$1,408,000 in Regional Toll Revenue funds with no matching funds)
- 3.03 Air Quality Management and Operations – Vehicle Emissions Inspection and License Plate Project (add initiative and \$100,000 in Regional Toll Revenue funds)

- 3.03 Air Quality Management and Operations – Truck Assessment and Goods Movement Program (add initiative and \$307,000 in Regional Toll Revenue funds)
- 3.03 Air Quality Management and Operations – Car Care Safety Integration Project (add initiative and \$100,000 in Regional Transportation Council Local funds)
- 3.05 Transit Management and Operations – Sustainability and Innovative Solutions for Transit (change funding source from \$7,000 in Carbon Reduction Program funds, matched with Transportation Development Credits, to \$7,000 in Regional Toll Revenue funds with no matching funds)
- 3.05 Transit Management and Operations – Enhancing Mobility within the Southern Dallas Inland Port (add previously approved funding in the amount of \$2,910,000 in Federal Transit Administration funds, \$780,000 in Regional Toll Revenue funds, and \$180,000 in local funds to support work activities)
- 3.07 Congestion Management Operations – Regional TRADE Platform and 511DFW (add previously approved funding in the amount of \$667,000 in Surface Transportation Block Grant Program funds matched with Transportation Development Credits, and update text to include flood warning driver alert system as an anticipated work product)
- 4.02 Coordination of Transportation and Environmental Planning Processes – Blue-Green-Grey Silo-Busting Initiatives (add previously approved funding in the amount of \$74,910 in Regional Transportation Council Local funds and update text to add FY2025 to reflect extension of the agreement for the Blue-Green Neighborhood Beautification Design Guidelines and Pilot Project – Dallas Bottom)
- 4.02 Coordination of Transportation and Environmental Planning Processes – Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management (add previously approved funding in the amount of \$283,800 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, and \$283,800 in Texas Water Development Board funds to support ongoing activities)
- 5.01 Regional Transportation Studies – Strategic Corridor Initiatives (add previously approved funding in the amount of \$150,000 in Regional Toll Revenue funds to support work activities on the Regional Outer Loop)
- 5.03 Land-Use/Transportation Initiatives – Sustainable Development Initiatives, Increasing Safe and Accessible Transportation Options (move project and associated funding in the amount of \$516,909 in Transportation Planning Funds from Subtask 5.03 to a new, separate Subtask, which will be Subtask 5.13, 2.5 Percent Set-Aside for Increasing Safe and Accessible Transportation Options, per a request from the Texas Department of Transportation)
- 5.03 Land-Use/Transportation Initiatives – Dallas Opportunity Zone 1: North Oak Cliff Planning and Conceptual Engineering Study (add previously approved funding in the amount of \$3,000,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, and update text to support ongoing work activities in FY2025)

- 5.03 Land-Use/Transportation Initiatives – South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades (add previously approved funding in the amount of \$400,000 in Federal Highway Administration funds, \$300,000 in Congestion Mitigation and Air Quality Improvement Program funds, \$100,000 in Regional Toll Revenue funds, and \$500,000 in local funds as a result of NCTCOG becoming the implementing agency)
- 5.03 Land-Use/Transportation Initiatives – Advancing Regional Safety in the Dallas-Fort Worth Region (move project and associated funding in the amount of \$4,000,000 in Federal Highway Administration funds and \$1,000,000 in Regional Toll Revenue funds as matching funds from Subtask 5.03 to Subtask 5.07, Roadway and Railroad Safety)
- 5.07 Roadway and Railroad Safety – Advancing Regional Safety in the Dallas-Fort Worth Region (add project and associated funding in the amount of \$4,000,000 in Federal Highway Administration funds and \$1,000,000 in Regional Toll Revenue funds as matching funds moved from Subtask 5.03, Land-use/Transportation Initiatives noted above)
- 5.09 Regional Military and Community Coordination – Aviation, Aerospace, and Defense Manufacturing Agile Curriculum Program (add previously approved funding in the amount of \$200,000 in Regional Transportation Council Local funds as contingency funding pending extension of Department of Defense grant)
- 5.13 2.5 Percent Set-Aside for Increasing Safe and Accessible Transportation Options (create new Subtask for project and add associated funding in the amount of \$516,909 in Transportation Planning Funds being moved from Subtask 5.03, Land-Use/Transportation initiatives noted above)
- IX. NCTCOG Planning and Implementation Activities Beyond the FY2024 and FY2025 Unified Planning Work Program (update table of FY2026 non-locally funded projects approved by the Regional Transportation Council for consistency with the 2023-2026 Transportation Improvement Program)

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

Traffic and Multimodal Study for Southern Inland Port Area Including Truck Ordinance/Pedestrian Safety Elements in Downtown Wilmer

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

va
Attachment

AMENDMENT #3 TO THE FY2024 AND FY2025 UNIFIED PLANNING WORK PROGRAM

1.02 Program and Policy Administration

Grant Management and RTC Initiatives

Other Funding Sources

This work program element, initiated in FY2024, supports North Central Texas Council of Governments (NCTCOG) staff efforts to pursue and manage competitive grants and to advance priority initiatives of the Regional Transportation Council. This initiative supports NCTCOG responsibilities as the direct recipient of federal funds to maximize federal grant funding for project implementation. NCTCOG staff will also provide support services to regional partners to help fulfil grant requirements and ensure project sustainability after grant closeout. Staff work activities may include, but are not limited to, application development, project management, financial and programmatic reporting, compliance monitoring, and collaboration with project partners. Regional Transportation Council Local funds will support this initiative. Anticipated products include:

- Grant applications;
- Financial and programmatic reports; and
- Grant-specific deliverables.

3.02 Regional Air Quality Planning

Rider 7 Air Quality Planning Activities

Other Funding Sources

Rider 7 funding is appropriated for each biennium for air quality planning activities to reduce ozone **and now fine particulate matter (PM_{2.5})** in “affected counties” not designated as nonattainment areas for the ozone **or PM_{2.5}** National Ambient Air Quality Standards ~~and other areas but are~~ at significant risk of being designated nonattainment for ~~ozone~~ **either standard** in the future. **Based off ozone regional design values from the 2023 ozone season, Two counties Hood County is at high risk for being designated nonattainment under the 2008 standard. With the Environmental Protection Agency’s new reconsideration of the PM_{2.5} standard, monitors in the Dallas-Fort Worth Metropolitan Planning Area Dallas and Fort Worth are eligible for this funding: Hood and Hunt, and at risk of being designated nonattainment. w**Work will be done **in these areas** to help maintain ozone **and PM_{2.5}** attainment. This work element will be supported through Texas Commission on Environmental Quality funds and is ongoing throughout FY2024 and FY2025. Anticipated products include:

- Various emission inventories; and
- Monitoring of pollution levels.

3.03 Air Quality Management and Operations

Air Quality Initiatives: Energy Efficiency

Other Funding Sources

As the transportation sector decarbonizes, there is a need for stronger understanding of and collaboration with the energy sector. This is especially true with regard to properly managing the impacts of additional electrical load on the electric grid, particularly related to fleet electrification where substantial grid load could be added in single locations. Strategies to mitigate grid strain, such as collocating renewable or on-site generation, integrating electrical storage, or pairing transportation electrification projects with energy efficiency or energy conservation initiatives are becoming more important. Other projects could include opportunities to increase use of renewable natural gas to offset use of conventional natural gas, or to serve as a source of clean hydrogen. Efforts also include increasing resiliency to ensure availability of fuels in the event of emergencies. Work includes consideration of the Justice40 Initiative. This work element will be supported through ~~Carbon Reduction Program funds matched with Transportation Development Credits~~ **Regional Toll Revenue funds** and will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Technical support, outreach, and education to local governments and other fleet stakeholders with regard to energy management, renewable energy, energy efficiency, and energy diversification/redundancy for emergency response;
- Identification of resilience and efficiency improvements needed on the electric grid to accommodate transportation electrification;
- Implementation of specific energy management projects;
- List of recommended strategies to improve resilience and optimize efficiency, including assessment of cost, feasibility, and effectiveness;
- Development and maintenance of website resources, including www.gosolartexas.org and www.conservenorthtexas.org;
- Engagement with utilities;
- Identification and preparation of competitive grant applications to seek additional funds to support regional goals and initiatives; and
- Evaluation of emissions associated with energy generation.

Regional Energy Management

Other Funding Sources

In collaboration with the NCTCOG Environment and Development Department and funded through the State Energy Conservation Office (SECO), NCTCOG Transportation Department staff will continue efforts to increase the capacity and resources of local governments related to integration of energy and transportation sectors, including promotion of energy efficiency and conservation, renewable energy and distributed energy resources, and energy resilience. Reduction in energy consumption helps improve air quality by reducing emissions associated with energy generation, or at least mitigating increased demand associated with population and economic growth and electrification of the transportation system. Energy resilience measures help reduce risks of operational interruptions associated with power outages or other grid events. As EV adoption grows and the transportation system and energy grid become more integrated, this

topic is growing in importance. This work element will be supported through funds provided by the Department of Energy and Regional Transportation Council Local funds and is funded through FY202425. Anticipated products include:

- Educational and outreach events for local government to provide information on energy management topics;
- Promotional efforts for local governments to participate in regional energy-related programs;
- A white paper on resilient electric vehicle charging infrastructure planning;
- An inventory of energy management strategies for local governments to consider implementing;
- Outreach to local governments with regard to required annual energy reporting;
- Maintenance of websites at www.gosolar texas.org and www.conservenorthtexas.org;
- Partnerships within the region and across the state to expand regional energy efficiency programs, including support for the Regional Integration of Sustainability Efforts (RISE) Coalition; and
- Submittal of reports to SECO.

Vehicle Emissions Inspection and License Plate Project

Other Funding Sources

The North Central Texas Council of Governments works to reduce emissions from the transportation sector and related emission sources by facilitating projects that reduce emissions from vehicles. Efforts include the assessment of potential metal license plate fraud in the region by purchasing license plate reading cameras to gather data, assess the rate of counterfeit metal license plates, and determine next steps. These efforts will help ensure vehicles are not circumventing the State's vehicle Inspection and Maintenance (I/M) Program and will occur in the ground-level ozone nonattainment area. This work element will be supported through Regional Toll Revenue funds. Partner assistance may be used. Work activities will be ongoing throughout FY2025. Anticipated products include:

- Outreach and education to local governments;
- Purchase of license plate reading equipment;
- Partner agreement(s) and oversight; and
- Data analysis and final report.

Truck Assessment and Goods Movement Program

Other Funding Sources

The North Central Texas Council of Governments implements projects to reduce emissions from the transportation sector and related emission sources. Efforts include emissions tampering evaluation of heavy-duty diesel trucks operating in the region and the assessment of tampering severity and impacts to determine options to limit these illegal practices. Another strategy will include collecting emissions data from vehicles to validate regional modeling efforts and identify high-emitting vehicles to develop air quality planning strategies in the nonattainment area. This initiative will occur in the ground-level ozone nonattainment area. This work element will be supported through Regional Toll

Revenue funds. Consultant and partner assistance may be used. Work activities will be ongoing throughout FY2025. Anticipated products include:

- Collection of emissions data from vehicles to develop air quality planning strategies;
- Purchase of tampering detection equipment, software, and supplemental supplies;
- Consultant and partner agreement(s) and oversight; and
- Data analysis and final report.

Car Care Safety Integration Project

Other Funding Sources

In an effort to reach the US Department of Transportation's Vision Zero goal of eliminating vehicle-related fatalities in the region by 2050, there is interest to continue educating the public on the importance of proper vehicle safety component operation and maintenance. Vehicle safety assessments will be integrated into existing emissions Car Care Awareness efforts through partnerships with vendors and may include the replacement of safety components in vehicles, if warranted. Public event priority locations will be within ozone nonattainment, low-income and disadvantaged communities (LIDAC). This work element will be supported through Regional Transportation Council Local funds. Partner assistance may be used. Activities will be ongoing throughout FY2025. Anticipated products include:

- Partner agreement(s) and oversight;
- Outreach and education at Car Care Awareness events;
- Maintenance of website; and
- Data analysis and final report.

3.04 Public Transportation Planning

Understanding Transportation Alternatives for an Aging Population

Transportation Planning Funds

During FY2025, data will be collected and areas of concern evaluated related to the availability of supportive transportation options for seniors. Contributing factors such as health and income along with the availability and accessibility of current transportation options will be examined. This work will help to inform future directions in the provision of supportive transportation services for seniors. University assistance will be utilized. Anticipated products include:

- Summary of data trends identified; and
- Policy recommendations regarding future directions for supportive transportation services for seniors.

3.05 Transit Management and Operations

Sustainability and Innovative Solutions for Transit

Other Funding Sources

This implementation activity is ongoing throughout both FY2024 and FY2025, supporting coordination and implementation of sustainable transit initiatives and innovative solutions. The Program supports Chapter 461 of the Texas Transportation Code that focuses on maximizing the benefits of the State's investment in public transit through the coordination of services and other innovative transit-related projects. Activities include developing projects to encourage access to public transportation, including coordination with local Transportation Management Associations (TMAs). Regional Toll Revenue funds, ~~Carbon Reduction Program funds,~~ and Regional Transportation Council Local funds, ~~and Transportation Development Credits~~ will support these activities. Anticipated products include:

- Identification and preparation of competitive grant applications to seek additional funds to support regional initiatives;
- Coordination with transit agencies, community colleges, colleges, and universities to provide students with transit passes;
- Technical assistance for new and existing TMAs;
- Short- and long-range solutions that move the region toward more comprehensive, coordinated, accessible, efficient, and effective public transit services; and
- Policies, programs, and projects that support and encourage sustainable transportation options around the region while elevating customer service and air quality.

3.07 Congestion Management Operations

Regional TRADE Platform and 511DFW

Other Funding Sources

This program is ongoing throughout FY2024 and FY2025, supporting development, testing, implementation, and operations of the Transportation Systems Management and Operations Regional Aggregated Data Exchange (TRADE) data hub and 511DFW. There is a significant need for the transportation industry to roll out an enterprise solution that will provide standardized interfaces to reduce integration costs with the result being consistent and effective data sharing across the region. NCTCOG plans to integrate data sources from the various regional partners and other sources into a cloud-based system that will reduce redundancy while maximizing scalability, consistency, and security. The TRADE platform will incorporate standard data inputs from across the region and allow each agency the freedom to procure systems that best meet their needs. The 511DFW system will feed information into and may consume data from the data hub. 511DFW comprises the public-facing regional Traveler Information System, and the agency-facing user interface for information and performance measures platform. The 511DFW system's public website (511dfw.org) provides personalized travel information and the Transit Trip Planner link. This program uses Surface Transportation Block Grant Program funds, Texas Department of Transportation funds, Regional Toll Revenue funds, and Transportation Development Credits to support activities in this area. Consultant services may be utilized. Anticipated products include:

- Review of data hub platforms in other regions to utilize best practices (e.g., CalTrans and Florida Department of Transportation);
- Inventory of data sources and prioritization of data needs for agencies in the region;
- Evaluation and integration of new and existing data types/sources into and from a regional data hub;
- Evaluation, improvement, implementation, and operations of the 511DFW system with outreach and communications planning and educational services to enhance public awareness and use of 511DFW;
- Collection and verification of data ensuring that devices and systems are operated and maintained at a level to detect and report accurate information (i.e., speeds, counts, and other data items);
- Agreements for regional communication, infrastructure, and information sharing, including the Memorandum of Understanding between the Dallas-Fort Worth regional Intelligent Transportation System (ITS) partner agencies;
- Agreements for data and video sharing with individual partners or third-party sources;
- Establishment of the North Central Texas Regional Communications Network Committee, comprised of the partners that have executed a Memorandum of Understanding, to move forward with formation of a regional network, including determination of scope, schedule, framework, components, and other criteria to establish the structure and cost of the regional network;
- Guidance and assistance to the North Central Texas Regional Communications Network Committee as it proceeds with the development of regional network parameters and requirements; [and](#)
- Implementation of the ITS data sharing opportunities for the DFW region-; [and](#)
- [Flood warning driver alert system.](#)

4.02 Coordination of Transportation and Environmental Planning Processes

Blue-Green-Grey Silo-Busting Initiatives

Other Funding Sources

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

- Small-scale green infrastructure pilot project in the Dallas Bottom District, along with supporting beautification plan documentation and visual aids;
- Final reports/case studies summarizing impacts, lessons learned, and any future plans; and,

- Presentation panels, expert reviews, and other program performance documentation and administrative materials supporting additional funding initiatives and project awards, if justified.

5.02 Subarea Studies and Local Government Assistance

Comprehensive Transportation Planning Studies and Technical Support

Transportation Planning Funds

This subtask is ongoing throughout FY2024 and FY2025, providing an evaluation of multimodal transportation needs within a specific geographic area or along an arterial or transit corridor. Subarea studies are designed to study a specific issue and allow for a comprehensive assessment of general transportation needs within an area prior to examining system alternatives. A portion of this subtask is dedicated to assisting local governments in developing the transportation component of a city's comprehensive plan or in the development of citywide transportation plans through the delivery of travel forecasts and technical support for these efforts. This subtask includes technical assistance enabling the North Central Texas Council of Governments (NCTCOG) to respond to ad hoc requests for information and assistance from local governments, transportation authorities, public agencies, Transportation Management Associations, and private interests. Due to the large number of similar requests, NCTCOG will prepare countywide subarea forecasts that can be used to assist local governments with thoroughfare planning needs and to answer many technical assistance questions. Additionally, this subtask allows for coordinated planning efforts that provide Travel Demand Model ridership data and technical analysis to local transit agencies.

Specific projects in this work subtask are listed below. The list is not all inclusive, as additional requests may be considered pending staff and resource availability. The timing in which local governments are ready to begin studies and the availability of NCTCOG staff and consultant assistance drive the scheduling of these efforts. Consultant assistance may be utilized to support these studies, and local governments may be responsible for consultant assistance funding. The policies set forth to guide the activity in this Work Program element are contained in Exhibit I-5. This Work Program subtask also provides traffic forecasting and technical support for subtasks conducted by other program areas within the department. Anticipated products include:

- Countywide subarea forecasts and identification of recommendations;
- Thoroughfare planning guidelines;
- Travel demand modeling for study corridor alternatives and alignment analyses;
- Report of daily volumes, peak-hour volumes, levels-of-service, vehicle miles traveled, ridership totals, boarding and alighting figures, and other travel model data for studies;
- Collection and transmittal of travel model networks, Geographic Information System shape files, and performance reports as model outputs;
- Project updates on the NCTCOG website; and
- Incorporation of recommendations into the next Metropolitan Transportation Plan.

Provided below is a list of ongoing and candidate projects in the Dallas-Fort Worth area which will be conducted or supported based on regional priorities, schedules of partner transportation agencies, and staff and funding availability. This list is divided into three categories that provide a scaled level of NCTCOG staff involvement: Category 1 – NCTCOG is conducting the study;

Category 2 – NCTCOG is providing limited analysis and data to support an external study; and Category 3 – NCTCOG is providing existing data in response to small, ad hoc requests for technical assistance.

Roadway

Category 1

- Hood County Transportation Plan (including Chisholm Trail Parkway Extension)
A countywide plan will be developed that incorporates land-use planning, traffic count and accident data, demographic projections, travel demand modeling, local government committee assistance, and public involvement.
- North Tarrant County Transportation Subarea Study
This study will focus on an assessment of transportation needs in northwest Tarrant County. This effort will include a review of current and future traffic volumes, with attention given primarily to the regional arterial system in regard to connectivity and capacity needs.
- Love Field Surface Transportation Planning Study (Mockingbird Lane)
NCTCOG, working with the City of Dallas, will evaluate roadway and transit options to maximize accessibility to Love Field now and in the future. This study will analyze roadway improvement scenarios along the southern entrance corridor, which includes Mockingbird Lane, as well as evaluate the impacts of various other improvements.

Category 2

- City of Balch Springs Master Thoroughfare Plan Update
- Dallas County Major Capital Improvement Program (MCIP)
- City of Dallas Comprehensive Thoroughfare Plan Update
- City of Dallas Area Planning Program
- City of Dallas Bike Plan Update
- City of Dallas Comprehensive Plan Update
- City of Garland Bobtown/Lyons Connection
- Hunt County Thoroughfare Plan
- Dallas Fort Worth International Airport Landside Modernization Road Map
- East-West Connector for Dallas Fort Worth International Airport
- City of Lake Worth Thoroughfare Planning Assistance
- City of Richardson Comprehensive Plan
- City of White Settlement Thoroughfare Planning Assistance
- City of Cedar Hill West Side Mobility Assistance
- **Johnson County Thoroughfare Plan Update**

5.03 Land-Use/Transportation Initiatives

Sustainable Development Initiatives

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.

Dallas Opportunity Zone 1: North Oak Cliff Planning and Conceptual Engineering Study

Other Funding Sources

Work will continue in FY2024 and FY2025 on this project, which contains three components within this Opportunity Zone. The first component involves the planning and concept engineering of the Jefferson Viaduct, the Houston Viaduct, the interface thoroughfare street entitled Greenbriar Lane, and the extension onto Jefferson Boulevard. The engineering firm has been retained. This future system of thoroughfare streets is impacted by the age of the infrastructure, changes to the Dallas levee flood control system, economic development opportunities, and context-sensitive design. The second component involves Eads Avenue on the eastern side of IH 35E. The third component is a program that involves traffic calming and access management. All three of these emphasis areas involve planning and concept engineering. It is anticipated that a majority of this work will be conducted through a procurement process engaging the engineering community. The funding source is Surface Transportation Block Grant Program funds, matched with Transportation Development Credits. This item will provide planning assistance to the City of Dallas and is part of a larger system of transportation projects in and near the future high-speed rail station. Anticipated products include:

- Identification of project needs and goals;
- Preliminary work scope for the Viaducts/Greenbriar Lane/Jefferson Boulevard;
- Context-sensitive designs for Eads Avenue; and
- Identification of principles necessary for traffic calming and access management.

South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades

Other Funding Sources

In FY2022, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program to implement mobility infrastructure near stations on the Dallas Area Rapid Transit (DART) Blue Line in the East Oak Cliff neighborhood of South Dallas. The project will improve connectivity to transit through building new sidewalks, implementing bus stop and rail station safety enhancements, and extending a multi-use trail. NCTCOG staff will oversee project management of the RAISE South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades project once initiated. Contractor and subrecipient assistance will be utilized. Federal Highway Administration funds, **Congestion Mitigation and Air Quality Improvement Program funds**, Regional Toll Revenue funds, and local funds will support these activities. Anticipated products include:

- Coordination with DART and the City of Dallas to implement project improvements;
- Oversight on procurement of services as needed;
- Reporting on grant progress and deliverables;
- Budget monitoring and oversight, including coordination with the Transportation Improvement Program; and
- Execution of agreement and documentation of compliance to grant requirements through monitoring and onsite reviews.

Advancing Regional Safety in the Dallas-Fort Worth Region (SS4A)

Other Funding Sources

~~In FY2023, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Safe Streets and Roads for All (SS4A) discretionary grant program to identify and plan transportation safety improvements throughout the region. The project will include Road Safety Audits (RSAs), Safe Routes to School Planning, and demonstration projects. NCTCOG staff will oversee project management of the Advancing Regional Safety in the Dallas-Fort Worth Region (SS4A) project once initiated. Consultant assistance will be utilized. Federal Highway Administration funds and Regional Toll Revenue funds will support these activities in FY2024 and FY2025. Anticipated products include:~~

- ~~• Roadway Safety and Safe Routes to School reports;~~
- ~~• Demonstration project evaluation reports;~~
- ~~• Reporting on grant progress and deliverables;~~
- ~~• Budget monitoring and oversight, including coordination with the Transportation Improvement Program; and~~
- ~~• Documentation of compliance to grant requirements through monitoring and onsite reviews.~~

5.07 Roadway and Railroad Safety

Advancing Regional Safety in the Dallas-Fort Worth Region

Other Funding Sources

In FY2023, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Safe Streets and Roads for All (SS4A) discretionary grant program to identify and plan transportation safety improvements throughout the region. The project will include Road Safety Audits (RSAs), Safe Routes to School Planning, and demonstration projects. NCTCOG staff will oversee project management of the Advancing Regional Safety in the Dallas-Fort Worth Region (SS4A) project once initiated. Consultant assistance will be utilized. Federal Highway Administration funds and Regional Toll Revenue funds will support these activities in FY2024 and FY2025. Anticipated products include:

- Roadway Safety and Safe Routes to School reports;
- Demonstration project evaluation reports;
- Reporting on grant progress and deliverables;
- Budget monitoring and oversight, including coordination with the Transportation Improvement Program; and
- Documentation of compliance to grant requirements through monitoring and onsite reviews.

5.13 2.5 Percent Set-Aside for 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.

VII. Overview of Work Program Funding

Proposed Budget

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

The US Department of Transportation provides funds through programs of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Both FHWA PL-112 and FTA 5303 funds are provided annually to MPOs to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. The Texas Department of Transportation will provide the 20 percent match for the FHWA-112 and FTA 5303 funds for FY2024 and FY2025 to the MPO to carry out the UPWP in the form of Transportation Development Credits. These Transportation Development Credits are provided by metropolitan areas building toll roads and are used on a Statewide basis to provide the match funds needed for all Metropolitan Planning Organizations. The FY2024 and FY2025 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VII-1. The formula-based FHWA PL-112 allocation to the UPWP for the Dallas-Fort Worth Metropolitan Area is ~~\$10,026,046~~ **\$10,191,769** in FY2024 and \$10,026,046 in FY2025 for a two-year total of ~~\$20,052,092~~ **\$20,217,815**. The FTA 5303 funding is ~~\$3,843,584~~ **\$3,927,107** in FY2024 and \$3,843,584 in FY2025 for a two-year total of ~~\$7,687,168~~ **\$7,770,691**. An estimated balance of \$5,524,849 in unexpended/unobligated FHWA PL-112 funding will be available from the FY2023 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL-112 and FTA 5303 funding for the FY2024 and FY2025 UPWP is

estimated at ~~\$33,264,109~~ **\$33,513,355**. Transportation Planning Funds in the amount of ~~\$30,053,000~~ **\$30,123,000** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VII-2. These programmed funds include the FTA 5303 allocation of ~~\$7,687,168~~ **\$7,770,691**, the estimated FY2023 FHWA PL-112 fund balance of \$5,524,849, and ~~\$16,840,983~~ **\$16,827,460** of Fiscal Years 2024 and 2025 FHWA PL-112 funding. The remaining balance of Fiscal Years 2024 and 2025 FHWA PL-112 funds of ~~\$3,211,109~~ **\$3,390,355** is anticipated to be carried over to Fiscal Year 2026.

Proposed Budget

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

**EXHIBIT VII-3
Anticipated Equipment/Software Purchases**

Quantity	Description	Estimated Price	Funding Source	Subtask
100	Microcomputer systems (desktops, portable, tablet)	\$281,500	RTC Local	1.04
4	Laser printers and image scanners for network group usage	\$41,000	RTC Local	1.04
---	Other computer hardware items, replacements, accessories, and upgrades (for example, docking stations, headsets, text and image scanners, hard drives, additional RAM, projectors, monitors/televisions, video cards, network cabling, warranty extensions)	\$40,000	RTC Local/ TPF	1.04
---	Two years of software support by Caliper and specific renewal for 50 TransCAD licenses and one TransModeler license	\$156,000	TPF	1.04
---	Software purchases/upgrades (for example, the current or higher versions of: SmartSheet, Adobe licenses, and Turning Point), software/services, cable service, application subscriptions, advanced mapping/presentation software, and software support renewals	\$125,000 \$145,000	TPF	1.04
---	Web-based traffic count reporting software, including annual maintenance and support	\$16,000	TPF	1.04
---	Audio/video equipment, updates, and maintenance for Transportation Department meeting rooms, including the Transportation Council Room; video/web hosting services for the Transportation Council Room	\$250,000	RTC Local	1.04
---	Bicycle-pedestrian count equipment	\$20,000	STBG Local	5.03
---	Public involvement subscriptions	\$162,000	TPF	1.01
---	Outreach and educational subscriptions	\$136,000	CMAQ	1.01

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

Dallas County

[Traffic and Multimodal Study for the Southern Inland Port Area, including Truck](#)

[Ordinance/Pedestrian Safety Elements in Downtown Wilmer:](#) Dallas County will lead a

traffic and multimodal study in the South Dallas Inland Port area bounded by Loop 9 to the south, SH 342/Lancaster Hutchins Road to the west and north of Pleasant Run Road to the north, and IH 45 to the east in southern Dallas County. This study will analyze the regional traffic control options (signalization, alternative intersection design) and right-of-way (ROW) needs for safe and efficient operations along thoroughfares in the southern portion of the Dallas County Inland Port (DCIP). This study will also include an evaluation of context sensitive solutions for truck ordinance and pedestrian safety elements primarily focused on Wilmer since the City of Wilmer is experiencing truck traffic passing through downtown Wilmer on Belt Line Road despite posted truck traffic restrictions to discourage truck traffic in this part of the city. The project involves county, city staff, consultant services and possibly NCTCOG staff. The work will commence in early FY2025 and is expected to take approximately 12 months for completion. The project will involve public and stakeholder outreach, and data collection and analysis of existing transportation, land use, market, utilities and environmental conditions and immediately adjacent areas that impact capacity and delay time. The anticipated final deliverables include a comprehensive traffic impact analysis along the regional thoroughfare corridors within this area to be in compliance with Mobility 2050 and an analysis of the resulting ultimate ROW needs at full build out plus a special focus on Belt Line Road in downtown Wilmer with respect to truck restrictions and pedestrian safety elements. The project is funded with \$380,000 in Regional Toll Revenue funds and a Local Contribution of \$345,000 for a total of \$725,000.

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

The following table reflects non-locally funded planning and implementation projects that have been approved by the Regional Transportation Council for FY2026. These projects will be carried out by the North Central Texas Council of Governments and are or will be included in the 2023-

2026 Transportation Improvement Program. The FY2024 and FY2025 Unified Planning Work Program covers the period of October 1, 2023, through September 30, 2025. Initiation of the projects in the table below falls outside the timeframe of this Work Program and the projects are being shown here to reflect NCTCOG’s commitment to the projects and aid in the federal review of the Transportation Improvement Program.

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

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
11622.4	TRAVEL SURVEY, DATA COLLECTION, MODEL REFINEMENT PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS FOR ALL PLANNING, AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REGIONAL TRAVEL MODEL; DEVELOPMENT OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS; CONDUCT TRAVEL SURVEYS AND INTERSECTION OPERATIONAL ANALYSES	STBG	TDCs	\$2,850,000
11655.2	REVENUE AND PROJECT TRACKING SYSTEM (RAPTS) TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME	STBG	TDCs	\$515,000
11694.1	REGIONAL AIR QUALITY INITIATIVES; IDENTIFY AND IMPLEMENT INITIATIVES TO IMPROVE AIR QUALITY AND ATTAIN FEDERAL STANDARDS, INCLUDING STRATEGIES TO SUPPORT INCREASED ADOPTION OF ZERO-EMISSION AND OTHER LOW-EMISSION VEHICLES, IMPLEMENTATION AND EVALUATION OF NEW EMISSIONS-REDUCING TRANSPORTATION TECHNOLOGIES, DEVELOPMENT OF REGIONAL RESOURCES TO ADVANCE EMISSIONS-REDUCING EFFORTS, AND COORDINATION EFFORTS ACROSS LOCAL STAKEHOLDERS	STBG	TDCs	\$3,200,000

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
11615.4	REGIONAL GEOSPATIAL IMAGERY: DATA COLLECTION/PLANNING; DATA COLLECTION/PLANNING COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES, AND SUPPORT VARIOUS ADDITIONAL ANALYTICAL TRANSPORTATION PLANNING ACTIVITIES	STBG	State	\$1,437,500
16004	NORTHWEST AND SOUTHWEST FORT WORTH SUBAREA STUDIES; NORTHWEST STUDY: BOUNDED BY US 377 TO W, SH 114 TO N, FM 730 TO W, & IH 820 TO S; SOUTHWEST STUDY: IH 20/IH 820 TO N, FM1187 TO W, US 377 TO S, AND CHISHOLM TRAIL TO E; DEVELOP SUB-REGIONAL TRANSPORTATION PLANS TO IDENTIFY NEEDED IMPROVEMENTS AND ESTABLISH A MULTI-MODAL TRANSPORTATION NETWORK WITH ADDITIONAL FOCUS AREAS ON LAND-USE, SAFETY, AND CONGESTION; AREAS OUTSIDE THIS STUDY AREA WILL ALSO BE INCLUDED AS THEY IMPACT TRAVEL WITHIN THE AREA; INCLUDES CONSULTANT AND NCTCOG STAFF TIME	STBG	TDCs	\$300,000
11613.3	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES, PLANNING, AND IMPLEMENTATION ACTIVITIES IN SUPPORT OF THE REGION'S GOOD MOVMENT INCL; NCTCOG STAFF TIME & CONSULTANT ASSISTANCE TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT; MOVMENT, DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR PARTNERS IN FREIGHT BUSINESS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUCATION, AND OVERSIGHT OF PARTNER IMPLEMENTATION PROJECTS	STBG	TDCs	\$2,625,000
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

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
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
11691.1	IMPLEMENT AND OPERATE TRAVELER INFORMATION SYSTEM; DEVELOP CONCEPT OF OPERATIONS AND DEPLOYMENT OF TRANS SYS MANAGEMENT AND OPERATIONS DATA ENGINE TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S TRANSP NETWORK BY INTEGRATING DATA SOURCES INCL REGIONAL TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYS; ITS DATA UPDATES AND COMPLIANCE; COORDINATION WITH REGIONAL PARTNERS ON INFORMATION SHARING AND AGREEMENT TRACKING; ADMINISTRATION OF MOBILITY ASSISTANCE PATROL; INCLUDES NCTCOG STAFF TIME	STBG	TDCs	\$2,765,000

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
11616.1	REGIONAL TRAFFIC SIGNAL RETIMING PROJECT; DEVELOP AND IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NON-ATTAINMENT AREA; INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	CMAQ	State/Local	\$4,500,000
11612.3	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR); TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM; PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	STBG	TDCs	\$1,360,300
11657.2	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	CMAQ/STBG	TDCs	\$2,100,000
11699.2	REGIONAL VANPOOL PROGRAM FOR (WESTERN SUBREGION); OPERATE VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; INCLUDES COST OF VEHICLE LEASING AND PART OF ADMINISTRATIVE COSTS	STBG	TDCs	\$682,000
21044	DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH; ENGINEERING AND CONSTRUCTION OF THE DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM	STBG	TDCs	\$8,000,000
16009	REGIONAL TRANSIT COORDINATION PROGRAM; REGIONAL COORDINATION OF TRANSIT SERVICES WITH A FOCUS ON INCREASING ECONOMIES OF SCALE, TECHNICAL ASSISTANCE, MOBILITY ON DEMAND, AND MOBILITY AS A SERVICE	STBG	TDCs	\$500,000

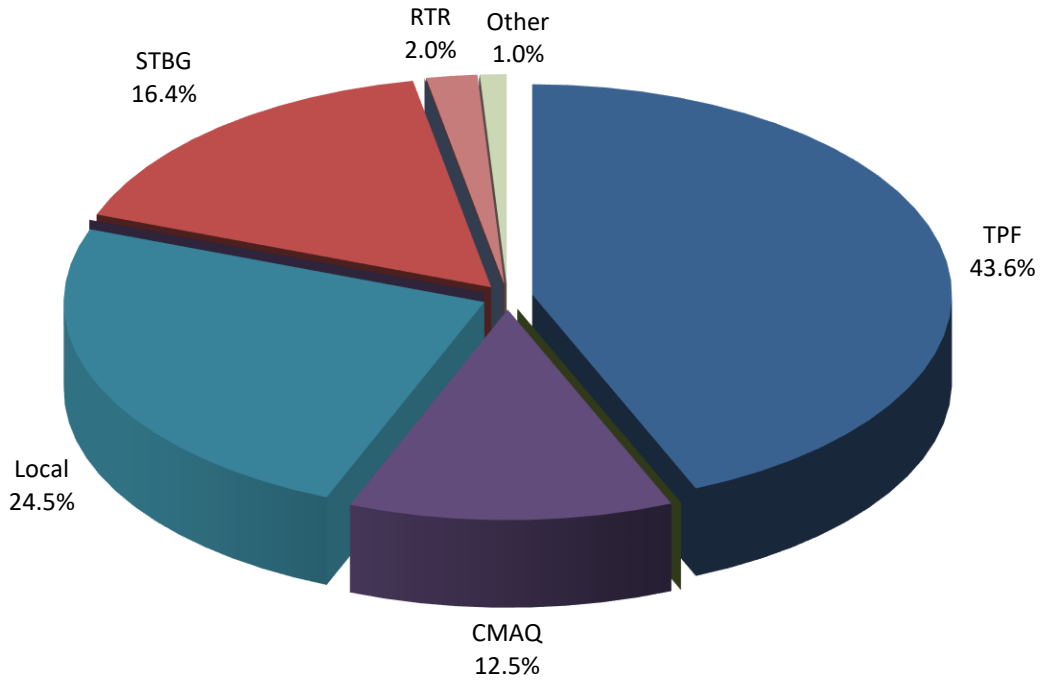
TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
11660.1	AIR QUALITY ENERGY EFFICIENCY INITIATIVES: ENERGY EFFICIENCY MEASURES TO IMPLEMENT PROJECTS TO REDUCE ENERGY USE AND INCREASE ENERGY EFFICIENCY WITHIN THE PUBLIC AND PRIVATE SECTOR TO REDUCE AIR QUALITY IMPACTS; COORDINATE REGIONAL COLLABORATION, EVALUATE IMPACTS, AND DEVELOP RESOURCES ADDRESSING ELECTRIC GRID IMPACTS ASSOCIATED WITH ELECTRIFICATION OF TRANSPORTATION, AND DEPLOY STRATEGIC ELECTRIFICATION INFRASTRUCTURE TO ASSESS IMPACTS AND FILL GAPS; INCLUDES NCTCOG STAFF TIME	CRP	TDCs	\$950,000
11635.2	IMPLEMENTATION AND ADMINISTRATION OF AIR QUALITY AND TRANSPORTATION PROJECTS FUNDED WITH RTR FUNDS; IMPLEMENTATION AND ADMINISTRATION OF AIR QUALITY AND TRANSPORTATION PROJECTS FUNDED WITH RTR FUNDS; CSJ 0918-00-404 COVERS FUNDING IN FY2024 & FY2025	RTR	N/A	\$800,000
21014.2	REGIONAL TRANSIT COORDINATION PROGRAM; REGIONAL COORDINATION OF TRANSIT SERVICES WITH A FOCUS ON INCREASING ECONOMIES OF SCALE, TECHNICAL ASSISTANCE, MOBILITY ON DEMAND, AND MOBILITY AS A SERVICE	STBG	TDCs	\$500,000
16008	TECHNOLOGY AND INNOVATION 3.0; STAFF SUPPORT FOR PROJECTS FOCUSED ON IMPROVING REGIONAL BROADBAND ACCESS FOR TRANSPORTATION PURPOSES, COORDINATING AND SUPPORTING EMERGING MOBILITY TECHNOLOGY DEPLOYMENTS AND CONNECTED VEHICLE/INFRASTRUCTURE IMPROVEMENTS; SUPPORTING WORKFORCE DEVELOPMENT AND RESEARCH INITIATIVES; AND MANAGING ADMINISTRATIVE TASKS TO FACILITATE PROJECTS	STBG	TDCs	\$750,000
11554.3	AUTOMATED TRANSPORTATION SYSTEM INITIATIVE; ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED AUTOMATED TRANSPORTATION SYSTEMS (ATS) IN THE DFW REGION AND EVALUATE CONNECTIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS; INCLUDES PROJECT PLANNING AND DEVELOPMENT SUPPORT FOR ATS	STBG	TDCs	\$250,000
			Subtotal	\$47,752,800

E. Funding Summary

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
1.01	\$2,671,000	\$2,780,000				\$4,489,000	\$4,640,000	
			CMAQ	\$873,000	\$883,000			
			NCTCOG Local	\$2,000	\$2,000			
			STBG	\$943,000	\$975,000			
Subtotal								\$9,129,000
1.02	\$186,000	\$201,000				\$1,291,700	\$2,561,400	
			Local	\$821,800	\$2,135,500			
			NCTCOG Local	\$59,900	\$59,900			
			STBG	\$224,000	\$165,000			
Subtotal								\$3,853,100
1.03	\$0	\$0				\$153,000	\$156,000	
			Local	\$5,000	\$8,000			
			NCTCOG Local	\$10,000	\$10,000			
			RTR	\$138,000	\$138,000			
Subtotal								\$309,000
1.04	\$142,000	\$162,000				\$506,000	\$279,000	
			Local	\$364,000	\$117,000			
Subtotal								\$785,000
Total	\$2,999,000	\$3,143,000		\$3,440,700	\$4,493,400	\$6,439,700	\$7,636,400	\$14,076,100

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

Task 1 Funding Summary - FY2024 and FY2025



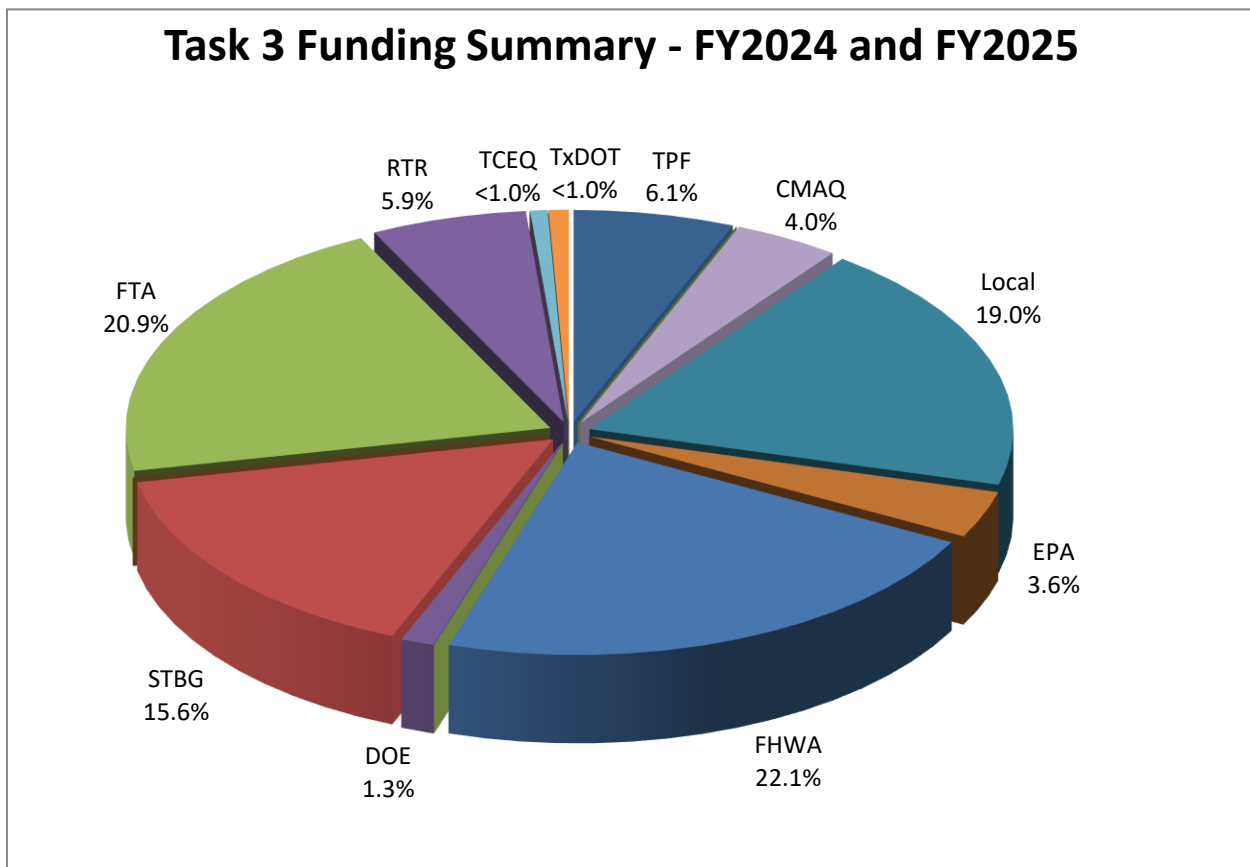
E. Funding Summary

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
3.01	\$1,764,000	\$1,773,000				\$3,054,000	\$2,967,000	
			RTR	\$743,000	\$646,000			
			STBG	\$547,000	\$548,000			
Subtotal								\$6,021,000
3.02	\$546,000	\$555,000				\$1,062,000	\$1,495,245	
			EPA	\$268,000	\$360,000			
			TCEQ	\$248,000	\$580,245			
Subtotal								\$2,557,245
3.03	\$0	\$0				\$25,465,937	\$30,217,416	
			CRP	\$0	\$0			
			DOE	\$590,872	\$1,014,906			
			EPA	\$3,864,800	\$0			
			FHWA	\$5,714,000	\$19,196,000			
			Local	\$11,228,147	\$5,063,047			
			RTR	\$673,118	\$1,593,463			
			STBG	\$3,395,000	\$3,350,000			
Subtotal								\$55,683,353
3.04	\$885,000	\$925,000				\$1,690,400	\$2,184,000	
			FTA ²	\$604,000	\$314,000			
			RTR	\$151,000	\$357,000			
			STBG	\$50,400	\$588,000			
Subtotal								\$3,874,400
3.05	\$0	\$0				\$16,381,700	\$14,133,300	
			CMAQ	\$132,000	\$409,000			
			CRP	\$0	\$0			
			FTA ²	\$15,011,000	\$10,366,300			
			Local	\$565,400	\$1,203,000			
			RTR	\$319,300	\$1,579,000			
			STBG	\$354,000	\$576,000			
Subtotal								\$30,515,000
3.06	\$641,000	\$640,000				\$1,027,000	\$640,000	
			RTR	\$386,000	\$0			
Subtotal								\$1,667,000

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
3.07	\$0	\$0				\$14,913,000	\$10,717,300	
			CMAQ	\$3,672,000	\$881,000			
			FHWA	\$1,826,000	\$1,117,300			
			Local	\$3,204,000	\$2,719,000			
			RTR	\$554,000	\$483,000			
			STBG	\$5,097,000	\$5,108,000			
			TXDOT	\$560,000	\$409,000			
Subtotal								\$25,630,300
Total	\$3,836,000	\$3,893,000		\$59,758,037	\$58,461,261	\$63,594,037	\$62,354,261	\$125,948,298

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

² Includes FTA 5307 funds.

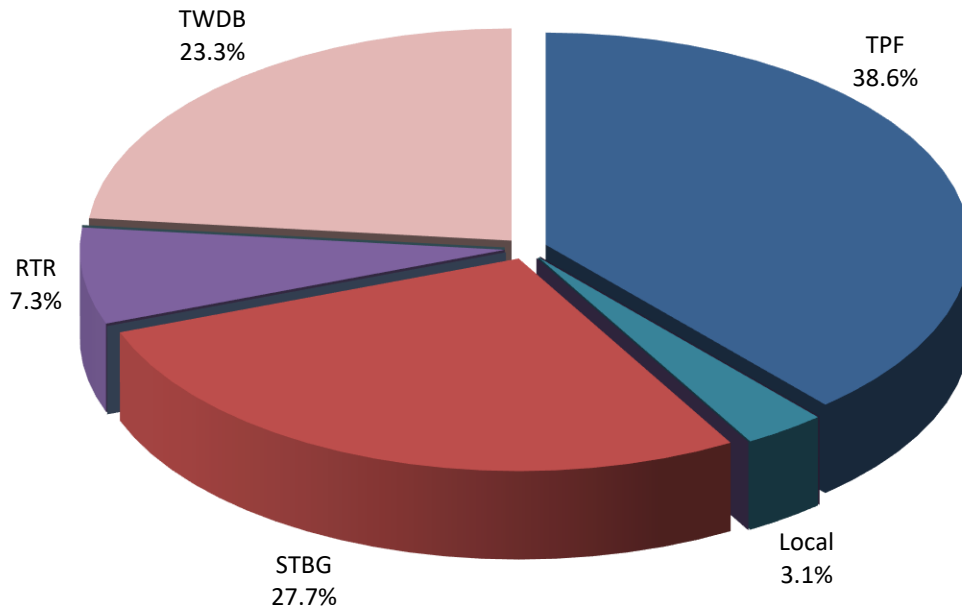


E. Funding Summary

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
4.01	\$1,674,000	\$1,923,000				\$1,674,000	\$1,923,000	
Subtotal								\$3,597,000
4.02	\$146,000	\$153,000				\$3,436,500	\$3,217,510	
			Local	\$248,500	\$74,910			
			RTR	\$482,000	\$276,000			
			STBG	\$1,465,000	\$1,396,800			
			TWDB	\$1,095,000	\$1,316,800			
Subtotal								\$6,654,010
4.03	\$45,000	\$0				\$45,000	\$0	
Subtotal								\$45,000
4.04	\$47,000	\$0				\$47,000	\$0	
Subtotal							\$0	\$47,000
Total	\$1,912,000	\$2,076,000		\$3,290,500	\$3,064,510	\$5,202,500	\$5,140,510	\$10,343,010

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

Task 4 Funding Summary - FY2024 and FY2025



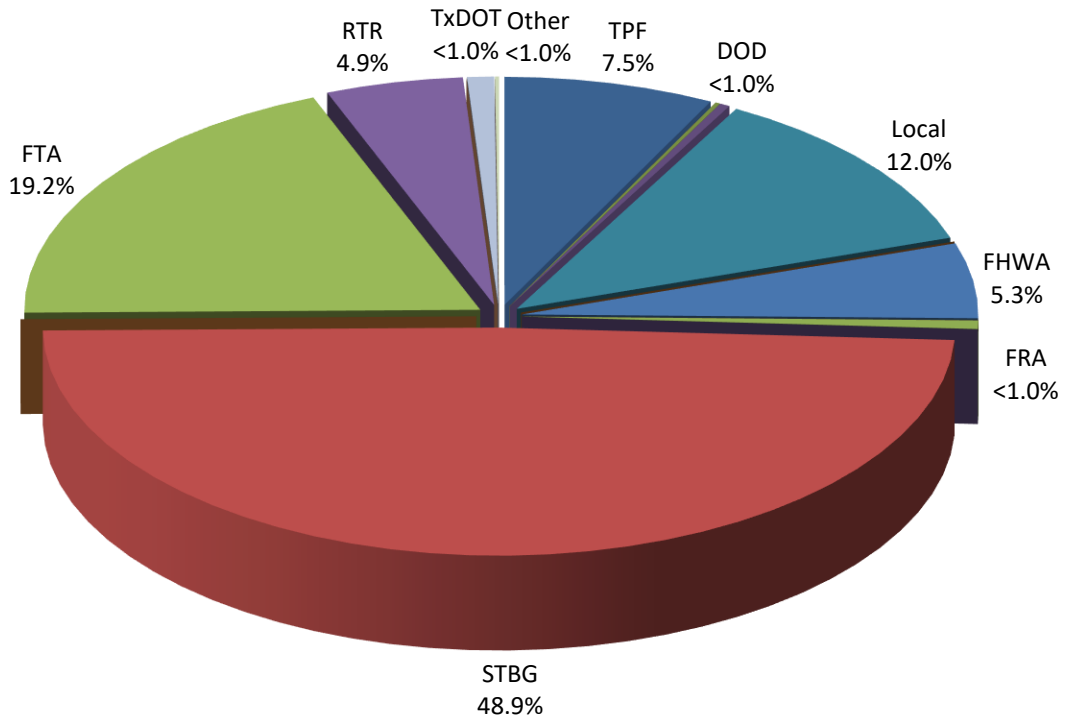
E. Funding Summary

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
5.01	\$749,000	\$813,000				\$10,571,657	\$6,808,000	
			FRA	\$100,000	\$400,000			
			Local	\$107,000	\$10,000			
			NTTA	\$40,000	\$30,000			
			RTR	\$479,000	\$469,000			
			STBG	\$8,902,657	\$4,848,000			
			TXDOT	\$194,000	\$238,000			
Subtotal								\$17,379,657
5.02	\$711,000	\$736,000				\$1,057,000	\$1,103,000	
			STBG	\$96,000	\$117,000			
			RTR	\$250,000	\$250,000			
Subtotal								\$2,160,000
5.03	\$315,397	\$241,694				\$5,089,097	\$7,925,694	
			CMAQ	\$0	\$300,000			
			FHWA	\$8,000	\$400,000			
			FTA	\$516,000	\$164,000			
			Local	\$254,000	\$1,002,000			
			RTR	\$2,000	\$100,000			
			STBG	\$3,993,700	\$5,718,000			
			USDOT	\$0	\$0			
Subtotal								\$13,014,791
5.04	\$90,000	\$87,000				\$312,000	\$500,000	
			STBG	\$222,000	\$413,000			
Subtotal								\$812,000
5.05	\$32,000	\$32,000				\$32,000	\$32,000	
Subtotal								\$64,000
5.06	\$127,000	\$149,000				\$16,145,000	\$12,803,000	
			FTA	\$6,618,000	\$8,665,000			
			STBG	\$6,221,000	\$3,087,000			
			Local	\$3,179,000	\$902,000			
Subtotal								\$28,948,000
5.07	\$333,000	\$336,000				\$2,219,300	\$7,989,500	
			FHWA	\$150,000	\$3,850,000			
			Local	\$11,800	\$0			
			RTR	\$37,500	\$2,462,500			
			STBG	\$1,637,000	\$1,341,000			
			TxDOT (SPR)	\$50,000	\$0			
Subtotal								\$10,208,800

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
5.08	\$159,000	\$160,000				\$506,700	\$498,000	
			Local	\$347,700	\$338,000			
Subtotal								\$1,004,700
5.09	\$152,000	\$150,000				\$1,280,300	\$345,000	
			DOD	\$135,000	\$0			
			Local	\$993,300	\$195,000			
Subtotal								\$1,625,300
5.10	\$171,000	\$143,000				\$3,577,350	\$1,429,000	
			STBG	\$3,049,800	\$970,400			
			Local	\$295,800	\$20,000			
			TXDOT	\$60,750	\$295,600			
Subtotal								\$5,006,350
5.11	\$0	\$0				\$1,460,000	\$791,000	
			Local	\$1,460,000	\$791,000			
Subtotal								\$2,251,000
5.12	\$0	\$0				\$16,200	\$6,000	
			Local	\$16,200	\$6,000			
Subtotal								\$22,200
5.13	\$255,603	\$261,306				\$255,603	\$261,306	
Subtotal								\$516,909
Total	\$3,095,000	\$3,109,000		\$39,427,207	\$37,382,500	\$42,522,207	\$40,491,500	\$83,013,707

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

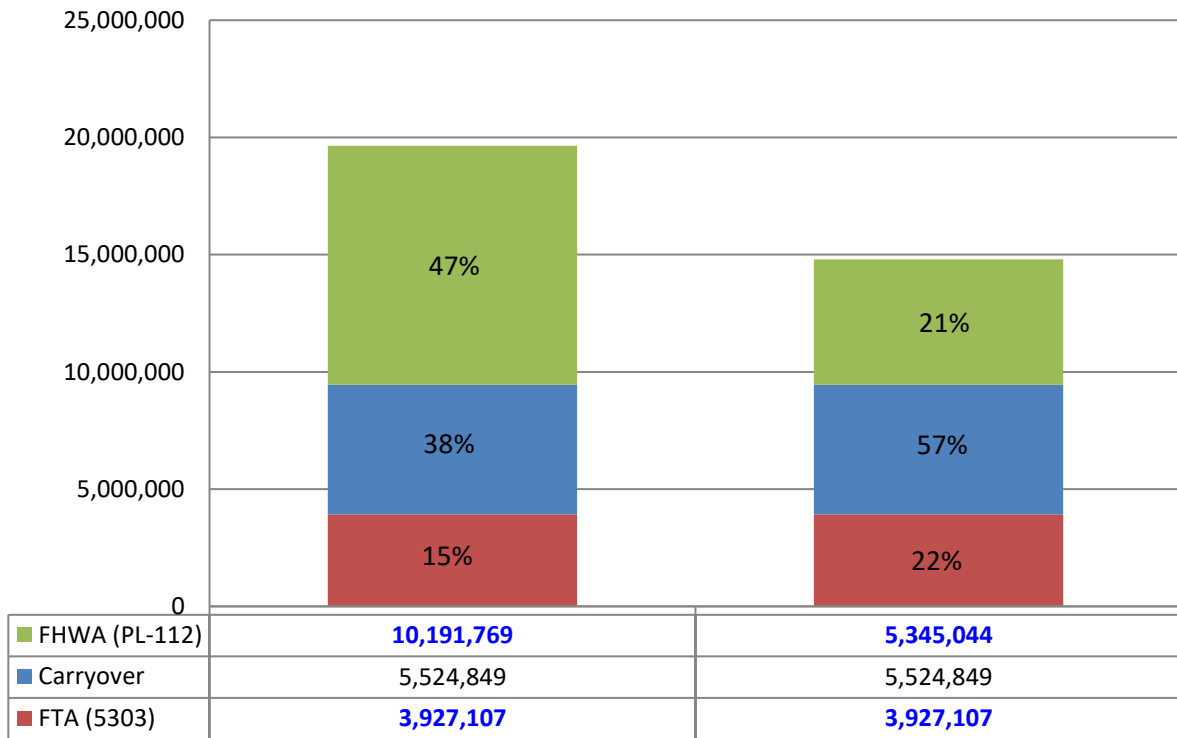
Task 5 Funding Summary - FY2024 and FY2025



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

	FY2024		FY2025	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	3,927,107	3,927,107	3,843,584	3,843,584
FHWA (PL-112)				
Carryover	5,524,849	5,524,849	4,846,725	4,846,725
New Allocation	10,191,769	5,345,044	10,026,046	6,635,691
Total TPF	19,643,725	14,797,000	18,716,355	15,326,000
Carryover		4,846,725		3,390,355
Two-Year Totals				
FTA Section 5303	7,770,691			
FHWA PL-112	25,742,664			
Total	33,513,355			
Programmed	30,123,000			
Carryover	3,390,355			

Summary of TPF 2024 Funding Levels



Summary of TPF 2025 Funding Levels

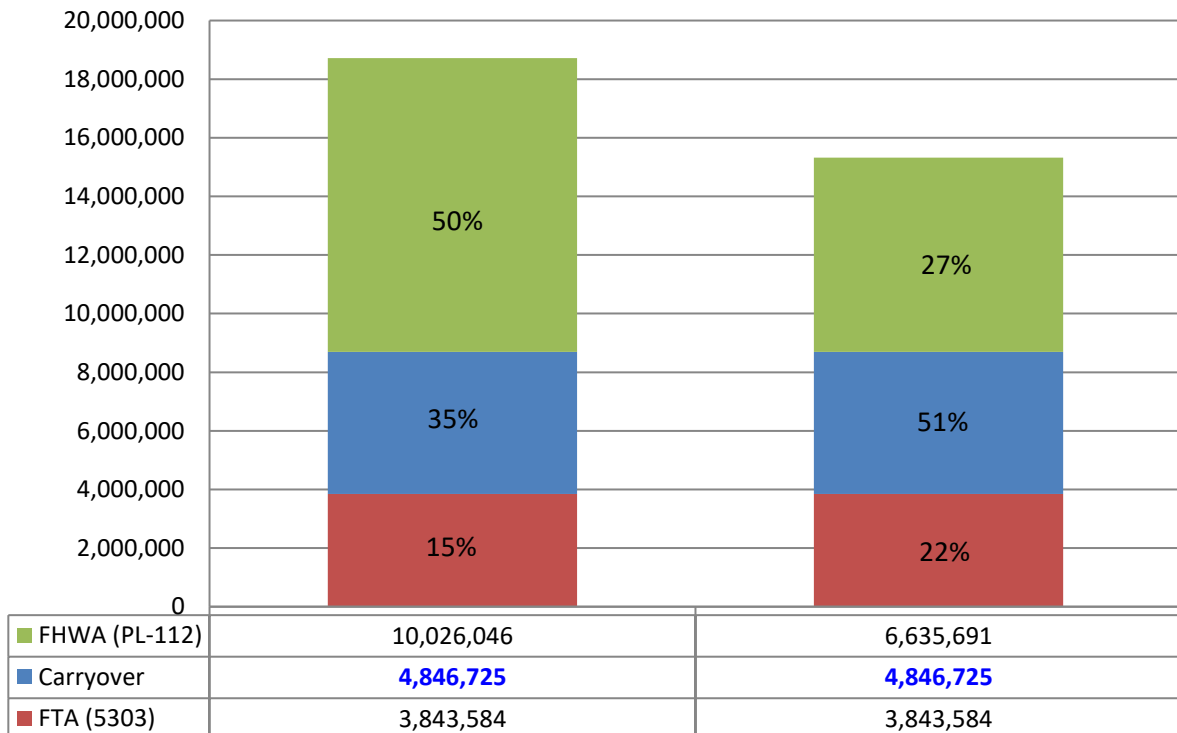
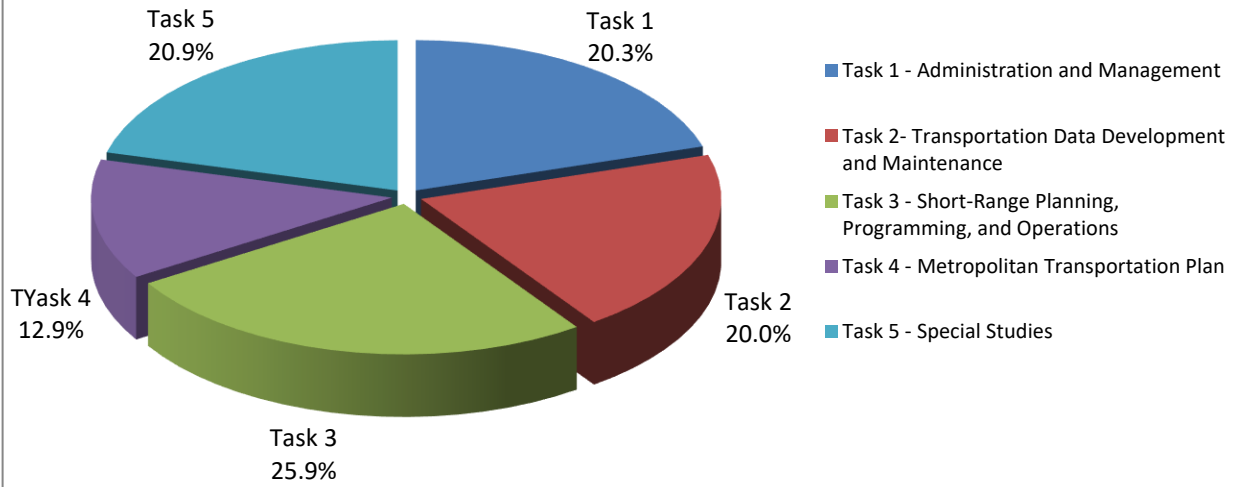


EXHIBIT VII-2
FY2024 AND FY2025 ALLOCATION OF TRANSPORTATION PLANNING FUNDS

Subtask	Subtask Title	TPF		
		FY2024	FY2025	Total
1.01	Community Outreach	\$2,671,000	\$2,780,000	\$5,451,000
1.02	Program and Policy Administration	\$186,000	\$201,000	\$387,000
1.03	Fiscal Management	\$0	\$0	\$0
1.04	Computer and Audio/Video Resources	\$142,000	\$162,000	\$304,000
	Task 1 - Administration and Management	\$2,999,000	\$3,143,000	\$6,142,000
2.01	Development of Travel Models	\$546,800	\$552,000	\$1,098,800
2.02	Transportation Data Collection and Development	\$215,000	\$212,000	\$427,000
2.03	Model Applications	\$481,200	\$600,000	\$1,081,200
2.04	Demographic Data and Forecasts	\$643,000	\$644,000	\$1,287,000
2.05	Data Management	\$643,000	\$654,000	\$1,297,000
2.06	Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/Program Activities	\$258,000	\$267,000	\$525,000
2.07	Performance-based Planning and Coordination	\$168,000	\$176,000	\$344,000
	Task 2 - Transportation Data Development and Maintenance	\$2,955,000	\$3,105,000	\$6,060,000
3.01	Transportation Project Programming	\$1,764,000	\$1,773,000	\$3,537,000
3.02	Regional Air Quality Planning	\$546,000	\$555,000	\$1,101,000
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning	\$885,000	\$925,000	\$1,810,000
3.05	Transit Management and Operations	\$0	\$0	\$0
3.06	Congestion Management Planning	\$641,000	\$640,000	\$1,281,000
3.07	Congestion Management Operations	\$0	\$0	\$0
	Task 3 - Short-Range Planning, Programming, and Operations	\$3,836,000	\$3,893,000	\$7,729,000
4.01	Metropolitan Transportation Planning	\$1,674,000	\$1,923,000	\$3,597,000
4.02	Coordination of Transportation and Environmental Planning Processes	\$146,000	\$153,000	\$299,000
4.03	Understanding the Public Return on Investment for Transportation Funding	\$45,000	\$0	\$45,000
4.04	Regional Passenger Rail Planning and Evaluation Process Development	\$47,000	\$0	\$47,000
	Task 4 - Metropolitan Transportation Plan	\$1,912,000	\$2,076,000	\$3,988,000
5.01	Regional Transportation Studies	\$749,000	\$813,000	\$1,562,000
5.02	Subarea Studies and Local Government Assistance	\$711,000	\$736,000	\$1,447,000
5.03	Land-Use/Transportation Initiatives	\$315,397	\$241,694	\$557,091
5.04	Transportation Asset Management	\$90,000	\$87,000	\$177,000
5.05	Transportation System Security and Emergency Preparedness	\$32,000	\$32,000	\$64,000
5.06	Regional Freight Planning	\$127,000	\$149,000	\$276,000
5.07	Roadway and Railroad Safety	\$333,000	\$336,000	\$669,000
5.08	Regional Aviation Planning and Education	\$159,000	\$160,000	\$319,000
5.09	Regional Military and Community Coordination	\$152,000	\$150,000	\$302,000
5.10	Transportation Technology and Innovation Program	\$171,000	\$143,000	\$314,000
5.11	North Texas Center for Mobility Technologies	\$0	\$0	\$0
5.12	Red River Navigation System Feasibility Study	\$0	\$0	\$0
5.13	2.5 Percent Set-Aside for Increasing Safe and Accessible Transportation Options	\$255,603	\$261,306	\$516,909
	Task 5 - Special Studies	\$3,095,000	\$3,109,000	\$6,204,000
	FUNDING TOTALS	\$14,797,000	\$15,326,000	\$30,123,000

Transportation Planning Funds (TPF) Summary by Task



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

Funding Source	Task 1 Administration and Management		Task 2 Transportation Data Development and Maintenance		Task 3 Short Range Planning, Programming, and Operations		Task 4 Metropolitan Transportation Plan		Task 5 Special Studies		Two-Year Total Funds	
	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025
TPF ¹	\$2,999,000	\$3,143,000	\$2,955,000	\$3,105,000	\$3,836,000	\$3,893,000	\$1,912,000	\$2,076,000	\$3,095,000	\$3,109,000	\$14,797,000	\$15,326,000
CRP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ	\$873,000	\$883,000	\$0	\$0	\$3,804,000	\$1,290,000	\$0	\$0	\$0	\$300,000	\$4,677,000	\$2,473,000
DOD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$135,000	\$0	\$135,000	\$0
DOE	\$0	\$0	\$0	\$0	\$590,872	\$1,014,906	\$0	\$0	\$0	\$0	\$590,872	\$1,014,906
EPA	\$0	\$0	\$0	\$0	\$4,132,800	\$360,000	\$0	\$0	\$0	\$0	\$4,132,800	\$360,000
FHWA	\$0	\$0	\$0	\$0	\$7,540,000	\$20,313,300	\$0	\$0	\$158,000	\$4,250,000	\$7,698,000	\$24,563,300
FRA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$400,000	\$100,000	\$400,000
FTA ²	\$0	\$0	\$0	\$0	\$15,615,000	\$10,680,300	\$0	\$0	\$7,134,000	\$8,829,000	\$22,749,000	\$19,509,300
Local	\$1,190,800	\$2,260,500	\$0	\$0	\$14,997,547	\$8,985,047	\$248,500	\$74,910	\$6,664,800	\$3,264,000	\$23,101,647	\$14,584,457
NCTCOG Local	\$71,900	\$71,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$71,900	\$71,900
NTTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$30,000	\$40,000	\$30,000
RTR	\$138,000	\$138,000	\$0	\$0	\$2,826,418	\$4,658,463	\$482,000	\$276,000	\$768,500	\$3,281,500	\$4,214,918	\$8,353,963
TxDOT (SPR)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
STBG	\$1,167,000	\$1,140,000	\$3,100,000	\$4,455,000	\$9,443,400	\$10,170,000	\$1,465,000	\$1,396,800	\$24,122,157	\$16,494,400	\$39,297,557	\$33,656,200
TWDB	\$0	\$0	\$0	\$0	\$0	\$0	\$1,095,000	\$1,316,800	\$0	\$0	\$1,095,000	\$1,316,800
TCEQ	\$0	\$0	\$0	\$0	\$248,000	\$580,245	\$0	\$0	\$0	\$0	\$248,000	\$580,245
TxDOT	\$0	\$0	\$10,000	\$210,000	\$560,000	\$409,000	\$0	\$0	\$254,750	\$533,600	\$824,750	\$1,152,600
USDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$6,439,700	\$7,636,400	\$6,065,000	\$7,770,000	\$63,594,037	\$62,354,261	\$5,202,500	\$5,140,510	\$42,522,207	\$40,491,500	\$123,823,444	\$123,392,671
Two-Year Total	\$14,076,100		\$13,835,000		\$125,948,298		\$10,343,010		\$83,013,707		\$247,216,115	

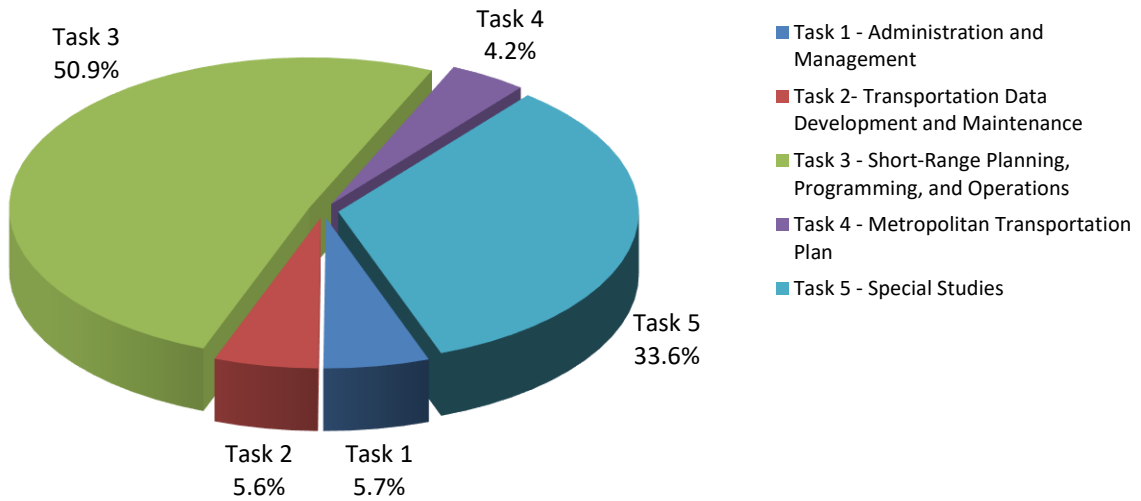
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² Includes FTA 5303 funds.

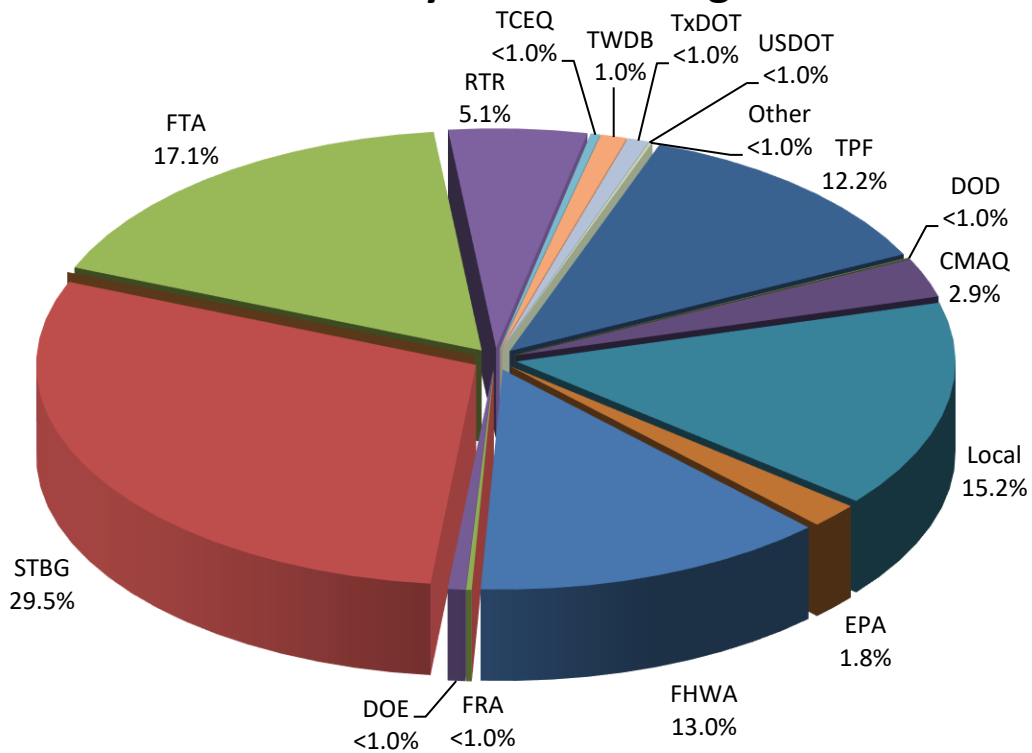
Combined Transportation Planning Funds³ **\$27,988,506.00**
 Estimated Unexpended Carryover \$5,524,849.00
 TOTAL TPF **\$33,513,355.00**

³ Estimate based on prior years' authorizations.

Summary of All Funding by Task



Summary of All Funding



Modifications to the FY2024 and FY2025 Unified Planning Work Program

**Regional Transportation Council
July 11, 2024**

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

Reallocation of Funding Between Subtasks – No Additional Funding

UPWP Project	Funding Adjustment
5.03 Sustainable Development Initiatives, Increasing Safe and Accessible Transportation Options	TPF - (\$516,909)
5.13 2.5 Percent Set-Aside for Increasing Safe and Accessible Transportation Options	TPF - \$516,909
5.03 Advancing Regional Safety in the Dallas-Fort Worth Region	FHWA - (\$4,000,000) RTR - (\$1,000,000)
5.07 Advancing Regional Safety in the Dallas-Fort Worth Region	FHWA - \$4,000,000 RTR - \$1,000,000

Transportation Programming Increase from Transportation Planning Funds

UPWP Project	Additional UPWP Funding
Computer and Audio/Video Resources	\$20,000
Understanding Transportation Alternatives for an Aging Population	\$50,000
Total Increase	\$70,000

Total Programming Increases/Decreases in Other Funding Sources

UPWP Project	Funding Source	UPWP Funding Changes
Grant Management and RTC Initiatives	Local - \$600,000	\$600,000
Rider 7 Air Quality Planning Activities	TCEQ - \$488,995	\$488,995
Air Quality Initiatives: Energy Efficiency	CRP - (\$1,408,000) RTR - \$1,408,000	\$0
Regional Energy Management	DOE - \$125,000 Local - \$20,000	\$145,000
Enhancing Mobility within the Southern Dallas Inland Port	FTA - \$2,910,000 RTR - \$780,000 Local - \$180,000	\$3,870,000
Sustainability and Innovative Solutions for Transit	CRP - (\$7,000) RTR - \$7,000	\$0
Vehicle Emissions Inspection and License Plate Project	RTR - \$100,000	\$100,000

Total Programming Increases/Decreases in Other Funding Sources (Cont'd)

UPWP Project	Funding Source	UPWP Funding Changes
Truck Assessment and Goods Movement Program	RTR - \$307,000	\$307,000
Car Care Safety Integration	Local - \$100,000	\$100,000
Regional TRADE Platform and 511DFW	STBG - \$667,000	\$667,000
Blue-Green-Grey Silo Busting Initiatives	Local - \$74,910	\$74,910
Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management	STBG - \$283,800 TWDB - \$283,800	\$567,600
Strategic Corridor Initiatives	RTR - \$150,000	\$150,000
Dallas Opportunity Zone 1: North Oak Cliff Planning and Conceptual Engineering Study	STBG - \$3,000,000	\$3,000,000

Total Programming Increases/Decreases in Other Funding Sources (Cont'd)

UPWP Project	Funding Source	UPWP Funding Changes
South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades	FHWA - \$400,000 CMAQ - \$300,000 RTR - \$100,000 Local - \$500,000	\$1,300,000
Aviation, Aerospace, and Defense Manufacturing Agile Curriculum Program	Local - \$200,000	\$200,000
Total Increase		\$11,570,505

Transportation Planning Funds Two-year Summary

Original FY2024 and FY2025 US FTA 5303	\$ 7,687,168
Additional FY2024 US FTA 5303	\$ <u>83,523</u>
New FY2024 and FY2025 US FTA 5303	\$ 7,770,691
FY2024 and FY2025 US FHWA Estimated PL	\$20,052,092
Additional FY2024 US FHWA PL	\$ <u>165,723</u>
New FY2024 and FY2025 US FHWA PL	\$20,217,815
Original FY2023 US FHWA Estimated PL Carryover	\$ 5,524,849
Total Transportation Planning Funds	\$33,513,355
Prior Anticipated Expenditures	\$30,053,000
Additional Funds Programmed for FY2025	\$ <u>70,000</u>
Anticipated Expenditures	\$30,123,000
PL Balance to Carry Over to FY2026	\$ 3,390,355

Modification Schedule

June 10	Initiation of Public Outreach
June 28	Action by Surface Transportation Technical Committee
July 11	Action by Regional Transportation Council
July 25	Action by NCTCOG Executive Board
July 26	Submittal of Modifications to Texas Department of Transportation

Requested RTC Action

Approval:

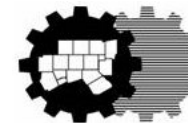
- **Proposed UPWP modifications outlined in Electronic Item 3.2.1**
- **Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications**

Unified Planning Work Program Contact Information

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

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

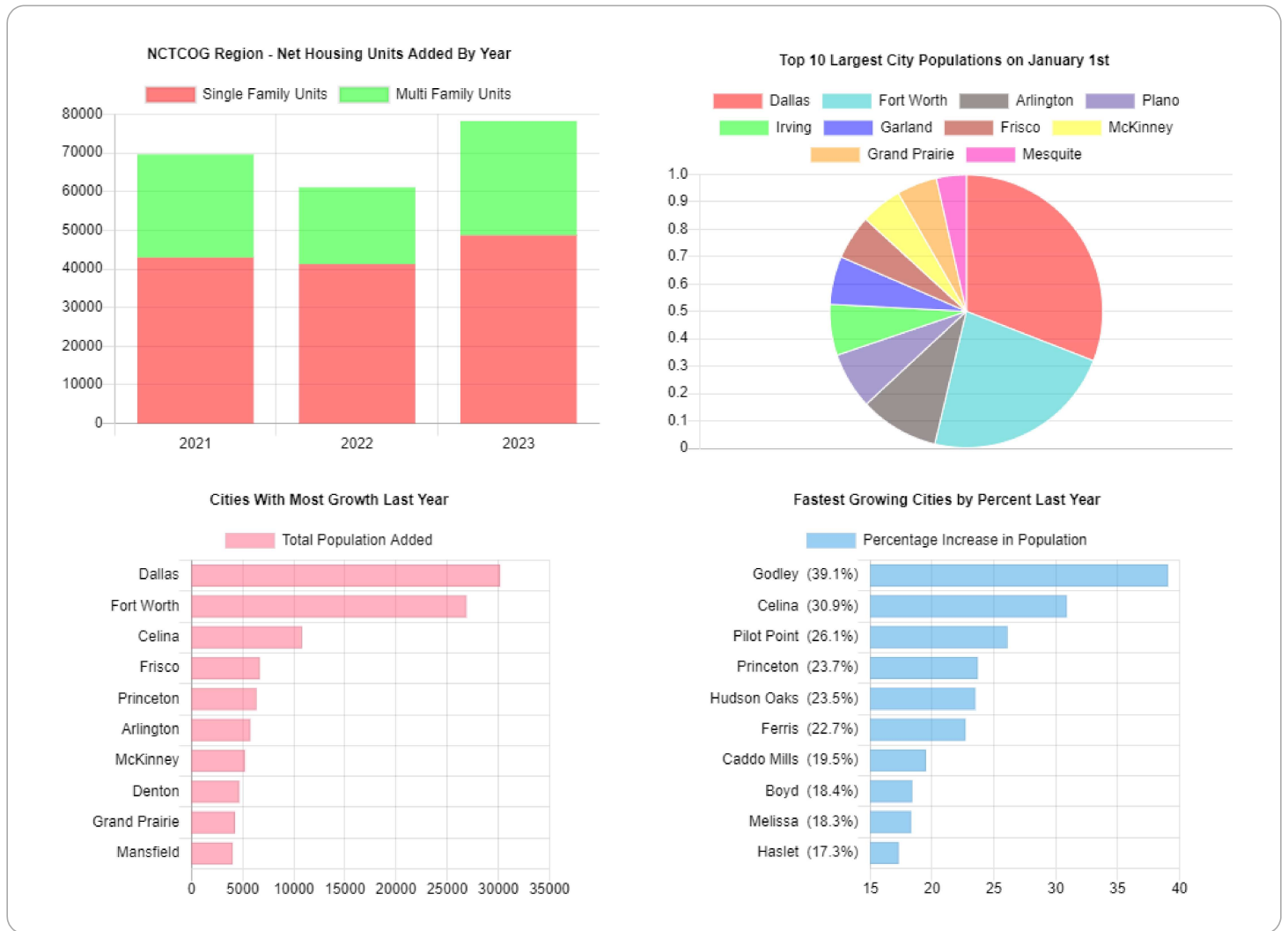


Summary

The estimated January 1, 2024, population for the NCTCOG region is 8,481,512. Last year the region added just under 200,000 people, nearly 40,000 more residents than were added in 2022. Dallas (30,201) added more population than any other city followed by Fort Worth with just under 27,000. Celina (10,826), Frisco (6,696), and Princeton (6,374) round out the top 5 growth cities. Fort Worth surpassed 1,000,000 in population last year. Collin County added more than 53,000 new residents while Dallas County added almost 42,000 and Tarrant County added over 35,000 new people. Since 2020, the NCTCOG region has grown by 650,000 new residents.

Cities with populations of 1,000 or more are reported individually in this report.

Highlights



2024 City Population Estimates

Name	2020 Census Population April 1	2023 Estimate January 1	2024 Estimate January 1	2023 - 2024 Absolute Change	2023 - 2024 Percent Change
Addison	16,661	17,721	17,835	114	0.6%
Aledo	4,858	5,083	5,202	119	2.3%
Allen	104,627	105,900	106,009	109	0.1%
Alvarado	4,739	5,646	6,265	619	11%
Alvord	1,351	1,364	1,375	11	0.8%
Anna	16,896	23,960	27,823	3,863	16.1%
Annetta	3,041	3,060	3,070	10	0.3%
Argyle	4,403	5,747	6,470	723	12.6%
Arlington	394,324	405,420	411,167	5,747	1.4%
Aubrey	5,006	8,550	9,187	637	7.5%
Aurora	1,390	1,399	1,417	18	1.3%
Azle	13,369	14,298	14,847	549	3.8%
Balch Springs	27,685	27,755	27,923	168	0.6%
Bartonville	1,725	1,777	1,788	11	0.6%
Bedford	49,928	49,923	49,941	18	0%
Benbrook	24,520	25,319	25,441	122	0.5%
Blue Mound	2,393	2,396	2,396	0	0%
Blue Ridge	1,180	1,212	1,228	16	1.3%
Boyd	1,416	1,467	1,737	270	18.4%
Bridgeport	5,923	5,943	6,000	57	1%
Burleson	47,641	51,715	53,504	1,789	3.5%
Caddo Mills	1,495	3,923	4,688	765	19.5%
Carrollton	133,434	135,801	136,479	678	0.5%
Cedar Hill	49,148	50,312	50,904	592	1.2%
Celina	16,739	35,028	45,854	10,826	30.9%
Cleburne	31,352	34,075	34,396	321	0.9%
Cockrell Hill	3,815	3,826	3,837	11	0.3%
Colleyville	26,057	26,639	26,639	0	0%
Combine	2,245	2,324	2,374	50	2.2%
Commerce	9,090	9,184	9,266	82	0.9%
Coppell	42,983	43,190	43,193	3	0%
Copper Canyon	1,731	1,835	2,037	202	11%
Corinth	22,634	23,213	23,815	602	2.6%
Corsicana	25,109	25,885	26,114	229	0.9%
Crandall	3,860	4,226	4,345	119	2.8%
Cresson	1,349	1,364	1,388	24	1.8%
Cross Roads	1,744	1,975	1,997	22	1.1%
Crowley	18,070	19,439	19,935	496	2.6%
Dallas	1,304,238	1,326,278	1,356,479	30,201	2.3%
Dalworthington Gardens	2,293	2,296	2,285	-11	-0.5%
Decatur	6,538	7,001	7,102	101	1.4%
DeCordova	3,007	3,011	3,025	14	0.5%
Denton	139,869	149,509	154,189	4,680	3.1%
DeSoto	56,145	57,674	57,999	325	0.6%
Double Oak	3,054	3,081	3,096	15	0.5%

2024 City Population Estimates

Name	2020 Census Population April 1	2023 Estimate January 1	2024 Estimate January 1	2023 - 2024 Absolute Change	2023 - 2024 Percent Change
Dublin	3,359	3,388	3,397	9	0.3%
Duncanville	40,706	40,733	40,779	46	0.1%
Edgediff Village	3,788	3,992	3,992	0	0%
Ennis	20,159	22,691	23,538	847	3.7%
Eules	61,032	61,544	61,555	11	0%
Everman	6,154	6,174	6,279	105	1.7%
Fairview	10,372	10,952	11,006	54	0.5%
Farmers Branch	35,991	38,615	39,070	455	1.2%
Farmersville	3,612	4,288	4,976	688	16%
Fate	17,958	24,786	27,366	2,580	10.4%
Ferris	2,788	3,069	3,766	697	22.7%
Flower Mound	75,956	79,929	80,707	778	1%
Forest Hill	13,955	14,289	14,468	179	1.3%
Forney	23,455	29,459	29,692	233	0.8%
Fort Worth	918,915	974,846	1,001,741	26,895	2.8%
Frisco	200,509	225,072	231,768	6,696	3%
Garland	246,159	248,822	250,099	1,277	0.5%
Glenn Heights	15,819	18,718	19,532	814	4.3%
Glen Rose	2,659	2,713	2,791	78	2.9%
Godley	1,450	1,979	2,752	773	39.1%
Granbury	10,958	11,468	11,468	0	0%
Grand Prairie	196,042	204,973	209,231	4,258	2.1%
Grandview	1,879	1,891	1,940	49	2.6%
Grapevine	50,631	52,283	52,283	0	0%
Greenville	28,164	31,546	32,642	1,096	3.5%
Hackberry	2,973	2,979	2,979	0	0%
Haltom City	46,073	46,382	46,505	123	0.3%
Haslet	1,952	3,579	4,197	618	17.3%
Heath	9,769	10,363	10,385	22	0.2%
Hickory Creek	4,718	5,627	5,995	368	6.5%
Highland Park	8,864	8,769	8,759	-10	-0.1%
Highland Village	15,899	16,087	16,150	63	0.4%
Hudson Oaks	2,174	2,820	3,482	662	23.5%
Hurst	40,413	40,452	40,454	2	0%
Hutchins	5,607	5,902	6,321	419	7.1%
Irving	256,684	263,720	264,546	826	0.3%
Italy	1,926	2,006	2,083	77	3.8%
Josephine	2,119	2,516	2,671	155	6.2%
Joshua	7,891	8,587	8,905	318	3.7%
Justin	4,409	6,456	6,658	202	3.1%
Kaufman	6,797	7,201	7,438	237	3.3%
Keene	6,387	6,727	6,784	57	0.8%
Keller	45,776	46,308	47,476	1,168	2.5%
Kemp	1,129	1,140	1,159	19	1.7%
Kennedale	8,517	8,531	8,588	57	0.7%

2024 City Population Estimates

Name	2020 Census Population April 1	2023 Estimate January 1	2024 Estimate January 1	2023 - 2024 Absolute Change	2023 - 2024 Percent Change
Kerens	1,505	1,523	1,518	-5	-0.3%
Krugerville	1,766	1,975	1,978	3	0.2%
Krum	5,483	6,109	6,571	462	7.6%
Lake Dallas	7,708	7,831	7,845	14	0.2%
Lakeside	1,649	1,659	1,671	12	0.7%
Lake Worth	4,711	4,720	5,378	658	13.9%
Lancaster	41,275	41,685	42,183	498	1.2%
Lavon	4,469	7,198	8,154	956	13.3%
Lewisville	111,822	134,242	137,315	3,073	2.3%
Little Elm	46,453	54,856	58,169	3,313	6%
Lowry Crossing	1,689	1,697	1,697	0	0%
Lucas	7,612	8,074	8,270	196	2.4%
Mabank	4,050	4,720	4,899	179	3.8%
McKinney	195,308	209,626	214,871	5,245	2.5%
McLendon-Chisholm	3,562	3,886	4,040	154	4%
Mansfield	72,602	82,285	86,323	4,038	4.9%
Melissa	13,901	20,359	24,087	3,728	18.3%
Mesquite	150,108	154,043	155,382	1,339	0.9%
Midlothian	35,125	39,285	41,083	1,798	4.6%
Mineral Wells	14,820	15,344	15,564	220	1.4%
Murphy	21,013	21,204	21,193	-11	-0.1%
Nevada	1,314	1,486	1,486	0	0%
Newark	1,096	1,126	1,139	13	1.2%
New Fairview	1,386	2,119	2,171	52	2.5%
Northlake	5,201	10,430	11,811	1,381	13.2%
North Richland Hills	69,917	72,587	73,602	1,015	1.4%
Oak Leaf	1,552	1,642	1,642	0	0%
Oak Point	4,357	5,492	6,019	527	9.6%
Ovilla	4,304	4,580	4,532	-48	-1%
Palmer	2,393	2,582	2,630	48	1.9%
Pantego	2,568	2,566	2,566	0	0%
Parker	5,462	5,907	6,128	221	3.7%
Pelican Bay	2,049	2,469	2,469	0	0%
Pilot Point	4,381	5,218	6,578	1,360	26.1%
Plano	285,494	292,066	294,152	2,086	0.7%
Ponder	2,442	2,711	2,851	140	5.2%
Princeton	17,027	26,914	33,288	6,374	23.7%
Prosper	30,174	38,840	42,598	3,758	9.7%
Providence Village	7,691	9,298	10,358	1,060	11.4%
Quinlan	1,414	1,459	1,469	10	0.7%
Red Oak	14,222	16,988	18,577	1,589	9.4%
Reno	2,878	3,335	3,443	108	3.2%
Rhome	1,630	1,680	1,680	0	0%
Rice	1,203	1,288	1,298	10	0.8%
Richardson	119,469	122,615	122,678	63	0.1%

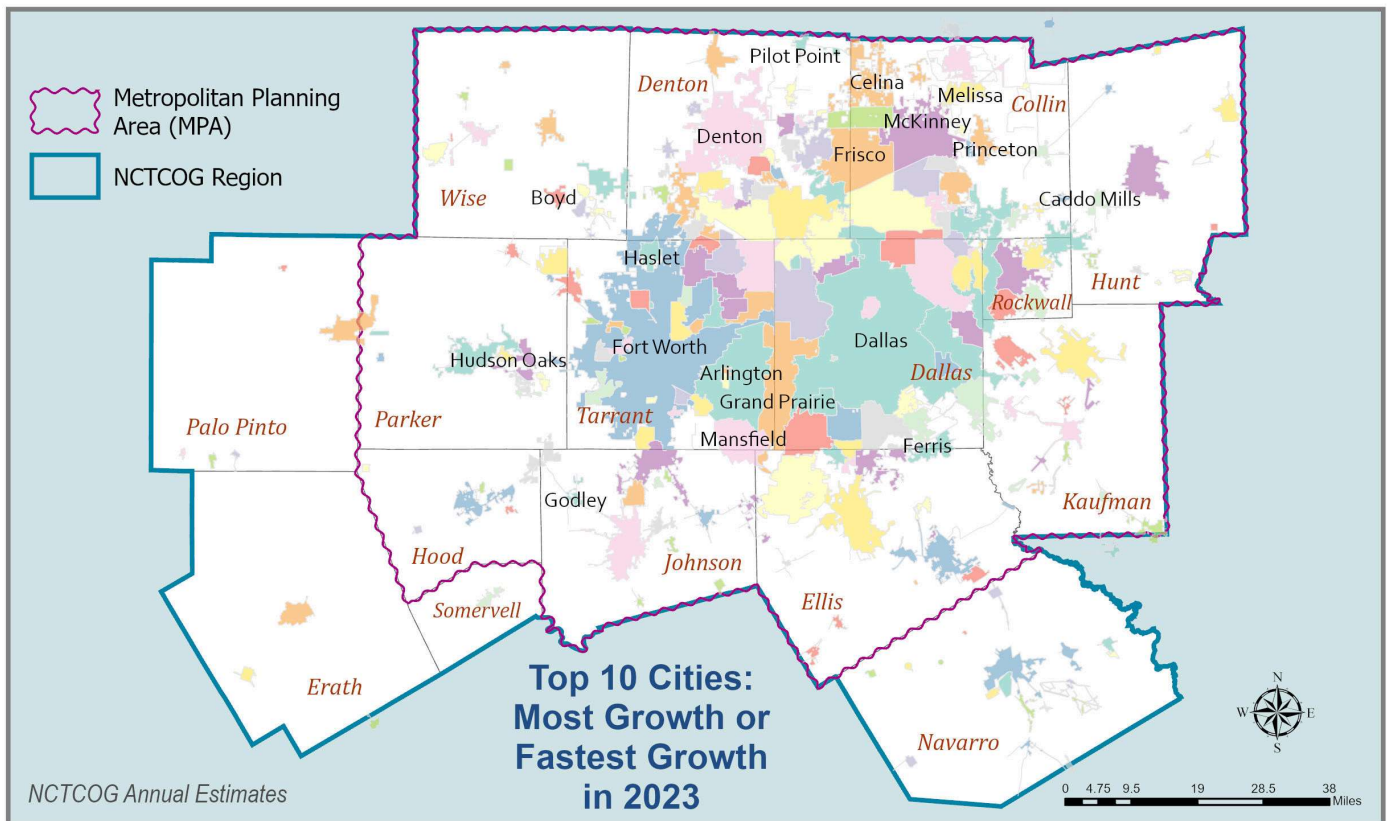
2024 City Population Estimates

Name	2020 Census Population April 1	2023 Estimate January 1	2024 Estimate January 1	2023 - 2024 Absolute Change	2023 - 2024 Percent Change
Richland Hills	8,621	8,627	8,678	51	0.6%
Rio Vista	1,008	1,017	1,040	23	2.3%
River Oaks	7,646	7,646	7,654	8	0.1%
Roanoke	9,665	9,858	10,127	269	2.7%
Rockwall	47,251	51,054	52,882	1,828	3.6%
Rowlett	62,535	66,212	66,711	499	0.8%
Royse City	13,508	19,984	22,546	2,562	12.8%
Runaway Bay	1,546	1,763	1,887	124	7%
Sachse	27,103	29,314	30,483	1,169	4%
Saginaw	23,890	24,974	25,223	249	1%
Sanger	8,839	9,650	10,071	421	4.4%
Sansom Park	5,454	5,496	5,496	0	0%
Seagoville	18,446	19,980	20,156	176	0.9%
Shady Shores	2,764	2,856	2,928	72	2.5%
Southlake	31,265	31,975	32,195	220	0.7%
Springtown	3,064	3,781	4,070	289	7.6%
Stephenville	20,897	21,078	21,254	176	0.8%
Sunnyvale	7,893	9,092	9,398	306	3.4%
Talty	2,500	2,564	2,568	4	0.2%
Terrell	17,465	17,825	18,432	607	3.4%
The Colony	44,534	46,380	46,787	407	0.9%
Trophy Club	13,688	14,401	14,401	0	0%
University Park	25,278	25,523	25,544	21	0.1%
Venus	4,361	6,072	7,006	934	15.4%
Watauga	23,650	23,653	23,775	122	0.5%
Waxahachie	41,140	47,100	49,224	2,124	4.5%
Weatherford	30,854	32,209	32,411	202	0.6%
Westlake	1,623	1,922	2,006	84	4.4%
West Tawakoni	1,895	1,931	2,011	80	4.1%
Westworth Village	2,585	2,605	2,605	0	0%
White Settlement	18,269	18,473	18,522	49	0.3%
Willow Park	4,936	5,471	5,599	128	2.3%
Wilmer	4,974	7,108	7,134	26	0.4%
Wolfe City	1,399	1,398	1,398	0	0%
Wylie	57,526	60,923	62,171	1,248	2%

2024 County Population Estimates

Name	2020 Census Population April 1	2023 Estimate January 1	2024 Estimate January 1	2023 - 2024 Absolute Change	2023 - 2024 Percent Change
Collin	1,064,465	1,175,974	1,229,632	53,658	4.6%
Dallas	2,613,539	2,675,009	2,716,721	41,712	1.6%
Denton	906,422	1,006,492	1,036,720	30,228	3%
Ellis	192,455	218,201	228,511	10,310	4.7%
Erath	42,545	43,287	43,471	184	0.4%
Hood	61,598	62,511	62,543	32	0.1%
Hunt	99,956	109,127	111,785	2,658	2.4%
Johnson	179,927	201,427	210,104	8,677	4.3%
Kaufman	145,310	158,672	161,562	2,890	1.8%
Navarro	52,624	55,639	55,873	234	0.4%
Palo Pinto	28,409	29,277	29,497	220	0.8%
Parker	148,222	155,607	158,328	2,721	1.7%
Rockwall	107,819	124,734	131,172	6,438	5.2%
Somervell	9,205	9,899	10,246	347	3.5%
Tarrant	2,110,640	2,188,951	2,224,584	35,633	1.6%
Wise	68,632	70,159	70,763	604	0.9%

NCTCOG Region



2024 Detailed Estimates for Multi-County Cities

Name	Total Population	Collin	Dallas	Denton	Ellis	Erath	Hood	Hunt	Johnson	Kaufman	Navarro	Palo Pinto	Parker	Rockwall	Somervell	Tarrant	Wise	Other
Azle	14,847	0	0	0	0	0	0	0	0	0	0	0	3,466	0	0	11,381	0	0
Burleson	53,504	0	0	0	0	0	0	0	44,318	0	0	0	0	0	0	9,187	0	0
Carrollton	136,479	764	52,173	83,543	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cedar Hill	50,904	0	50,188	0	716	0	0	0	0	0	0	0	0	0	0	0	0	0
Celina	45,854	39,875	0	5,979	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Combine	2,374	0	906	0	0	0	0	0	0	1,468	0	0	0	0	0	0	0	0
Coppell	43,193	0	42,110	1,082	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cresson	1,388	0	0	0	0	0	747	0	117	0	0	0	523	0	0	0	0	0
Crowley	19,935	0	0	0	0	0	0	0	32	0	0	0	0	0	0	19,903	0	0
Dallas	1,356,479	51,973	1,275,955	28,542	0	0	0	0	0	5	0	0	0	4	0	0	0	0
Ferris	3,766	0	1	3,765	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Flower Mound	80,707	0	0	78,941	0	0	0	0	0	0	0	0	0	0	0	1,765	0	0
Fort Worth	1,001,741	0	0	28,144	0	0	0	0	0	0	0	0	4,917	0	0	968,652	28	0
Frisco	231,768	141,494	0	90,274	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Garland	250,099	162	249,935	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Glenn Heights	19,532	0	11,615	7,917	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Prairie	209,231	0	133,334	2,156	0	0	0	0	0	0	0	0	0	0	0	73,741	0	0
Grapevine	52,283	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52,283	0	0
Haslet	4,197	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,197	0	0
Heath	10,385	0	0	0	0	0	0	0	0	259	0	0	10,126	0	0	0	0	0
Josephine	2,671	2,641	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0
Lewisville	137,315	0	1,309	136,006	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mabank	4,899	0	0	0	0	0	0	0	0	3,568	0	0	0	0	0	0	0	1,330
McLendon-Chisholm	4,040	0	0	0	0	0	0	0	0	0	0	0	4,040	0	0	0	0	0
Mansfield	86,323	0	0	1,036	0	0	0	11,843	0	0	0	0	0	0	0	73,444	0	0
Mesquite	155,382	0	155,219	0	0	0	0	0	0	163	0	0	0	0	0	0	0	0
Mineral Wells	15,564	0	0	0	0	0	0	0	0	0	15,390	174	0	0	0	0	0	0
Newark	1,139	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,139	0	0
New Fairview	2,171	0	0	155	0	0	0	0	0	0	0	0	0	0	0	2,016	0	0
Ovilla	4,532	0	302	4,230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pilot Point	6,578	0	0	6,017	0	0	0	0	0	0	0	0	0	0	0	0	0	561
Plano	294,152	288,468	0	5,684	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Prosper	42,598	30,770	0	11,829	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reno	3,443	0	0	0	0	0	0	0	0	0	0	0	3,424	0	0	19	0	0
Richardson	122,678	42,905	79,773	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Roanoke	10,127	0	0	10,127	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rowlett	66,711	0	59,199	0	0	0	0	0	0	0	0	0	0	7,512	0	0	0	0
Royse City	22,546	2,914	0	0	0	0	0	4,388	0	0	0	0	15,244	0	0	0	0	0
Sachse	30,483	10,534	19,949	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sanger	10,071	0	0	10,071	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seagoville	20,156	0	20,131	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0
Southlake	32,195	0	0	786	0	0	0	0	0	0	0	0	0	0	0	31,409	0	0
Springtown	4,070	0	0	0	0	0	0	0	0	0	0	0	4,070	0	0	0	0	0
Trophy Club	14,401	0	0	13,712	0	0	0	0	0	0	0	0	0	0	0	688	0	0
Venus	7,006	0	0	0	846	0	0	0	6,160	0	0	0	0	0	0	0	0	0
Westlake	2,006	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2,003	0	0
Wylie	62,171	58,833	1,850	0	0	0	0	0	0	0	0	0	0	1,488	0	0	0	0

Although split city boundaries cross county lines, some split cities may have population in only one county.

2024 Regional & MPA Population

Region	2020 Census Population April 1	2023 Estimate January 1	2024 Estimate January 1	2023 - 2024 Absolute Change	2023 - 2024 Percent Change
16 County NCTCOG Region	7,831,768	8,284,966	8,481,512	196,546	2%
12 County MPA	7,698,985	8,146,864	8,342,425	195,561	2%

2024 Population Estimates Methodology

NCTCOG uses the housing unit method for estimating current year population:

Estimated household population = estimated units * estimated occupancy rate * estimated persons per occupied unit

The calculation is performed for each unit type (single family, multi-family, other). The results are summed along with an estimate of group quarters population to arrive at a total population estimate. Every year, cities are asked to provide information about changes in housing stock and population in group quarters housing. Cities are also given the opportunity to review figures prior to release. Pelican Bay and Wolfe City did not participate in the survey. The 2023 population estimates for some cities have been revised. The estimates included herein supersede any prior estimates.

Unincorporated data were not available for the following counties: Erath, Hood, Hunt, Navarro, Palo Pinto, Parker, Somervell, Tarrant, Wise.

Various totals and percentages provided throughout this report are calculated on rounded figures and therefore might not match precise sums and percentages calculated on unrounded figures.

NCTCOG Population Estimates and other data can be found on the Regional Data Center: <https://data-nctcogis.opendata.arcgis.com/>.

Disclaimer: There are a variety of ways to estimate population for a given area. The North Central Texas Council of Governments has selected a method that accommodates the varying level of data available for local communities while focusing on consistency. These estimates were developed for regional planning activities and have not been evaluated for other uses. They are provided as an informational item and are likely to differ from estimates produced by others, including the cities and counties listed herein. The North Central Texas Council of Governments makes no warranty, express or implied, including warranties of merchantability and fitness for a particular purpose. Responsibility for the use of these data lies solely with the user.

Research and Information Services

NCTCOG's Research and Information Services (RIS) Department provides objective, consistent, and timely information and analysis on development in the region for use in regional and local planning and economic development activities. The substantive focus is on population, employment, and other socio-economic factors; commercial and residential development; and land use. The department also provides support to a regional Geographic Information System (GIS) and NCTCOG's internal computer network. To learn more about regional data initiatives within RIS, visit: <https://www.nctcog.org/regional-data>.

North Central Texas Council of Governments

The North Central Texas Council of Governments (NCTCOG) is a voluntary association of, by, and for local governments, and was established 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. To learn more about NCTCOG, please visit <https://www.nctcog.org/>.

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North Central
Texas COG
PO Box 5888
Arlington, TX
76005
www.nctcog.org

240876

COUNCIL CHAMBER

June 12, 2024

WHEREAS, in February 2021, the city began development of a master plan for expansion of the Kay Bailey Hutchison Convention Center; and

WHEREAS, on November 8, 2022, Dallas voters approved a new two percent hotel occupancy tax to fund expansion of the Kay Bailey Hutchison Convention Center and improvement of certain facilities within Fair Park; and

WHEREAS, planned improvements at Fair Park following the November 8, 2022 election include renovations to Cotton Bowl Stadium and Fair Park Music Hall; and

WHEREAS, the city is currently examining expansion of the city's streetcar system including a connection to the M-Line Trolley and future connections to Fair Park, the Dallas Zoo, Deep Ellum, Trinity Groves, and Lower Greenville; and

WHEREAS, on April 10, 2024, City Council adopted a historic and cultural preservation plan to broaden the role of the city's historical and cultural preservation efforts beyond the historic preservation program within the Department of Planning and Urban Design;

WHEREAS, on March 6, 2024, City Council was briefed on major downtown transportation initiatives including the Eddie Bernice Johnson Union Station, high-speed rail, and expansion of the streetcar system; and

WHEREAS, City Council requested an economic impact study on the impacts of the Dallas to Fort Worth high speed rail alignment following the March 6, 2024 briefing; and

WHEREAS, for purposes of this resolution, the Central Business District is the area defined by Section 28-114.11 of the Dallas City Code.

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That, at this time, except for streetcar expansion projects currently under consideration, City Council does not support construction of new aboveground passenger rail lines through the Central Business District, Uptown, and Victory Park areas.

SECTION 2. That many large projects are underway in the city and, except for streetcar expansion projects currently under consideration, City Council is prioritizing redevelopment of the Kay Bailey Hutchison Convention Center and the needs of Fair Park and other historically significant parks and residential neighborhoods ahead of construction of new aboveground passenger rail lines through the Central Business District, Uptown, and Victory Park areas.

SECTION 3. That City Council commits to revisit the proposed Dallas to Fort Worth high speed rail discussion after it receives and considers the economic impact study requested by City Council at the March 6, 2024 City Council briefing.

SECTION 4. That this resolution shall take effect immediately from and after its passage in accordance with the Charter of the City of Dallas, and it is accordingly so resolved.

APPROVED BY
CITY COUNCIL

JUN 12 2024

CITY SECRETARY

07/2024

North Texas Center for Mobility Technologies

Sponsored Research Project Funding Report

Intelligent Power Management Strategy for Electric Vehicle Grid Integration in Localized Communities

Background

Project Overview

This project is to develop a “how to” guide or comprehensive EV grid integration strategies for localized grid networks to effectively optimize power distribution, improve grid resilience, and enhance network capability.

Technical Approach

Task/ Milestone	Period	Deliverables
Network data analysis and regularity study on EV grid integration planning	Week 1 -12	<ul style="list-style-type: none"> • Regulation Report • Standard Summary • Execution Plan • Sponsor monthly update meetings
Research and design a scale and acquire hardware and model for the EV grid integration evaluation platform	Week 13 – 20	<ul style="list-style-type: none"> • Hardware Design and Implementation Plan • Sponsor monthly update meetings
Develop a physical system-level EV grid integration evaluation platform	Week 21 – 44	<ul style="list-style-type: none"> • Assembled and Verified EV Grid Integration Platform • Sponsor monthly update meetings
Identify the possible four-quadrant grid-supporting capability of EVs	Week 45 – 60	<ul style="list-style-type: none"> • Potential Electric Vehicles Ancillary Service Report • Sponsor monthly update meetings
Create an effective EV grid integration strategy for localized networks	Week 61 – 80	<ul style="list-style-type: none"> • Tested and Simulated EV Grid Integration Strategy • Sponsor monthly update meetings
Study and research identify potential EV grid integration plans in localized networks	Week 81 - 96	<ul style="list-style-type: none"> • City Planning Report • Sponsor monthly update meetings

07/2024

Impacts of the Research

The deliverables of this project will increase this region's aptitude for planning EV charging grid resilience. By implementing an evaluation platform that measures the EV grid integration, this research will provide city planners with a comprehensive strategy to replicate efforts in their respective localities. The impacts of this cohesive strategy means North Texas will have legacy infrastructure that supports the growth of innovative fuel alternatives through access of necessary infrastructure.

Research sponsored by: Naser Abusaad, Barlett and West

University leads: Dr. King Man Siu (UNT); Dr. Hassan Qandil (UNT)

Project budget: \$336,000

NCTCOG Contribution: \$84,000

Please feel free to contact [Lori Clark](#) if you have any questions.

North Texas Center for Mobility Technologies
Project Tracker

	Description	Funding	Action	Status	NCTCOG Staff Lead	RTC Commitment (\$2.5M) for NTCMT; Remaining Funds
T2021-01 TRN6796	Airspace Hazard Identification and Alerting Service (AHAS) for Advanced Air Mobility - UNT	Project Budget - \$400,000 NCTCOG - \$100,000	Aug STTC/Sep RTC 2021	Completed	N/A	\$2,400,000
T2021-02	Automotive Millimeter Wave Radar Sensor-Enabled Safety Enhancement Technologies for Cyclists - UNT	Project Budget - \$200,000; NCTCOG - \$50,000	Aug STTC/Sep RTC 2021	Cancelled	N/A	\$2,400,000
T2022-02 TRN6958	Research and Development of Edge-Centric Hosted 5G Infrastructure Test Platform	Project Budget - \$500,000 NCTCOG - \$125,000	August STTC/ September RTC 2022	~\$80,000 expended	Connor Sadro Transportation Planner III Transportation Department Office: (817) 608-2395 Email: csadro@nctcog.org	\$2,275,000
T2022-01 TRN6797	Development, Implementation, and Evaluation of Digital Transformation in Parking and Transportation Services: UTA Case Study	Project Budget - \$487,000; NCTCOG - \$120,000	Aug STTC/Sep RTC 2022	~\$72,000 expended	Travis Liska Principal Transportation Planner Transportation Department Office: (817) 704-2512 Email: TLiska@nctcog.org	\$2,155,000
T2023-01 TRN7342	Advanced Air Mobility / Urban Mobility System Within the Dallas-Fort Worth Metroplex (NTXAAMPP) – UNT	Project Budget - \$1,320,000; NCTCOG - \$330,000	October STTC / November RTC 2023	No invoices yet. Amendment #1 pending.	Ernest Huffman Program Manager Transportation Department Office: (817) 704-5612 Email: EHuffman@nctcog.org	\$1,825,000
NEW	Intelligent Power Management Strategy for EV Grid Integration in Localized Communities	Project Budget - \$336,000; NCTCOG - \$84,000	June STTC / July RTC 2024		Lori Clark Senior Program Manager Transportation Department Office: (817) 695-9232 Email: lclark@nctcog.org	\$1,741,000
Project Budget Total		\$3,043,000				

From: Michael Morris <MMorris@nctcog.org>

Sent: Friday, June 28, 2024 3:51 PM

To: tmaples@hptx.org; bhaney@cockrell-hill.tx.us; Tolbert, Kimberly <k.bizortolbert@dallas.gov>; Mark Israelson <Marki@plano.gov>; dhall@rowlett.com; chillman@cityofirving.org; don.magner@cor.gov; keith.moore@glennheightstx.gov; jrex@garlandtx.gov; erin.rinehart@cityofcarrollton.com; benjamin.williamson@farmersbranchtx.gov; dgaines@addisontx.gov; Robbie Corder <rcorder@uptexas.org>

Cc: nlee@dart.org; gary.slagel@capitalsoft.com; Paul Cristina <pcristina@dcta.net>; TJ Gilmore <tgilmore@cityoflewisville.com>; Richard Andreski <richard.andreski@ridetm.org>; Jeff Davis <jeffdavis@republictitle.com>; April Leger <ALeger@nctcog.org>; Mike Eastland <MEastland@nctcog.org>; Ken Kirkpatrick <KKirkpatrick@nctcog.org>

Subject: Needed Focus on Transit 2.0 Collaboration

City Managers within DART Service Area,

Let me attempt to advance my perspective on this process.

First, at the request of several DART cities (letter attached), the Regional Transportation Council funded Transit 2.0 to conduct a review of seven tasks to bring together various interests to create an opportunity for our three transportation authorities to play a stronger role in our future within the region. Therefore, Transit 2.0 was initiated. Below demographic information reinforces this immediate need for this current effort to improve collaboration and not ad hoc action.

Second, the NCTCOG Executive Board selected several very advanced consultant firms to develop a consensus vision working with all of you, transportation authority leadership, and Regional Transportation Council members.

Third, without the process hitting full speed, we see non-financially supported ideas to support transit revenues used to fund pensions and proposed sales tax reductions. Transit 2.0 will answer this question of the City/Transportation Authority Paradox, and without correction, unintended consequences are clearly possible.

Fourth, local cities claim DART isn't listening and I'm sure DART would make the same claim. Communication matters, data and respect is essential.

Fifth, the Executive Board yesterday received the 2023 population estimate, produced by NCTCOG. The region grew by 200,000 additional persons in one year (i.e., an accelerating growth rate). Seven out of the 10 cities with the highest absolute growth were outside transportation authority boundaries. All 10 cities with highest percentage growth were outside transportation authority boundaries. If we do not work together and turn this around, roadway funds will be lost to DART cities as well and as the RTC chases congestion, air quality and safety to the rural reaches of the region. This will reinforce even greater inefficient land use. Teamwork is critical with unintended consequences likely.

Last, the new demographic forecasts are even more alarming with 2050 forecasts ready for city review showing even greater land use inefficiencies. Holding capacities are too low in transportation authority cities, especially around rail stations.

I am respectfully requesting you to help me communicate your issues to the consultants (contacts attached). I firmly believe that mutual respect with anticipated information will result in the partnerships our region is known for creating.

Michael Morris

Michael Morris
Executive Director, Regional Transportation Council
North Central Texas Council of Governments

Re: Regional Transit Study

Regional Transportation Council Board Members:

With the 40th anniversary of Dallas Area Rapid Transit, the cities of Carrollton, Irving, Plano and Dallas believe this is an appropriate time for the region to revisit the strategic goals and desired outcomes of regional transit. Forty years ago, 14 area cities had a vision to develop a regional transit system and the development of the services and systems have been fulfilled to serve the needs and vision from 1983. The same year the Fort Worth area formed the Fort Worth Transportation Authority. In addition to DART, there are other transit agencies including Trinity Metro and DCTA who are also charged with providing transit services to meet the rapid growth of the Dallas/Fort Worth Metroplex. Partnerships between these transit agencies such as the Trinity Railway Express, TEXRail, and A-Train, have demonstrated the importance of system connectivity and regional collaboration that enhances customer experience and drives ridership demand.

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. We believe a comprehensive study is needed to assess the effectiveness of regional transit today and what regional transit should look like for the next 40 years. We request the study be commissioned by the Regional Transportation Council as the region's neutral transportation planner. The study must be conducted by a top tier, globally recognized consulting firm (McKinsey, Bain, Deloitte, etc.), to be completed prior to the next Legislative Session, if possible.

Specifically, we would like to request the study address:

- Needs analysis for service types
- Costs of agencies and potential efficiencies
- Membership categories and options
- Revenue commitments/contributions
- State of Texas ferry allocation
- Fares and revenue recovery philosophies
- Barriers to system growth

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.

Sincerely,

Eric Johnson, Mayor of Dallas



Mattie Parker, Mayor of Fort Worth



John B. Muns, Mayor of Plano



Rick Stopfer, Mayor of Irving



Steve Babick, Mayor of Carrollton



Terry Lynne, Mayor of Farmers Branch



Oscar Trevino, Mayor of North Richland Hills



Blake Margolis, Mayor of Rowlett



Wes Mays, Mayor of Coppell



George Fuller, Mayor of McKinney



Bruce Arfsten, Mayor of Addison



Bob Dubey, Mayor of Richardson



Don Carroll, Dallas Regional Mobility Coalition Chair



Transit 2.0 Consultant Team-Primary Contact List

Led by McKinsey and Company

Task 5: Develop Strategies to Foster Transit Authority Board Partnership and Teamwork

Task 8: Develop Recommendations to Address the Transit Authority/ Member City Paradox

Clifford Chen

Email: clifford_chen@mckinsey.com

Jay Walder

Email: jay_walder@external.mckinsey.com

Led by InfraStrategies

Task 1: Project Management

Task 2: Develop Transit Legislative Program

Task 3: Develop Strategies to Increase Transit Authority Membership

Task 4: Develop Collaborations Between Existing Transit Authorities

Task 6: Develop Strategies for In-Fill Development

Task 7: Review of Fare Collection Strategies to Increase Ridership without Lower Revenues

Tesse Rasmussen

Email: tesse.rasmussen@infrastrategies.com

Erin Barry

Email: Erin.Barry@infrastrategies.com

Uber-like elevated cable cars could be DFW'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.



Autonomous, elevated cable cars could be North Texas' newest attempt at getting traffic congestion under control. (Courtesy of Holmes Solutions)
By [Amber Gaudet](#) 1:59 PM on Jun 27, 2024

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. 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 it would bypass all the existing stops to take riders directly to their designated one. Since it's elevated, it also bypasses, rather than competing with, road traffic. While each potential site has unique needs, Whoosh is a good fit for mid-density areas like the edges of 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 of 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 technology 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 DFW's transportation challenges. While cost depends on the specifications of each system, the buildout of a Whoosh system should take around \$30 \$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 on 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.

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



[Amber Gaudet](#). Amber is a staff writer for The Dallas Morning News. She's produced award-winning business and investigative work, including a housing series that led to a federal inquiry and Texas state law change in 2023. Amber holds a master's degree from the University of North Texas' Mayborn School of Journalism.

amber.gaudet@dallasnews.com [@amb_balam](#) [amber-gaudet-28328a8a](#)

the Captain of the Port or designated representative. Designated representatives include commissioned, warrant, and petty officers of the U.S. Coast Guard.

Dated: June 4, 2024.

Keith M. Donohue,

CAPT, U.S. Coast Guard, Captain of the Port, Sector Houston-Galveston.

[FR Doc. 2024-13411 Filed 6-18-24; 8:45 am]

BILLING CODE 9110-04-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 81

[EPA-R06-OAR-2023-0536; FRL-11640-02-R6]

Clean Air Act Reclassification of the San Antonio, Dallas-Fort Worth, and Houston-Galveston-Brazoria Ozone Nonattainment Areas; TX

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: Pursuant to the Federal Clean Air Act (CAA), the Environmental Protection Agency (EPA) is granting a request from the Governor of the State of Texas to voluntarily reclassify the San Antonio, Dallas-Fort Worth (DFW), and Houston-Galveston-Brazoria (HGB) ozone nonattainment areas from Moderate to Serious for the 2015 ozone National Ambient Air Quality Standards (NAAQS). The EPA is also setting the date for the Texas Commission on Environmental Quality (TCEQ or State) to submit revised State Implementation Plans (SIPs) addressing the Serious ozone nonattainment area requirements and for the first transportation control demonstrations for these areas. The EPA is also setting the deadlines for implementation of new rules addressing Reasonably Available Control Technology (RACT) and for any new or revised Enhanced vehicle Inspection and Maintenance (I/M) programs. Finally, the TCEQ is no longer required to submit SIP revisions addressing the following requirements related to the prior classification level for these three ozone nonattainment areas: a demonstration of attainment by the prior attainment date; a Reasonably Available Control Measures (RACM) analysis tied to the prior attainment date; and contingency measures specifically related to the area's failure to attain by the prior attainment date.

DATES: This rule is effective on July 22, 2024.

ADDRESSES: The EPA has established a docket for this action under Docket ID EPA-R06-OAR-2023-0536. All documents in the docket are listed on the <https://www.regulations.gov> website. Although listed in the index, some information is not publicly available, e.g., Confidential Business Information or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet. Publicly available docket materials are available electronically through <https://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT: Ms. Carrie Paige, EPA Region 6 Office, Infrastructure and Ozone Section, 214-665-6521, paige.carrie@epa.gov. Please call or email the contact listed here if you need alternative access to material indexed but not provided in the docket.

SUPPLEMENTARY INFORMATION: Throughout this document “we,” “us,” and “our” means the EPA.

I. Background

The background for this action is discussed in detail in our January 26, 2024, proposal (89 FR 5145).¹ In that document, we proposed to grant a request submitted by Texas Governor Greg Abbott to reclassify the San Antonio, DFW, and HGB ozone nonattainment areas from Moderate to Serious for the 2015 ozone NAAQS. We also proposed a deadline for the TCEQ to submit revisions to the SIP addressing the Serious area requirements for these areas. The SIP requirements that apply specifically to Serious areas include: Enhanced monitoring (CAA section 182(c)(1)); Emissions inventory and emissions statement rule (40 CFR 51.1300(p) and 40 CFR 51.1315); Reasonable Further Progress (RFP) (40 CFR 51.1310); Attainment demonstration and RACM (40 CFR 51.1308 and 40 CFR 51.1312(c)); RACT (40 CFR 51.1312); Nonattainment New Source Review (NSR) (40 CFR 51.1314 and 40 CFR 51.165); Enhanced I/M (CAA section 182(c)(3) and 40 CFR 51 Subpart S); Clean-fuel vehicle programs (CAA section 182(c)(4));² and Contingency

¹ Henceforth we refer to this proposal as the “January 2024 proposal.” The January 2024 proposal and related documents (e.g., the Texas Governor’s request and our Environmental Justice Considerations) are provided in the docket for this action.

² In June 2022, the EPA released new guidance that provides several options for states to either continue to rely upon their existing Clean Fuel Fleets Program, to add new components to these programs, or to rely on recent EPA regulations to satisfy the Clean Fuel Fleets requirement. This new guidance reaffirms and supplements the 1998 guidance with new compliance options. This

measures (CAA sections 172(c)(9) and 182(c)(9)). In addition, a demonstration evaluating the need for a transportation control measure program (CAA section 182(c)(5)) is also required. We also proposed and took comment on a range of deadlines for the TCEQ to submit revisions to the SIP addressing the Serious area requirements, from 12 to 18 months from the effective date of the EPA’s final rule reclassifying the San Antonio, DFW, and HGB areas as Serious. We also proposed a deadline for implementation of new RACT rules as expeditiously as practicable but no later than January 1, 2026, and proposed a deadline for any new or revised Enhanced vehicle I/M programs (for areas that do not need I/M emission reductions for attainment or RFP SIP purposes) to be fully implemented as expeditiously as practicable but no later than four years after the effective date of EPA’s final rule reclassifying these areas as Serious. We also proposed a deadline for the first transportation control demonstration to be submitted two years after the attainment demonstration due date.

The January 2024 proposal also outlined EPA’s interpretation that following voluntary reclassification, a state is no longer required to submit certain SIP revisions addressing the following requirements related to the prior classification level for an ozone nonattainment area because they are tied to the prior (i.e., Moderate) attainment date: (1) a demonstration of attainment by the prior attainment date, (2) a RACM analysis tied to the prior attainment date, and (3) contingency measures specifically related to the area’s failure to attain by the prior attainment date. Accordingly, with this final voluntary reclassification of the San Antonio, DFW, and HGB areas as Serious for the 2015 ozone NAAQS, Texas is no longer required to submit these three identified SIP elements as they relate to the Moderate classification level, and EPA’s October 18, 2023, Finding of Failure to Submit is moot as to these specific SIP elements for Texas.³ However, as described in our January 2024 proposal, there remain several Moderate area SIP requirements that continue to be required after these areas are voluntarily reclassified as Serious because they are not dependent upon the Moderate attainment date itself.⁴

guidance is posted at <https://www.epa.gov/state-and-local-transportation/clean-fuel-fleets-program-guidance>.

³ 88 FR 71757 (October 18, 2023). Henceforth referred to as the “October 2023 findings.”

⁴ See 89 FR 5145, 5147.

The comment period for our January 2024 proposal closed on February 26, 2024. We received relevant comments during the comment period from eight sources: CPS Energy; Earthjustice—on behalf of Air Alliance Houston, Texas Environmental Justice Advocacy Services, and Sierra Club; Office of the Harris County Attorney; Texas Chemistry Council; TCEQ; Texas Oil & Gas Association; Texas Pipeline Association; and a member of the public. These comments are available for review in the docket for this rulemaking. Our responses to the comments are provided in Section II of this rulemaking.

II. Response to Comments

A. Reclassification of the Areas as Serious

Comment: Commenters state that the EPA has no discretion to deny the reclassification request and the EPA should have issued a direct final approval granting the reclassification request.

Response: The EPA is granting the request to reclassify the San Antonio, DFW, and HGB nonattainment areas from Moderate to Serious for the 2015 ozone NAAQS, but we disagree that a direct final action is appropriate in this circumstance for several reasons. First, our January 2024 proposal proposed to determine that the EPA's October 2023 findings with respect to the Texas SIP revisions for the demonstration of attainment by the prior attainment date, the RACM analysis tied to the prior attainment date, and contingency measures specifically related to the area's failure to attain by the prior attainment date for the Moderate classification are now moot, and that the associated deadlines triggered by the October 2023 findings for imposition of sanctions or promulgation of a Federal Implementation Plan (FIP) no longer apply with respect to these three elements. Second, our January 2024 proposal requested comments on deadlines proposed for SIP submission and for implementation of certain CAA requirements, which we are required to establish pursuant to CAA section 182(i). Thus, the proposal provides the public an opportunity to review and comment upon the proposed actions and deadlines. Finally, we disagree that a direct final action is a required vehicle to grant the voluntary reclassification request. CAA section 181(b)(3) provides that the EPA "shall publish a notice in the **Federal Register** of any such request and of action by the Administrator granting the request" but does not dictate the form of such **Federal**

Register action. Our action here is consistent with section 181(b)(3) and with a prior action granting the Texas Governor's request to reclassify the HGB area from Moderate to Severe for the 1997 ozone NAAQS, where we did not issue a direct final action but instead, used the same notice-and-comment format as we have here.⁵

Comment: The Office of the Harris County Attorney asks that EPA provide guidance on how it interprets CAA section 181(b)(3) in the event a governor requests a reclassification after a missed SIP deadline. The commenter contends that the Governor's reclassification request and the reasoning behind it is contrary to the intent of the CAA, which is not to protect industry and economy but the people living and breathing in Texas. The commenter states that the January 2024 proposal, if finalized, would give Texas several years to complete certain SIP requirements, and EPA has found some requirements pertaining to the prior attainment date to now be moot. The commenter states that this sets a precedent which may further delay ozone improvements, in contravention to the intent of the CAA. The commenter suggests clarifications on which requirements would be moot, deadlines, and other issues addressed in the January 2024 proposal would be helpful for both stakeholders and states when contemplating the consequences of such an action.

Response: CAA section 181(b)(3) does not require states to provide a reason for their request for a voluntary reclassification, nor does it condition EPA's action on the request on such reasoning. Consistent with 40 CFR 51.1303(b), "[a] state may request, and the Administrator must approve, a higher classification for an area for any reason in accordance with CAA section 181(b)(3)."⁶ Reclassification is a legitimate method provided by the CAA to address the circumstances of the San Antonio, DFW, and HGB areas—as illustrated by the TCEQ's proposed Moderate attainment demonstration SIP revisions for these areas that indicated, based on the TCEQ's modeling and available data, these three areas were not expected to attain the 2015 ozone NAAQS by their 2024 attainment dates.⁷

We disagree that approving the request to reclassify the area from Moderate to Serious would delay implementation of the CAA SIP requirements in a manner inconsistent with the CAA. The commenter did not describe which ozone improvements would be delayed. Our January 2024 proposal did not propose delays for the Moderate or Serious area SIP submissions. As mentioned in our January 2024 proposal, upon reclassification, stationary air pollution sources in the San Antonio, DFW, and HGB ozone nonattainment areas will be subject to Serious ozone nonattainment area NSR and Title V permit requirements. The source applicability thresholds for major sources and major source modification emissions will be 50 tons per year (tpy) for volatile organic compounds (VOC) and oxides of nitrogen (NO_x). For new and modified major stationary sources subject to review under Texas Administrative Code Title 30, Chapter 116, Section 116.150 (30 TAC 116.150) in the EPA approved SIP,⁸ VOC and NO_x emission increases from the proposed construction of new or modified major stationary sources must be offset by emission reductions by a minimum offset ratio of 1.20 to 1 (see CAA section 182(c)(10)). We note that the DFW and HGB areas are classified as Severe under the 2008 ozone NAAQS and thus, the more stringent Severe area requirements are currently being implemented—and will continue to be implemented—in those areas.⁹ Our January 2024 proposal listed the remaining Moderate area SIP requirements that continue to be required after these areas are reclassified as Serious, which are: (1) a 15 percent rate-of-progress (ROP) plan (40 CFR 51.1310), (2) contingency measures for failure to achieve RFP, including the 15 percent ROP requirement for Moderate areas (CAA sections 172(c)(9) and 182(c)(9)), (3) a RACT demonstration (40 CFR 51.1312), (4) Nonattainment New Source Review (NNSR) rules (40 CFR 51.165), and (5) a Basic I/M program (CAA section 182(b)(4) and 40 CFR 51 subpart S). Because these SIP requirements are not dependent upon the Moderate attainment date itself, voluntary reclassification does not

⁵ Specifically, we are referring to the EPA-approved Texas SIP at Section 116.150, titled "New Major Source or Major Modification in Ozone Nonattainment Area." 60 FR 49781 (September 27, 1995) and subsequent revisions at 77 FR 65119 (October 25, 2012).

⁶ For Severe ozone nonattainment areas, the nonattainment NSR source applicability thresholds for major sources and major source modification emissions are 25 tpy for VOC and NO_x, and the minimum emissions offset ratio is 1.30 to 1 (see CAA sections 182(d) and 182(d)(2)).

⁵ 73 FR 56983 (October 1, 2008).

⁶ Emphasis added.

⁷ The proposed SIP revisions are posted on the TCEQ website at <https://www.tceq.texas.gov/airquality/sip>. Once there, click on the map for the DFW, HGB, and/or the San Antonio area, then scroll down and click on "Latest Ozone Planning Activities" and then scroll down to the "Proposed Moderate AD SIP Revision for the 2015 Ozone NAAQS."

change the submission requirement or implementation deadlines for these SIP elements that were due January 1, 2023, for the Moderate classification for the San Antonio, DFW, and HGB areas. Reclassifying the areas as Serious in response to a reclassification request does not result in an attainment date that is any later than the attainment date that would have applied had the area been initially classified as Serious, and the Serious requirements that depend on that date are all still applicable.

We disagree that approving the request to reclassify the area from Moderate to Serious would set a precedent that may further delay ozone improvements, as suggested by the commenter. We note that our approval of the prior Texas Governor's request to reclassify the HGB area from Moderate to Severe for the 1997 ozone NAAQS provided that once reclassified, the area would no longer be required to submit an attainment demonstration for the prior classification.¹⁰ In our January 2024 proposal, we explained that once reclassified as Serious, these three areas have a new statutory attainment deadline, so certain SIP elements (in this case, specifically, the Moderate area attainment demonstration and the associated RACM and contingency measures for failure to attain) that are dependent on the Moderate attainment deadline are no longer applicable or required for the lower, superseded (in this case, Moderate) classification. None of the remaining SIP requirements for the Moderate classification and none of the SIP requirements for the Serious classification were proposed as moot or delayed in our January 2024 proposal. We also note that for the prior voluntary reclassification of the HGB area from Moderate to Severe for the 1997 ozone NAAQS, the HGB area was able to attain the 1997 ozone NAAQS by the end of 2014, significantly ahead of the area's June 15, 2019, attainment date.¹¹

We elaborate on the Serious SIP submission and implementation deadlines in our responses to the comments that follow.

B. Status of Certain Requirements of Previous Classification

Comment: Commenters agree with EPA's determination that the attainment demonstration, RACM, and contingency measure elements for failure to attain for the Moderate level classification would no longer be due upon reclassification as Serious and that EPA's October 2023

findings should be mooted for these elements.

Response: The EPA appreciates these comments.

Comment: The commenter states that the EPA repeatedly reassured the TCEQ that voluntary reclassification would provide an extended timeframe to meet the CAA deadlines. The commenter states that the January 2024 proposal is inconsistent with those representations as the January 2024 proposal continues to hold Texas to the Moderate nonattainment area deadlines.

Response: We disagree that a voluntary reclassification provides the EPA with authority to extend existing deadlines associated with a prior nonattainment classification. The Moderate nonattainment SIP submission deadlines were established when the areas were reclassified from Marginal to Moderate and the TCEQ did not challenge the deadlines in that final action.¹² We note that the period of time between the effective date of reclassification and the area's attainment date could be greater for an area requesting a voluntary reclassification, since the effective date of reclassification would presumably occur earlier than for an area mandatorily reclassified following a Finding of Failure to Attain.¹³ Thus, reclassification can have the practical effect of providing more time to develop and implement plans to meet an area's attainment date.

Our January 2024 proposal proposes to moot only the Moderate area attainment demonstration and associated RACM demonstration and contingency measures specifically tied to the Moderate attainment date. The remaining Moderate nonattainment SIP elements continue to be required and their associated deadlines are not otherwise altered.

Comment: Commenters state that the CAA is explicit that a state has authority to request voluntary reclassification, and therefore to moot all elements required under the prior classification. Commenters state that voluntary reclassification allows the state to delay elements required under the prior classification, because the purpose of the reclassification is to permit states to develop and implement the most effective collection of measures associated with the required elements to attain the NAAQS. Commenters state that CAA section 181(b)(3) affects the CAA's other provisions that are key to reclassification. Commenters state that when a state exercises its authority

under CAA section 181(b)(3), the voluntary reclassification works on the CAA's other components and abrogates the need for submittals associated with the lower classification.

Response: The EPA disagrees. Commenters assert that voluntary reclassification to a higher classification exempts a state from needing to make a submittal for any SIP elements addressing the lower classification, but this assertion is inconsistent with the plain language of the statute. Specifically, CAA section 182(c) states that "each State in which all or part of a Serious Area is located shall, with respect to the Serious Area . . . make the submissions described under subsection (b) of this section (relating to Moderate Areas) and shall also submit the revisions to the applicable implementation plan (including the plan items) described under this subsection." Thus, the CAA clearly requires that Serious areas meet Moderate area requirements in addition to Serious area requirements (see CAA section 182(c)). These Moderate area requirements apply to areas initially classified as Serious as well as areas reclassified as Serious, whether their reclassification as Serious is mandatory as a result of failure to attain or is voluntary in response to a reclassification request. The CAA does not otherwise provide for delaying Moderate area requirement deadlines beyond their prescribed timeframes, regardless of how the area came to become classified as Serious. What the voluntary reclassification does provide is additional lead time before the attainment date, as compared to a mandatory reclassification, for the state to adopt and implement such measures as necessary to attain while recognizing that the CAA requires that reasonable further progress as required for Moderate areas must still be achieved.

Our approach here is consistent with past actions to grant voluntary reclassifications. When Texas previously requested a voluntary reclassification for the HGB area from Moderate to Severe under the 1997 ozone NAAQS, we stated that, "Texas has a continuing responsibility for certain elements of the Moderate area requirements. EPA has stated that reclassification does not provide a basis for extending submission deadlines for SIP elements unrelated to the attainment demonstration that were due for the area's Moderate classification."¹⁴ With the exception of the Moderate area attainment demonstration and the associated

¹⁰ 73 FR 56983, 56987.

¹¹ See 73 FR 56983 and 80 FR 81466 (December 30, 2015).

¹² 87 FR 60897 (October 7, 2022).

¹³ 73 FR 56983.

¹⁴ 73 FR 56983, 56991.

RACM demonstration and contingency measures for failure to attain by the Moderate attainment date, the TCEQ has not been relieved of its obligation to comply with SIP submission deadlines for the Moderate area requirements.

Comment: Commenters disagree with EPA's assertion that RFP requirements are not tied to the attainment date and therefore cannot be mooted for the Moderate classification upon reclassification as Serious. Commenters state that EPA's assertion that RFP requirements are not tied to the attainment date runs counter to plain language in CAA section 182(b)(1)(A), which states: "Such plan shall provide for such specific annual reductions in emissions of volatile organic compounds [VOC] and oxides of nitrogen [NO_x] as necessary to attain the national primary ambient air quality standard for ozone *by the attainment date applicable under this chapter*" [emphasis added by commenters]; as well as CAA section 182(c)(2)(B), which states: "A demonstration that the plan, as revised, will result in VOC emissions reductions from the baseline emissions . . . until the attainment date" [emphasis added by commenters]. Commenters state that while an RFP SIP revision is not designed to demonstrate attainment, the timing of the emissions reduction targets for the Moderate RFP demonstration are based on the attainment deadline for that Moderate classification, and the Moderate RFP contingency measures would be required if an area fails to meet those RFP targets that are based on the Moderate attainment deadline. Commenters state that EPA's argument for superseding the attainment demonstration and RACM requirements is that "EPA interprets the CAA such that following reclassification, any required attainment demonstration and associated RACM analysis must be done with respect to the new and current applicable attainment date." Commenters state that this interpretation should also apply to RFP as a new demonstration would be required with targets based on the Serious classification attainment date. Commenters add that the targets based on the Moderate attainment date would also be demonstrated within the Serious classification RFP SIP revision using the most recent emissions development methods (e.g., MOVES4); therefore, eliminating the need for the Moderate classification RFP submittal.

Response: Commenters' assertions that RFP is tied to the attainment date as they suggest is inconsistent with the RFP requirements established in the implementing regulations for the 2015

ozone NAAQS which are based on a long-held EPA interpretation of RFP for ozone nonattainment areas. As commenters note, Moderate and higher ozone nonattainment areas are subject to the general requirements for nonattainment plans in CAA subpart 1 and the specific requirements for ozone areas in CAA subpart 2, including the requirements related to RFP and attainment. This is consistent with the structure of the CAA as modified under the 1990 amendments, which introduced additional subparts to part D of title I of the CAA to address requirements for specific NAAQS pollutants, including ozone (subpart 2), carbon monoxide (subpart 3), particulate matter (subpart 4), and sulfur oxides, nitrogen dioxide, and lead (subpart 5).

These subparts apply tailored requirements for these pollutants, including those based on an area's designation and classification, in addition to and often in place of the generally applicable provisions retained in subpart 1. While CAA section 172(c)(2) of subpart 1 states only that nonattainment plans "shall require reasonable further progress," CAA sections 182(b)(1) and 182(c)(2)(B) of subpart 2 provide specific percent reduction targets for ozone nonattainment areas to meet the RFP requirement. Put another way, subpart 2 defines RFP for ozone nonattainment areas by specifying the incremental amount of emissions reduction required by set dates for those areas.¹⁵ For Moderate ozone nonattainment areas, CAA section 182(b)(1) defines RFP by setting a specific 15 percent VOC reduction requirement over the first six years of the plan. The 15 percent reduction is "the base program that all moderate and above areas must meet. This base program is necessary to ensure actual progress toward attainment in the face of uncertainties inherent with SIP planning."¹⁶

For Serious or higher ozone nonattainment areas, the 15 percent requirement still applies, and section 182(c)(2)(B) further requires specific annual percent reductions for the period

¹⁵ CAA section 171(1) defines RFP as "such annual incremental reductions in emissions of the relevant air pollutant as are required by this part or may reasonably be required by the Administrator for the purpose of ensuring attainment of the applicable national ambient air quality standard by the applicable date." The words "this part" in the statutory definition of RFP refer to part D of title I of the CAA, which contains the general requirements in subpart 1 and the pollutant-specific requirements in subparts 2–5 (including the ozone-specific RFP requirements in CAA sections 182(b)(1) and 182(c)(2)(B) for Serious areas).

¹⁶ 57 FR 13498, 13507 (April 16, 1992).

following the first six-year period and allows averaging over a three-year period. With respect to the 1-hour ozone NAAQS, the EPA stated that, by meeting the specific percent reduction requirements in CAA sections 182(b)(1) and 182(c)(2)(B), the state will also satisfy the general RFP requirements of section 172(c)(2) for the time period discussed.¹⁷

The EPA has adapted the RFP requirements under the CAA to implement the three 8-hour ozone NAAQS that have been promulgated since the 1990 CAA Amendments. In the "Phase 2" SIP Requirements Rule for the 1997 Ozone NAAQS (Phase 2 rule),¹⁸ the EPA adapted the RFP requirements of CAA sections 172(c)(2) and 182(b)(1) to require plans to provide for the minimum required percent reductions and, for certain Moderate areas, to provide for the reductions as necessary for attainment. See, e.g., 40 CFR 51.910(a)(1)(ii)(A) and (b)(2)(ii)(C).

In 2015, the EPA replaced the regulations promulgated through the Phase 2 rule with the regulations promulgated through the 2008 Ozone SIP Requirements Rule (SRR).¹⁹ In the 2008 Ozone SRR, the EPA established RFP requirements for the 2008 ozone NAAQS that are similar, in most respects, to those in the Phase 2 rule for the 1997 ozone NAAQS but that do not define RFP for certain Moderate areas in terms of the reductions needed for attainment.²⁰ More explicitly, in the 2008 Ozone SRR, the EPA defined RFP as meaning both the "emissions reductions required under CAA section 172(c)(2) which the EPA interprets to be an average 3 percent per year emissions reductions of either VOC or NO_x and CAA sections 182(c)(2)(B) and (c)(2)(C) and the 15 percent reductions over the first six years of the plan and the following three percent per year average under 40 CFR 51.1110."²¹ Thus, under the 2008 Ozone SRR, the RFP emissions reductions required for Serious or higher ozone nonattainment areas under CAA section 172(c)(2) are based on a set annual percentage found in the CAA, not on the specific attainment needs for the area. In this regard, EPA has been even more explicit in our SRR for the

¹⁷ See 57 FR 13498, at 13510 (for Moderate areas) and at 13518 (for Serious areas).

¹⁸ See 70 FR 71612 (November 29, 2005).

¹⁹ 80 FR 12264. Under 40 CFR 51.919 and 51.1119, the regulations promulgated in the 2008 Ozone SRR replaced the regulations promulgated in the Phase 2 rule, with certain exceptions not relevant here.

²⁰ Compare RFP requirements for the 1997 ozone NAAQS at 40 CFR 51.910(a)(1)(ii)(A) and (b)(2)(ii)(C) with the analogous provisions for the 2008 ozone NAAQS at 40 CFR 51.1110(a)(2)(i)(B).

²¹ See 40 CFR 51.1100(t) (emphasis added).

2015 ozone NAAQS:²² “Reasonable further progress (RFP) means the emissions reductions required under CAA sections 172(c)(2), 182(c)(2)(B), 182(c)(2)(C), and 40 CFR 51.1310. The EPA interprets RFP under CAA section 172(c)(2) to be an average 3 percent per year emissions reduction of either VOC or NO_x.”²³

In the SRR for the 2015 Ozone NAAQS, which is the set of regulations that governs the EPA’s action here, RFP is defined in terms of percent reduction from the area’s emissions in the baseline year, not in terms of the reductions necessary for attainment. In other words, for the 2015 ozone NAAQS, the requirement to demonstrate RFP is independent of the requirement to demonstrate attainment by the attainment date. RFP for the 2015 ozone NAAQS represents the minimum progress that is required under the CAA, and our regulations, and does not necessarily need to provide for the reductions necessary to achieve attainment of the ozone NAAQS by the attainment date, which could vary largely from one nonattainment area to another. For all of these reasons, EPA disagrees with commenter’s claim that RFP should be treated the same as the Moderate area attainment demonstration, RACM, and contingency measures for failure to attain. EPA’s explanation for why those three particular SIP elements are no longer required following a voluntary reclassification does not apply to the Moderate area RFP SIP element. Unlike the other three SIP elements, RFP is not “tied to the applicable attainment deadline” as explained above.

Moreover, the SRR for the 2015 ozone NAAQS lists RFP and ROP as distinct provisions for implementation. See 40 CFR 51.1300(l), 51.1300(m), 51.1310(a)(2)(i) and 51.1310(a)(4)(i). These provisions clearly demonstrate the necessity for RFP reductions during the first 6 years of the plan, regardless of the area’s initial classification, or whether it was Moderate before reclassifying as Serious, whether voluntarily, or mandatorily. EPA therefore disagrees with the commenter’s implicit suggestion that the Moderate area RFP SIP submittal should be delayed until submitted within the Serious area RFP SIP submittal, as that would further delay submission of the Moderate RFP plans, which are addressed in our October 2023 findings. The Moderate RFP SIP submittal was due to EPA on January 1, 2023, and the State will also be required

to provide an RFP SIP submittal for the Serious classification by January 1, 2026. Considering the reasoning above explaining that the State is still required to provide an RFP demonstration for the Moderate classification, and the undisputed fact that the area is required to demonstrate RFP for this time period, the EPA is not convinced by the commenter that further delay of the RFP demonstration is warranted.

Comment: Commenters state that the EPA’s proposal to require Texas to continue to meet Moderate RFP and contingency measure obligations does not align with EPA’s rationale in its Clean Data Policy (40 CFR 51.1318), which provides that elements related to the attainment date, including RFP and contingency measure obligations, are eligible for suspension if the area is meeting the NAAQS. Commenters state that the EPA has not identified a rationale for treating the nature of these elements differently in the context of voluntary reclassification.

Response: Commenters misunderstand the purpose of the Clean Data Policy, which states, “[u]pon a determination by the EPA that an area designated nonattainment for a specific ozone NAAQS has attained that NAAQS, the requirements for such area to submit attainment demonstrations and associated RACM, RFP plans, contingency measures for failure to attain or make reasonable progress, and other planning SIPs related to attainment of the ozone NAAQS for which the determination has been made, shall be suspended until such time as the area is redesignated to attainment for that NAAQS, at which time the requirements no longer apply; or the EPA determines that the area has violated that NAAQS, at which time the area is again required to submit such plans.” (40 CFR 51.1318). The rationale for treatment of RFP in the Clean Data Policy is different from the rationale used here for reclassification. While the Clean Data Policy is reasonably based on the fact that an area that is attaining the NAAQS need not make further progress toward attainment in the form of RFP reductions, it does not follow that an area that is not attaining the NAAQS would be relieved of the need to make CAA-mandated progress toward attainment as a result of it being reclassified and given a later attainment date.

The DFW, HGB, and San Antonio areas currently are not meeting the 2015 ozone NAAQS, and thus the Clean Data Policy does not apply here. Moreover, as areas not meeting the standard, these areas must continue achieving emission

reduction progress as required by the CAA and EPA’s regulations.

Comment: A commenter disagrees that RACT requirements are not tied to the attainment date and therefore cannot be mooted for the Moderate classification upon reclassification as Serious. Commenters cite to CAA section 182(b)(2)(A) that states must consider each category of VOC sources in the area covered by a control techniques guideline (CTG) document issued by the Administrator between November 15, 1990, and the date of attainment, and thus the statutory connection of the RACT review to the attainment date is clear. Commenters state that the EPA clearly bases RACT requirements on the attainment deadline for an area’s classification as evidenced by this action in which EPA is proposing RACT implementation deadlines based on the timing required to influence attainment of the standard by the attainment date. Commenters state that the RACT connection to the attainment date is also evident through the connection with the classification level itself, as the RACT analysis is grounded in the review of the applicable major stationary source threshold. Commenters state that the reclassification as Serious would result in more stringent application of RACT requirements to the nonattainment areas under a major source threshold of 50 tpy, which would capture major sources under the 100 tpy Moderate classification threshold, thus eliminating the need for a submittal to address Moderate classification RACT.

Response: The EPA disagrees. For reclassified areas, the RACT requirements at 40 CFR 51.1312(a)(2)(ii) and (3)(ii) obligate a state to conduct a new, individual RACT analysis for the new classification and implement any identified measures as necessary. Reclassification does not relieve the RACT obligation for the prior classification. As stated in our January 2024 proposal, the CAA requirement in section 182(b)(2) to implement RACT for specified categories of sources is implemented and assessed based on whether the RACT rules are implementing what is economically and technologically feasible and is not based on reductions needed to attain by the attainment deadline (89 FR at 5147).

We disagree that CAA section 182(b)(2)(A) provides a statutory connection of RACT to the attainment date. Section 182(b)(2)(A) states that RACT requirements apply to each category of sources covered by a CTG document issued by the Administrator between November 15, 1990, “and the date of attainment.” This language

²² See 83 FR 62998 (December 6, 2018).

²³ See 40 CFR 51.1300(l).

establishes the sources covered by the RACT analysis that a Moderate or higher area must consider. The reference to the attainment date sets an outer bound of what CTGs will define the categories of sources that fall under the Moderate RACT requirement. It does not tie the substantive RACT analysis, and the level of controls required by application of RACT, to the attainment date.

We also disagree that the stationary source threshold set by the classification level evidences a connection between RACT and the attainment date. Just as 182(b)(2)(A) defines the categories of sources that need to be covered by a RACT assessment so too the stationary source threshold associated with a classification level defines the sources that need to be covered in the state's RACT assessment. The stationary source threshold establishes the emission levels where RACT would be applied but does not define the substance or content of the RACT analysis. In this case, the prior Moderate classification required evaluation of any sources in any category subject to a CTG and any non-CTG sources with a potential to emit more than 100 tpy of NO_x or VOCs. The commenter is correct in that the new Serious classification means the State needs to address RACT for additional sources, namely non-CTG sources with a potential to emit 50 tpy or more of NO_x. But the commenter has failed to explain why this fact, that RACT must be analyzed and implemented for additional smaller sources, should result in delayed submission and implementation of RACT on the original set of sources covered by the Moderate classification. If EPA were to go with such an interpretation, it would delay the requirement in this instance for Texas to submit a SIP addressing the RACT obligation from January 1, 2023, to January 1, 2026, in an area that is not attaining the 2015 ozone NAAQS. This would lead to a three-year delay in required controls in areas that have air quality that exceeds levels protective of human health and the environment. The commenter has not identified any language in the CAA that necessitates or even supports such a result.

Finally, the commenters point to the fact that EPA has based RACT implementation deadlines on the timing required to influence attainment of the standard by the attainment date. This is a correct characterization of EPA's action, but also does not inevitably lead to an interpretation that required SIP revisions and RACT implementation should be delayed by three years following an area's reclassification. As explained at proposal and elsewhere in

this action, the substantive analysis required in a RACT SIP, namely the implementation of controls that are economically and technologically feasible, does not hinge on what level of control is needed for the area's attainment by the attainment date (this is in contrast to, e.g., the analysis required for RACM). A state's RACT SIP should be based on, and EPA will review it for, imposition of reasonably available control technology, even if that imposition of reasonably available control technology is not nearly enough to get the area to attainment by the attainment date. At the same time, it is also true that implementation of RACT-level control should aid, at least in part, in getting an area to attainment by the attainment date. It defies logic to have an area's attainment date be in 2027, but for EPA to require a SIP revision requiring RACT level controls not due until 2028. Accordingly, both of these things can be true: that RACT is not a requirement directly tied to attainment while also requiring that RACT SIPs be due and RACT-level controls be implemented in time to matter for the overall efforts to get an area to attainment.

Comment: Commenters state that while vehicle I/M and nonattainment new source review (NNSR) elements are not explicitly tied to the attainment date for a classification, as with the other elements, the Serious classification would supersede these requirements with more stringent requirements. Commenters repeat that the evident legislative goal of the CAA, Part D, Subpart 2 requirements for the ozone NAAQS clearly indicate that reclassification to more stringent requirements subsume the less stringent requirements. Commenters add that in cases where elements are often satisfied with the submittal of certification statements noting that the requirements have already been addressed, commonly used for addressing I/M and NNSR requirements, it is illogical to hold areas under a finding of failure to submit for elements that have already been submitted and approved under previous classifications or standards. Commenters state that submittal of a certification statement is not legally necessary for EPA to know that an element, upon which EPA has already acted and approved, has been addressed, as EPA's SIP approval actions legally stand on their own merit. Commenters state that EPA's treatment of those elements as "not submitted" is legally insufficient to support a finding of failure to submit that results in sanctions and FIP clocks. Commenters

add that the infrastructure SIP submittal requirements for each NAAQS already provide certification from the state that existing regulations are adequate to meet the applicable nonattainment area planning requirements.

Response: The EPA disagrees. Our January 2024 proposal did not propose to relieve the Basic I/M and Moderate NNSR requirements for the DFW, HGB, and San Antonio Moderate nonattainment areas. The Moderate nonattainment SIP submission deadlines, including the Basic I/M and Moderate NNSR requirements for the DFW, HGB, and San Antonio nonattainment areas, were established when the areas were reclassified from Marginal to Moderate and those deadlines were not challenged.²⁴ Our January 2024 proposal only proposed to relieve the Moderate area attainment demonstration and associated RACM demonstration and contingency measures specifically tied to the Moderate attainment date. The remaining Moderate nonattainment plan SIP deadlines, including I/M and NNSR, are not otherwise altered. We do not believe that the specific control requirements of the prior classification can or should be relieved because an area has been reclassified. More stringent NNSR and I/M are required because the area is subject to Serious requirements and in this final action, EPA is establishing submission and implementation deadlines for these new requirements but not relieving the requirements that should be implemented on the schedule set in the reclassification from Marginal to Moderate.

While our October 2023 findings are outside the scope of this action, the EPA disagrees that SIP certification statements triggered by a reclassification are redundant and already accomplished through other SIP processes, including approved SIP submissions under prior classifications or NAAQS. We continue to interpret the specific nonattainment planning requirements of CAA section 182 to require a state to provide a SIP submission to meet each nonattainment area planning requirement for a revised ozone NAAQS.²⁵ To the extent that commenters suggest the EPA should adopt a general presumption of adequacy for previously approved SIP elements, we disagree. The submission of individual nonattainment SIP elements for purposes of a reclassified area provides the public and the EPA an

²⁴ 87 FR 60897.

²⁵ See 83 FR 10376 (March 9, 2018) and 40 CFR 51.1302.

opportunity to review and comment upon each element of a nonattainment SIP. If the air agency reviews an existing SIP element and concludes it does not need to be revised in light of the reclassification, submission of a certification SIP allows the public to review the air agency's assessment and provide comment on any changes they may think necessary. The EPA then also has an opportunity to review the air agency's assessment and ensure that it is consistent with CAA requirements in relation to the reclassified area. The certification statement option is intended to streamline the SIP submission process, providing air agencies with the flexibility to address multiple SIP elements in a single certification statement, and combine the SIP certification action with other actions subject to public notice and comment. The EPA does not believe that developing and submitting certification SIP elements will be a significant and unnecessary drain on state resources. We also note with regard to the I/M programs, as discussed in 40 CFR 51 Subpart S, the vehicle fleet can change and impact whether the program continues to meet the required performance standard.

We disagree that the Texas infrastructure SIP submittal provides certification that existing regulations are adequate to meet the applicable nonattainment area planning requirements (CAA section 110(a)(2)(I)). The Texas infrastructure submittal for the 2015 ozone NAAQS did not address CAA section 110(a)(2)(I).²⁶ The infrastructure SIP submission is triggered by a NAAQS revision and provides the public and the EPA an opportunity to review the basic structure of a state's air quality management program. It is not intended—nor can it be presumed—to address the adequacy of individual nonattainment SIP elements for purposes of the revised NAAQS.

Comment: Commenters state that the EPA's January 2024 proposal notes that "changing the submission requirement or implementation deadlines for these [Moderate attainment area] elements would delay the implementation of these measures beyond what the CAA intended." Commenters claim however that, like the attainment demonstration and RACM, all Moderate classification requirements would be superseded with more stringent requirements under the Serious classification, which eliminates

the need for submittals to cover less stringent requirements with deadlines that have already passed to meet attainment dates that would no longer apply. Commenters state that the EPA must give legal effect to all parts of the statute—not just the parts it prefers. Commenters state that requiring the state to submit and have EPA act on these superseded Moderate classification elements would make no logical or practical sense.

Response: The EPA disagrees. As noted in our January 2024 proposal, the attainment demonstration with respect to the Moderate attainment date, the RACM analysis with respect to the Moderate attainment date, and contingency measures for failure to attain by the Moderate attainment date are all dependent on the Moderate attainment date. Once voluntarily reclassified, the area no longer has a Moderate attainment date. However, the other Moderate area requirements remain in place, even as the state works to implement the requirements of the higher classification. The Moderate nonattainment SIP submission deadlines, including the requirements for the DFW, HGB, and San Antonio Moderate areas, were established when the areas were reclassified from Marginal to Moderate—those deadlines were not challenged and they stand as finalized.²⁷ As noted earlier, comments addressing the Moderate nonattainment area submissions, with the exception of the Moderate attainment demonstration and the associated RACM and contingency measures for failure to attain by the Moderate attainment date, are outside the scope of this action.

While the EPA agrees that it must give legal effect to all parts of the statute, the CAA requirements for nonattainment areas are cumulative, adding more stringent requirements with each higher classification and building on the requirements of the lower classifications, and the EPA disagrees that this building of requirements always results in the lower classification requirements being superseded. As noted earlier, pursuant to CAA section 182(c), "each State in which all or part of a Serious Area is located shall, with respect to the Serious Area . . . make the submissions described under subsection (b) of this section (relating to Moderate Areas) and shall also submit the revisions to the applicable implementation plan (including the plan items) described under this subsection." Except for elements specifically related to the attainment date, which are superseded by a

voluntary reclassification, the higher classification requirements are added to the lower classification requirements. For example, although the Serious area major source threshold is more stringent than it is for a Moderate area, this does not supersede the NSR requirements for any source covered under the Moderate threshold. Instead, NSR requirements for smaller sources under the Serious threshold are *in addition to* those for sources covered under the Moderate threshold.

Our approach here is consistent with past actions to grant voluntary reclassifications. When Texas previously requested a voluntary reclassification for the HGB area from Moderate to Severe under the 1997 ozone NAAQS, we noted that, "Texas has a continuing responsibility for certain elements of the Moderate area requirements. EPA has stated that reclassification does not provide a basis for extending submission deadlines for SIP elements unrelated to the attainment demonstration that were due for the area's Moderate classification."²⁸ We subsequently approved the HGB RFP for the Moderate nonattainment area for the 1997 ozone NAAQS.²⁹ We maintain that Texas has not been released from its CAA obligations to comply with SIP submission deadlines for other Moderate area requirements not related to the attainment demonstration.

Comment: The commenter states that, as an alternative to all Moderate classification requirements being mooted, the Moderate classification RFP contingency measure element could be mooted for areas where RFP targets have been met and requests clarification on how to demonstrate this element is no longer required. The commenter also cites 85 FR 40026, a proposed reclassification action in which EPA proposed to determine that contingency measures for RFP were no longer necessary for the prior Moderate classification nonattainment plan because the state had adequately demonstrated that the applicable quantitative milestones under the Moderate plan had been met.³⁰ The commenter states that if it can demonstrate that the RFP targets have been met for the San Antonio, DFW, and HGB Moderate nonattainment areas, the requirement to submit RFP contingency

²⁸ 73 FR 56983, 56991 (October 1, 2008).

²⁹ 74 FR 18298 (April 22, 2009).

³⁰ See "Approval and Promulgation of Implementation Plans; Designation of Areas for Air Quality Planning Purposes; California; South Coast Moderate Area Plan and Reclassification as Serious Nonattainment for the 2012 PM_{2.5} NAAQS." 85 FR 40026, 40048–40049 (July 2, 2020).

²⁶ 84 FR 49663 (September 23, 2019). The Texas submission for this infrastructure action is posted in the docket at www.regulations.gov and the docket ID is EPA-R06-OAR-2018-0673.

²⁷ 87 FR 60897.

measures would be unnecessary. The commenter states that since the milestone compliance demonstration is not required for the Moderate areas, the TCEQ requests clarification regarding the appropriate mechanism to demonstrate that the Moderate RFP targets have been met.

Response: The EPA acknowledges that in certain unideal situations, where the state has demonstrated that an RFP milestone has actually been met and where EPA has determined that demonstration to be adequate, the question of whether the state has adequate contingency measures for failure to meet RFP with respect to that milestone can be moot. This situation is unideal because the CAA is not designed to operate this way with respect to timing, and these situations typically arise because the state is overdue for submitting approvable contingency measures. Under normal CAA timelines, the contingency measures submittal and EPA approval should occur before the RFP milestone arrives so that the contingency measures could be triggered if the area failed to meet RFP. States should not delay submittal of required contingency submittals in the hopes that they may become moot at a later time. Such an approach contravenes the statutory timelines established by the CAA, and the intent of the contingency measures requirement. If this situation arises and the RFP milestone is not met, the CAA requires implementation of contingency measures without further action by the state or EPA. That requirement cannot be met on time if the contingency measures submittal is delayed.

For these reasons, EPA made a finding of failure to submit for contingency measures triggered by failure to meet RFP for the Moderate ozone nonattainment areas at issue here (and other elements) in October 2023. That finding started sanctions and FIP clocks that are still running because these (and other elements) are still outstanding. With this voluntary reclassification, EPA also urges the timely submittal of all required elements for the Serious classification, including contingency measures for all Serious RFP milestones and for failure to attain by the Serious area attainment date.

Under unusual circumstances in which EPA determines the Moderate area RFP reduction target was met before the state makes its overdue submittal to satisfy the requirement for Moderate contingency measures for failure to meet RFP, the EPA believes that no submittal of contingency measures for Moderate area RFP would be necessary. We acknowledge the EPA

took a similar position within a PM_{2.5} action cited by the commenter and believe the same logic could apply here.

This situation is also somewhat similar to EPA's prior disapproval of contingency measures in Texas for the 2008 Ozone NAAQS where we stated that, "EPA agrees with TCEQ that there is no longer a need for contingency measures triggered by failure to meet RFP for the DFW and HGB Serious nonattainment plan for purposes of the 2008 8-hour ozone NAAQS, because these areas met RFP for this specific classification. However, contingency measures are still required for the failure to attain (and indeed, noting the fact that areas failed to attain, should already have taken effect)." ³¹ There, the contingency measures were not needed for failure to meet RFP because EPA had previously determined that the area had met RFP, but contingency measures were still needed for failure to attain. But here, as explained previously, with this voluntary reclassification there will be no possibility of failure to attain by the Moderate area attainment date, and so the voluntary reclassification negates the need for contingency measures for failure to attain for the Moderate classification. Further, an RFP demonstration that EPA determined to be adequate would in this case negate the need to submit the Moderate contingency measures for failure to meet RFP, thus resulting in mooting the Moderate area contingency measures requirement entirely. Note, however, that the first Serious area RFP milestone is December 31, 2026, so a timely Serious area contingency measures submittal by January 1, 2026, is necessary to ensure that contingency measures are in place before the milestone occurs.

Finally, in response to the commenter's inquiry as to the appropriate mechanism for demonstrating that the Moderate RFP emission reduction targets have been met, the EPA notes that it does not have specific guidance or rules for this. Section 182(g) of the CAA does not require a milestone compliance demonstration (MCD) for Moderate areas. EPA expects that the process would work similar to that for PM (40 CFR 51.1013(b)) or for other MCDs for ozone (40 CFR 51.1310(c)(2)), where the state would provide to the EPA Regional Administrator a formal demonstration (e.g., from the Governor or designee) showing the basis for establishing that RFP was met. The contingency measures SIP submittal requirement for failure to meet RFP would not be

mooted unless and until EPA formally responds with a determination that it is adequate. EPA encourages the state to work with the Regional Office to discuss the demonstration process further.

Comment: The TCEQ states that the EPA should allow states flexibility in meeting RFP requirements, especially in areas where states can demonstrate that required reductions would not advance attainment. The TCEQ states that RFP requirements for areas classified as Moderate nonattainment for the 2015 ozone NAAQS are incredibly challenging to meet due to the significant reductions in ozone precursor emissions since 1990. The TCEQ states that as moderate classification RFP targets will still need to be demonstrated for the Bexar County nonattainment area under the Serious classification, EPA should allow states to substitute NO_x emissions reductions in place of the 15 percent reduction in VOC required for initially designated Moderate ozone nonattainment areas when NO_x emissions reductions are demonstrated to be at least as effective at reducing ozone concentrations. The TCEQ states that it recognizes that the CAA mandates the 15 percent VOC emissions reductions, but preliminary TCEQ photochemical modeling indicates that VOC reductions will not advance attainment of the 2015 ozone NAAQS in Bexar County. The TCEQ states that instead, this modeling indicates NO_x emissions reductions will be more effective at reducing ozone concentrations in Bexar County. The TCEQ states that in Bexar County, point sources account for less than 5 percent of the total anthropogenic VOC emissions, and that area sources (including emissions from consumer products) account for about 70 percent of anthropogenic VOC emissions. The TCEQ states that the EPA should not require states to develop regulations that are ineffective at reducing ozone, economically penalizing to consumers, difficult to enforce, and unlikely to achieve the required reductions. The TCEQ states that allowing states flexibility in this sphere (and others discussed herein) will further the CAA's cooperative federalism framework, ensure proper respect for the states' role in fulfilling their CAA obligations, and result in better outcomes consistent with the aims of the CAA.

Response: We appreciate these comments and recognize the challenges that meeting the 15 percent VOC emissions reduction requirement can pose for newly designated ozone nonattainment areas. The EPA is working on this issue with several states to identify approaches that would be

³¹ 87 FR 67957 (October 3, 2023).

allowable under the Clean Air Act including under CAA section 182(b)(1)(A)(ii), which specifically provides that a state may use a percentage less than 15 percent by adopting certain requirements.

Comment: Commenter states that the TCEQ submitted SIP revisions to EPA addressing Basic I/M for the San Antonio Moderate nonattainment area on December 18, 2023.

Response: The EPA agrees and will act on the SIP submissions for Basic I/M for the San Antonio area in a separate rulemaking action.

Comment: Commenters state that the EPA must require RACM to be adopted for the DFW, HGB, and San Antonio Moderate nonattainment areas. Commenters mention that courts have deferred to EPA's decisions tying RACM to the statutory attainment deadlines and state that EPA has "authority to change its approach to RACM, so long as it "displays awareness that it is changing position, provides a reasoned explanation for the change, and is also cognizant of reliance interests on the agency's prior policy." ³²

Response: We appreciate the information provided by the commenters. The EPA disagrees that RACM is required in this circumstance for the DFW, HGB, and San Antonio Moderate nonattainment areas. EPA has long interpreted the CAA requirement for ozone nonattainment areas to assess and implement reasonably available control measures to mean that states need to analyze and implement measures that advance an ozone area's attainment, and a measure is not RACM if it would not advance the attainment date (57 FR 13498, 13560).³³ As the commenters note, this interpretation has been upheld by federal courts. See *Sierra Club v. EPA*, 294 F.3d 155 (D.C. Cir. 2002) and *Sierra Club v. United States EPA*, 314 F.3d 735 (5th Cir. 2002). In developing a SIP revision pursuant to the RACM requirement, a state must consider all potentially available measures to determine whether they are reasonably available for implementation in the area, and whether they would advance the area's attainment date. The state may reject any measures as not RACM if they would not advance the attainment date, would cause substantial widespread and long-term

adverse impacts, or would be economically or technologically infeasible. *Sierra Club v. EPA* at 162–163 (D.C. Cir. 2002); *Sierra Club v. EPA*, 314 F.3d 735 (5th Cir. 2002); *BCCA Appeal Group v. EPA*, 355 F.3d 817 (5th Cir. 2003). Following reclassification as Serious, to demonstrate measures that advance attainment of the ozone standard the emission reductions from the measures must occur no later than the start of the 2015 ozone NAAQS attainment season—*i.e.*, by January 1, 2026 (for the HGB area) and by March 1, 2026 (for the DFW and San Antonio areas). Because the relevant attainment date for such an analysis will be the Serious area attainment date, we believe it is appropriate to conclude that a demonstration of RACM with respect to the Moderate area attainment date no longer has meaning.

We acknowledge and support the commenters' claim that the EPA has authority to change our approach to RACM, "so long as we display awareness that we are changing position, provide a reasoned explanation for the change, and are also cognizant of reliance interests on the agency's prior policy." However, EPA is not changing its historical interpretation of the RACM requirement in this action, as outlined in our final rule for implementation of the 2015 ozone NAAQS, which retains our existing general RACM requirements³⁴ and our reclassification of areas classified as Marginal for the 2015 ozone NAAQS does not address any change in our approach to RACM.³⁵

Comment: Commenters provide examples of RACM that could be quickly implemented in the DFW, HGB, and San Antonio nonattainment areas.

Response: The EPA appreciates the information and examples provided. Following reclassification, such measures must be considered as Texas undertakes the required RACM analysis for the newly reclassified Serious areas, and Texas must evaluate these measures for their potential to advance the attainment date ahead of the otherwise applicable Serious date.

Comment: Commenters state that reclassification as Serious does not change the submission requirement or implementation deadlines for these five SIP elements that were due January 1, 2023, for the DFW, HGB, and San Antonio Moderate nonattainment areas: (1) a 15 percent rate-of-progress ("ROP") plan, (2) contingency measures for failure to achieve RFP, including the 15 percent ROP requirement for Moderate

areas, (3) a RACT demonstration, (4) NNSR rules; and (5) a Basic I/M program.

Response: The EPA agrees.

C. Required Plans, and Submissions and Implementation Deadlines

1. Serious Area Plan Requirements

Our January 2024 proposal did not propose any changes to the Serious area plan requirements but instead listed the SIP requirements that apply specifically to Serious areas, consistent with CAA sections 172(c) and 182(c), and 40 CFR 51 Subpart CC.³⁶ We received no comments addressing the Serious area plan requirements. Therefore, we are finalizing the Serious area plan requirements as proposed and such plan requirements are listed in Section III of this final action.

2. Submission Deadline for the San Antonio, DFW, and HGB Area SIPs for the 2015 Ozone NAAQS

We invited comments on a range of deadlines, from 12 to 18 months from the effective date of reclassification, for submission of the revised SIPs for the San Antonio, DFW, and HGB Serious nonattainment areas.

Comment: Commenters provide a wide range of recommendations, including "as expeditiously as possible" and that the SIP submission deadline be set at 12 months. Commenters also state that the 12-month SIP deadline based on CAA section 179(d) has no relevance to the current circumstance. Commenters state that a SIP deadline of 18 months or longer is consistent with CAA section 110(k)(5), allowing the EPA to establish reasonable deadlines. Commenters also state that the EPA should finalize a SIP submission deadline of 18 months or January 1, 2026, whichever is later.

One commenter (the TCEQ) urged the EPA to set a submittal deadline of at least 18 months from the effective date of reclassification, but no sooner than January 1, 2026. The TCEQ provided justification, citing the substantial amount of time to conduct modeling, evaluate controls, develop attainment plans, and conduct rulemaking while allowing affected sources sufficient time to implement control requirements. The TCEQ added that significant resources are required to address each of the three reclassified Serious nonattainment areas and expressed concern that an expedited SIP submittal deadline would reduce the time needed to prepare and submit approvable SIPs. The TCEQ also expressed the desire to incorporate on-road and non-road emission inventories

³² Commenter referenced *Encino Motorcars, LLC v. Navarro*, 579 U.S. 211, 221–22 (2016); *FCC v. Fox Television Stations, Inc.*, 556 U.S. 502, 515 (2009).

³³ See also EPA's "Guidance on the Reasonably Available Control Measures (RACM) Requirement and Attainment Demonstration Submissions for Ozone Nonattainment Areas," John S. Seitz, Director, Office of Air Quality Planning and Standards, November 30, 1999.

³⁴ 83 FR 62998, 63007 and 40 CFR 51.1312(c).

³⁵ 87 FR 60897.

³⁶ 89 FR 5145, 5148.

in the Serious SIP revisions using the newly released version of the Motor Vehicle Emission Simulator (MOVES4) model, which would require significant work to develop inventories for multiple years and areas.

Response: The EPA notes that the proposal pointed to CAA sections 179(d) and 110(k)(5) as examples of statutory provisions establishing timeframes for states to revise SIPs in instances where SIPs had been insufficient to result in an area's attainment by the attainment date and where SIPs had been identified as substantially inadequate to attain the NAAQS (among other things). To the extent that the commenter is asserting these provisions do not directly apply to the three areas being voluntarily reclassified, we agree. But we do not agree that the timing considerations of those provisions have no relevance to informing EPA's consideration and establishment of the SIP submission deadlines contemplated here. Here, as in the situation contemplated by CAA section 179(d), the areas in question would fail to timely attain by the Moderate area attainment date, absent the state's voluntary request to reclassify as Serious. Here, as in the situation contemplated by CAA section 110(k)(5), the state's SIPs have been inadequate to attain the NAAQS. So, while we agree that these provisions do not directly apply because EPA has not made the requisite findings to trigger those provisions, the Act's imposition of a 12-month clock, or an outer limit of no more than 18 months, for states to submit revisions addressing these conditions are informative of the appropriate timeframe to apply to these areas under these circumstances. It was therefore reasonable for EPA to propose a range of statutory timeframes for the SIP submission deadline that were in part informed by the relevant, though not directly applicable, statutory situations presented in CAA sections 179(d) and 110(k)(5).

We appreciate the information provided by the TCEQ. We are finalizing a SIP submission deadline of 18 months from the effective date of this action or January 1, 2026, whichever is earlier. As noted in the proposal, the 2026 ozone season, which in some areas begins on January 1, 2026, is the last ozone season that can impact air quality before the areas' attainment dates in 2027. We note that commenter's request that we establish a SIP submission deadline of "no sooner than January 1, 2026" appears to acknowledge the significance of that date with respect to the statutory and regulatory constraints on SIP submittal deadlines and

implementation. Per EPA's 2015 ozone SRR, and as discussed below, states must implement RACT no later than the beginning of the ozone season of the attainment year, see 40 CFR 51.1312(a)(3), and it is appropriate to establish SIP deadlines no later than when the control measures in those SIPs are required to be implemented.³⁷ As discussed in the proposal, EPA's action establishing deadlines is informed by CAA section 182(i), which governs the adjustment of SIP revision deadlines following a mandatory reclassification for failure to timely attain by the attainment date. That provision instructs that the Administrator may adjust deadlines for meeting requirements associated with the reclassification, "to the extent such adjustment is necessary and appropriate to assure consistency among the required submissions." CAA section 182(i). Given that the beginning of the attainment year ozone season for some of these areas is January 1, 2026 (and for the other two it is March 1) we are setting the maximum SIP submission deadline as no later than January 1, 2026, in order to assure consistency among all of the state's submissions.

We are finalizing this more extended timeframe for submitting the Serious area requirements (as opposed to 12 months, which was also contemplated in the proposal), because we acknowledge, as raised by the commenter, the complexity in developing and implementing effective emission reductions for the areas, and the opportunity a longer timeframe provides for more robust attainment demonstration plans that include the newer MOVES modeling. Developing and implementing effective emission reductions for these areas is complex due to the complex coastal meteorology and large industrial area in the HGB area, and the large urban and growing populations in all three areas. With a SIP submission deadline of 18 months from the effective date of this action but no later than January 1, 2026, we believe the TCEQ will be able to use the best information available in its Serious SIP submissions, while ensuring that SIP elements requiring control measures needed for attainment are submitted no

³⁷ 40 CFR 51.1312(a)(2)(ii) states that the SIP revision deadline for a RACT SIP required pursuant to a reclassification is either 24 months from the effective date of the reclassification action, or the deadline established by the Administrator in the reclassification action. In this case, given that a SIP revision deadline of 24 months from the effective date of reclassification would be after the deadline for RACT implementation, we are establishing a deadline in this reclassification action.

later than when those controls are required to be implemented.

3. Implementation Deadline for RACT

Comment: A commenter states that there is no way for RACT to be implemented sooner, or more expeditiously, than the latest date required by the CAA. Commenters state that the EPA should set implementation deadlines for RACT by area instead of imposing one blanket deadline. Commenters state that the EPA has inappropriately proposed the same RACT implementation deadline (*i.e.*, January 1, 2026) for all three areas without considering the circumstances of each area. Commenters state that the different ozone seasons, historic frequency of ozone exceedances, emission sources, and timelines for emission control compliance support different implementation deadlines. Commenters state that the ozone season for the HGB nonattainment area begins on January 1, but the ozone season for the DFW and San Antonio nonattainment areas begins on March 1. Commenters state that implementing RACT at the start of the ozone season would not likely influence the design values as most of the highest ozone observations occur in May or later for all three areas. Commenters provide, as an example, "the HGB area has not measured an eight-hour ozone concentration greater than 70 ppb before March 1 for over 10 years so the requirement for RACT implementation by January 1, 2026, would not benefit the area's design value." Commenters state that advancing attainment of the area is not a factor of consideration when evaluating RACT and therefore, it is not imperative that RACT be implemented by no later than the beginning of the attainment year ozone season; and it is inadequate support for requiring RACT implementation dates to be uniform for all nonattainment areas.

Commenters state that the EPA should finalize RACT implementation deadlines to allow affected entities to comply with RACT on a timeline that considers sources' ability to control emissions based on technological and economic feasibility, which are primary factors in determining RACT. Commenters state that the ability to control could vary between sources, source categories, and areas, particularly for Bexar County, and additional time may be needed to allow affected sources to comply with new rules. Commenters state that compliance may necessitate that affected sources purchase, install, test, and operate new equipment or control devices, and even if new

regulations only require affected sources to replace higher VOC-content materials with lower VOC-content materials, owners and operators would still need time to address existing stocks, find suppliers, and order new supplies.

Response: We appreciate these comments. Texas is now required to submit SIP revisions to implement RACT level controls for all three nonattainment areas now classified as Serious, which includes a lower Serious area source threshold of a potential to emit 50 tpy or more down from the Moderate area level of 100 tpy.

RACT-level controls should already be largely implemented in the DFW and HGB areas for sources within the Serious area source threshold, as these two areas were reclassified from Moderate to Serious for the 2008 ozone NAAQS, effective September 23, 2019, and the required RACT implementation deadlines were August 3, 2020, and July 20, 2021.³⁸ Any delays in implementing the more stringent requirements associated with reclassification would delay related air quality improvements and human health benefits for residents across these areas, including those that may already bear a disproportionate burden of pollution, as shown in the Environmental Justice (EJ) considerations referenced in our January 2024 proposal and included in the docket for this action.

We appreciate the TCEQ's comments addressing eight-hour ozone concentrations greater than 70 ppb before March 1 in the HGB area. We reviewed the State's data for the San Antonio, DFW, and HGB areas for January and February, from 2013 through 2024, and did not see any regulatory monitors with concentrations over 70 ppb.³⁹ However, consistent with our January 2024 proposal and the EPA's implementing regulations for the 2015 ozone NAAQS, for RACT required pursuant to reclassification, for the HGB area we are finalizing the Serious RACT implementation deadline to be as expeditiously as practicable, but no later than the start of the attainment year ozone season associated with the area's new attainment deadline, which is January 1, 2026.⁴⁰ For the DFW area, consistent with our January 2024 proposal and the EPA's implementing regulations for the 2015 ozone NAAQS, for RACT required pursuant to

reclassification we are finalizing the Serious RACT implementation deadline to be as expeditiously as practicable, but no later than the start of the attainment year ozone season associated with the area's new attainment deadline, which is March 1, 2026.⁴¹

We appreciate the TCEQ's concerns regarding RACT in Bexar County. However, the implementation deadline for the Moderate area RACT was January 1, 2023, and by this time, implementation of RACT for the Moderate area should already be underway in the San Antonio area. Accordingly, most sources should already be under RACT controls for the Moderate classification and this voluntary reclassification as Serious will add those sources emitting less than 100 tpy that have the potential to emit 50 tpy or more. In addition, and as noted earlier, delays in implementing the more stringent requirements associated with reclassification would delay related air quality improvements and human health benefits for residents across the San Antonio nonattainment area, including those that may already bear a disproportionate burden of pollution, as shown in the EJ considerations referenced in our January 2024 proposal and included in the docket for this action. Therefore, consistent with our January 2024 proposal and the EPA's implementing regulations for the 2015 ozone NAAQS, for RACT required pursuant to reclassification we are finalizing the Serious RACT implementation deadline to be as expeditiously as practicable, but no later than the start of the attainment year ozone season associated with the area's new attainment deadline, which is March 1, 2026.⁴²

4. Implementation Deadline for Enhanced I/M Programs

Comment: The Office of the Harris County Attorney states that vehicle emissions in Harris County are especially important in tackling ozone because the area's vehicle emissions will likely increase in the next several years as heavy traffic and population increase. The commenter believes a three-year deadline is reasonable and more appropriate than the proposed four-year deadline.

Response: We appreciate the commenter's concerns. The HGB (which includes Harris County), as well as the DFW, Serious ozone nonattainment areas are currently implementing Enhanced I/M pursuant to the requirements for the 2008 ozone

NAAQS.⁴³ However, as described in our January 2024 proposal and consistent with the I/M regulations, for the existing Enhanced I/M programs in these areas, the TCEQ would need to conduct and submit a performance standard⁴⁴ modeling (PSM) analysis⁴⁵ as well as make any necessary program revisions as part of the Serious area I/M SIP submissions to ensure that I/M programs are operating at or above the Enhanced I/M performance standard level for the 2015 ozone NAAQS.⁴⁶ The TCEQ may determine through the PSM analysis that an existing SIP-approved program would meet the Enhanced performance standard for purposes of the 2015 ozone NAAQS without modification. In this case, the TCEQ could submit an I/M SIP revision with the associated performance modeling and a written statement certifying their determination in lieu of submitting new revised regulations.⁴⁷ To this end, the TCEQ included a PSM analysis for the existing Enhanced I/M program in Appendix C of the SIP revisions, proposed by the State on May 31, 2023, for the DFW and HGB Moderate attainment demonstrations for the 2015 ozone NAAQS.⁴⁸ The EPA will address these SIP revisions in a separate future action after the TCEQ has finalized the proposed I/M SIP revisions and submitted them to the EPA for consideration.

We also discussed in our January 2024 proposal that if the State wishes to rely upon emission reductions from any revisions to its I/M programs in SIPs demonstrating attainment or RFP, the State would need to fully implement these I/M program revisions as expeditiously as practicable but no later than the beginning of the applicable

⁴³ See 88 FR 61971 (September 8, 2023).

⁴⁴ An I/M performance standard is a collection of program design elements which defines a benchmark program to which a state's proposed program is compared in terms of its potential to reduce emissions of the ozone precursors, VOC, and NO_x.

⁴⁵ See *Performance Standard Modeling for New and Existing Vehicle Inspection and Maintenance (I/M) Programs Using the MOVES Mobile Source Emissions Model* (October 2022, EPA-420-B-22-034) at <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P1015S5C.pdf>.

⁴⁶ 40 CFR 51.372(a)(2).

⁴⁷ See *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area Classifications and State Implementation Plan Requirements*, 83 FR 62998, 63001-63002 (December 6, 2018). Performance standard modeling is also required for Enhanced I/M programs in Serious and above ozone nonattainment areas for the 2015 ozone NAAQS.

⁴⁸ The DFW proposed SIP revision is identified as Project No. 2022-021-SIP-NR and the HGB proposed SIP revision is identified as Project No. 2022-022-SIP-NR. The Texas proposed SIP revisions are posted at <https://www.tceq.texas.gov/airquality/sip/Hottop.html>.

³⁸ See 84 FR 44238 (August 23, 2019). The implementation deadline for RACT measures tied to attainment was August 3, 2020, and the implementation deadline for RACT measures not tied to attainment was July 20, 2021.

³⁹ https://www.tceq.texas.gov/cgi-bin/compliance/monops/8hr_monthly.pl

⁴⁰ See 40 CFR 51.1312(a)(3)(ii).

⁴¹ *Ibid.*

⁴² *Ibid.*

attainment year, *i.e.*, January 1, 2026 for the HGB area and March 1, 2026 for the DFW and San Antonio areas. However, the EPA has long taken the position that, like VOC RACT, the statutory requirement for states to implement I/M in ozone nonattainment areas classified Moderate and higher generally exists independently from the attainment planning requirements for such areas.⁴⁹ Thus, EPA believes that if the emission reductions from any I/M program revisions are not relied upon to demonstrate attainment by the attainment deadline or towards RFP for the 2015 ozone NAAQS, then an implementation deadline of no more than four years after the effective date of reclassification is reasonable given the unique nature of I/M programs and the many challenges, tasks, and milestones that must be met in implementing an Enhanced I/M program.

Furthermore, giving up to a four-year timeframe to implement Enhanced I/M in reclassified Serious nonattainment areas (that do not rely upon emission reductions from the new or revised Enhanced I/M programs for attainment demonstration or RFP SIP purposes) is consistent with the no more than four-year I/M implementation period established in the recent final rule that reclassified Marginal nonattainment areas to Moderate for the 2015 ozone NAAQS (which triggered requirements for Basic I/M programs).⁵⁰ Therefore, the EPA is finalizing its proposed deadline, that any new or revised Enhanced I/M programs, not intending to rely upon emission reductions from the new or revised Enhanced I/M programs for attainment demonstration or RFP SIP purposes, are to be fully implemented as expeditiously as practicable but no later than four years after the effective date of this final action.

Comment: The commenter disagrees that it is necessary to establish a January 1, 2026, implementation date for the Enhanced I/M program under the Serious classification in order to use the emissions reductions toward meeting Serious area attainment demonstration and RFP SIP obligations. The commenter states that the EPA has not provided a rationale for why newly required Enhanced I/M programs for the 2015 ozone standard would have to be fully implemented by no later than January 1, 2026, the beginning of the Serious classification attainment year. The commenter contends that if

emissions reductions from implementation of an Enhanced I/M program can be used for meeting SIP requirements under the Serious classification, the reductions can be based on when the program starts within the attainment year. The commenter states that emissions reductions from I/M programs are variable, depending on the number of vehicles tested in any given month, the vehicles' emissions profiles, and state of repair.

Response: We appreciate these comments. However, as mentioned in our proposal and the SRR for the 2015 ozone NAAQS, all control measures in the attainment plan and demonstration must be implemented no later than the beginning of the attainment year ozone season, notwithstanding any alternate RACT and/or RACM implementation deadline requirements in 40 CFR 51.1312 (see 40 CFR 51.1308(d) and 83 FR 62998). Therefore, for those areas intending to rely upon emissions reductions from any revisions to its I/M programs for the Serious attainment demonstration or RFP SIP purposes, it is necessary to establish an I/M implementation deadline of no later than the start of the attainment year ozone season.

The EPA is finalizing its proposed deadline, that any new or revised Enhanced I/M programs, intending to rely upon emission reductions from the new or revised Enhanced I/M programs for attainment demonstration or RFP SIP purposes, are to be fully implemented as expeditiously as practicable but no later than January 1, 2026 (for the HGB area) and March 1, 2026 (for the DFW and San Antonio areas).

5. Reporting Deadline for the Transportation Control Demonstration

We received no comments addressing the reporting deadline for the transportation control demonstration. Therefore, consistent with our proposal and CAA section 182(c)(5), the first transportation control demonstration is due no later than January 1, 2028, which is two years after the attainment demonstration SIP is due, and subsequent transportation control demonstrations are due every three years thereafter.

Environmental Justice

Comment: The Office of the Harris County Attorney states that EPA provides an analysis of the HGB area's environmental justice (EJ) considerations in the proposed rule and notes that analyzing Harris County and its population with the inclusion of two other counties might not be the most

accurate or effective way of understanding the EJ issues in Harris County. The commenter states that Harris County is geographically larger than Rhode Island, has a population larger than several states, is the third largest county in the United States, and has a sizable income gap. The commenter states that Harris County contains urban, suburban, and rural populations and does not have zoning laws, so commercial and industrial areas are often sited within or near residential areas, and consequently, neighborhoods in Harris County experience ozone pollution and EJ factors in different degrees. The commenter states that EPA noted this discrepancy in denying Texas's request for a 1-year extension of the attainment date for the HGB area for the 2008 ozone NAAQS—EPA based its denial, in part, on “considerations of existing pollution burdens for some communities within the area.”⁵¹ The commenter states that EPA noted communities residing and working near violating ozone monitors in the Houston area and the Houston Ship Channel are exposed to a significant and disproportionate burden of ozone pollution and other sources of pollution (e.g., vehicle traffic and particulate matter emissions) compared to the greater Houston area and the U.S. as a whole.⁵² The commenter asks the EPA to factor this disparity between populations in Harris County into future EJ analysis in actions concerning Harris County.

Response: The EPA appreciates these comments.

Comment: Commenters state that the EPA's analysis failed to identify that EJScreen indicators in Bexar County exceed the 80th percentile for particulate matter and ozone pollution, although a graph provided in the docket did so.⁵³ Commenters state that this information does not change the result, but it is essential that EPA accurately identify environmental justice issues.

Response: The EPA appreciates these comments.

D. General

Comment: The TCEQ states that the EPA should conduct rulemaking to establish requirements for approvable contingency measures or, in the absence of rulemaking, finalize and respond to the comments submitted on the March 2023 draft guidance on contingency measure requirements. Commenters

⁴⁹ John S. Seitz, Memo, “Reasonable Further Progress, Attainment Demonstration, and Related Requirements for Ozone Nonattainment Areas Meeting the Ozone National Ambient Air Quality Standard,” May 10, 1995, at 4.

⁵⁰ See 87 FR 60897.

⁵¹ 87 FR 60926, 60927 (October 7, 2022).

⁵² *Ibid.*, page 60929. Emphasis added by the commenter.

⁵³ See “Environmental Justice Considerations” in the docket for this action.

state that finalization of this guidance is necessary for the TCEQ to meet the deadlines required for SIP development related to this reclassification action and to develop effective measures that EPA may find approvable.

Response: The EPA acknowledges this comment. Our draft guidance serves as a useful interim statement of EPA policy that can inform States' contingency measures SIP development. As to the necessity or desirability of EPA conducting a rulemaking or finalizing guidance, or the timing thereof, these comments are outside the scope of this action. With respect to TCEQ's concerns about developing approvable contingency measures for the Serious attainment plan in the absence of finalized guidance, EPA staff is available to assist the TCEQ in the development and implementation of approvable contingency measures that are consistent with the statute and relevant court decisions.

Comment: Commenters state that it is not logical to run a sanctions clock for deadlines that have already passed and will be reset based on a higher classification. Commenters state that the EPA should terminate all sanctions clocks associated with its October 2023 findings. Other commenters state that the EPA should move forward with FIPs under the October 2023 findings.

Response: The EPA did not propose sanctions in our January 2024 proposal. Comments addressing our October 2023 findings are outside the scope of this action. However, as discussed in detail elsewhere in this final action, all Moderate area requirements remain in effect with the exception of the Moderate attainment demonstration, contingency measures associated with failure to attain by the Moderate attainment date, and RACM associated with the Moderate area attainment date.

Comment: Commenters state that the EPA is well within its authority to direct for any judicial review of final action to the D.C. Circuit.

Response: The EPA appreciates these comments.

III. Final Action

Pursuant to CAA section 181(b)(3), we are granting the Texas Governor's request to voluntarily reclassify the San Antonio, DFW, and HGB nonattainment areas from Moderate to Serious for the 2015 ozone NAAQS. The EPA is also finalizing a deadline of 18 months from the effective date of this action or January 1, 2026, whichever is earlier, for the TCEQ to submit SIP revisions addressing the CAA Serious ozone nonattainment area requirements for the San Antonio, DFW, and HGB areas. The

Serious area requirements include Enhanced monitoring (CAA section 182(c)(1)); Emissions inventory and emissions statement rule (40 CFR 51.1300(p) and 40 CFR 51.1315); RFP (40 CFR 51.1310); Attainment demonstration and RACM (40 CFR 51.1308 and 40 CFR 51.1312(c)); RACT (40 CFR 51.1312); Nonattainment NSR (40 CFR 51.1314 and 40 CFR 51.165); Enhanced I/M (CAA section 182(c)(3) and 40 CFR 51 Subpart S); Clean-fuel vehicle programs (CAA section 182(c)(4); and Contingency measures (CAA sections 172(c)(9) and 182(c)(9)). In addition, a demonstration evaluating the need for a transportation control measure program (CAA section 182(c)(5)) is also required. We are also finalizing deadlines for implementation of new RACT controls: in the HGB area, implementation shall occur as expeditiously as practicable but no later than January 1, 2026, and in the San Antonio and DFW areas implementation shall occur as expeditiously as practicable but no later than March 1, 2026. We are also finalizing a deadline for any new or revised Enhanced I/M programs in the HGB area to be fully implemented as expeditiously as practicable but no later than January 1, 2026, if emission reductions from I/M program revisions are relied upon for attainment demonstration or RFP SIP purposes and no later than four years after the effective date of the final action reclassifying these areas as Serious for the 2015 ozone NAAQS if emission reductions from I/M program revisions are not relied upon for attainment demonstration or RFP SIP purposes. We are also finalizing a deadline for any new or revised Enhanced I/M programs in the San Antonio and DFW areas to be fully implemented as expeditiously as practicable but no later than March 1, 2026, if emission reductions from I/M program revisions are relied upon for attainment demonstration or RFP SIP purposes and no later than four years after the effective date of the final action reclassifying these areas as Serious for the 2015 ozone NAAQS if emission reductions from I/M program revisions are not relied upon for attainment demonstration or RFP SIP purposes. We are also finalizing a deadline for the first transportation control demonstration, as required by CAA section 182(c)(5), of no later than January 1, 2028, and for subsequent transportation control demonstrations every 3 years thereafter.

IV. Environmental Justice Considerations

As stated in our January 2024 proposal and for informational purposes only, EPA conducted screening analyses

of the San Antonio, DFW, and HGB areas using EPA's Environmental Justice (EJ) screening tool (EJScreen tool, version 2.2).⁵⁴ The results of this analysis are provided for informational and transparency purposes, not as a basis of our proposed action. The EJScreen analysis reports are available in the docket for this rulemaking. The EPA found, based on the EJScreen analyses, that this final action will not have disproportionately high or adverse human health or environmental effects on a particular group of people, because EPA's granting of the Texas Governor's request to reclassify the San Antonio, DFW, and HGB ozone nonattainment areas from Moderate to Serious will require ongoing reductions of ozone precursor emissions, as required by the CAA. Specifically, this final rule would require that Texas submit plans for each area including: Enhanced monitoring (CAA section 182(c)(1)); Emissions inventory and emissions statement rule (40 CFR 51.1300(p) and 40 CFR 51.1315); RFP (40 CFR 51.1310); Attainment demonstration and RACM (40 CFR 51.1308 and 40 CFR 51.1312(c)); RACT (40 CFR 51.1312); Nonattainment NSR (40 CFR 51.1314 and 40 CFR 51.165); Enhanced I/M (CAA section 182(c)(3) and 40 CFR 51 Subpart S); Clean-fuel vehicle programs (CAA section 182(c)(4); Contingency measures (CAA sections 172(c)(9) and 182(c)(9)); and a demonstration evaluating the need for a transportation control measure program (CAA section 182(c)(5)). These required measures would help to improve air quality in the affected nonattainment areas. Information on ozone and its relationship to negative health impacts can be found at <https://www.epa.gov/ground-level-ozone-pollution>.

V. Statutory and Executive Order Reviews

A. Executive Order 12866: Regulatory Planning and Review, Executive Order 13563: Improving Regulation and Regulatory Review, and Executive Order 14094: Modernizing Regulatory Review

This final action is not a significant regulatory action as defined in Executive Order 12866, as amended by Executive Order 14094, and was therefore not subject to a requirement for Executive Order 12866 review. Because the statutory requirements are clearly defined with respect to the differently classified areas, and because those requirements are automatically triggered by reclassification, the timing of the submittal of the Serious area

⁵⁴ See <https://www.epa.gov/ejscreen>.

requirements does not impose a materially adverse impact under Executive Order 12866.

B. Paperwork Reduction Act (PRA)

This final action does not impose an information collection burden under the provisions of the PRA.

C. Regulatory Flexibility Act (RFA)

I certify that this final rule will not have a significant economic impact on a substantial number of small entities under the RFA. This final action will not impose any requirements on small entities. Granting a request to reclassify an area to the next higher classification does not in and of itself create any new requirements beyond what is mandated by the CAA. Instead, this rulemaking only makes factual conclusions, and does not directly regulate any entities.

D. Unfunded Mandates Reform Act of 1995 (UMRA)

This final action does not contain an unfunded mandate of \$100 million or more as described in UMRA, 2 U.S.C. 1531–1538, and does not significantly or uniquely affect small governments. The final action imposes no new enforceable duty on any State, local or Tribal governments or the private sector.

E. Executive Order 13132: Federalism

This final action does not have federalism implications. It will not have substantial direct effects on the States, on the relationship between the National Government and the States, or on the distribution of power and responsibilities among the various levels of government.

F. Executive Order 13175: Consultation and Coordination With Indian Tribal Governments

This final action does not have Tribal implications as specified in Executive Order 13175. There are no Indian reservation lands or other areas where the EPA or an Indian tribe has demonstrated that a tribe has jurisdiction within the San Antonio, DFW, or HGB ozone nonattainment areas. Therefore, this final action does not have tribal implications and will not impose substantial direct costs on tribal governments or preempt tribal law as specified by Executive Order 13175.

G. Executive Order 13045: Protection of Children From Environmental Health Risks and Safety Risks

The EPA interprets Executive Order 13045 as applying only to those regulatory actions that concern health or safety risks that the EPA has reason to believe may disproportionately affect

children, per the definition of “covered regulatory action” in section 2–202 of the Executive Order. This action is not subject to Executive Order 13045 because it does not establish an environmental standard intended to mitigate health or safety risks.

H. Executive Order 13211: Actions That Significantly Affect Energy Supply, Distribution or Use

This final action is not subject to Executive Order 13211 because it is not a significant regulatory action under Executive Order 12866.

I. National Technology Transfer and Advancement Act (NTTAA)

This final action does not involve technical standards.

J. Executive Order 12898: Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations and Executive Order 14096: Revitalizing Our Nation's Commitment to Environmental Justice for All

Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 59 FR 7629, February 16, 1994) directs Federal agencies to identify and address “disproportionately high and adverse human health or environmental effects” of their actions on minority populations and low-income populations to the greatest extent practicable and permitted by law. The EPA defines environmental justice (EJ) as “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.” The EPA further defines the term fair treatment to mean that “no group of people should bear a disproportionate burden of environmental harms and risks, including those resulting from the negative environmental consequences of industrial, governmental, and commercial operations or programs and policies.”

This final action would reclassify the San Antonio, DFW, and HGB nonattainment areas from Moderate to Serious for the 2015 ozone NAAQS, set deadlines for the submission of revised SIPs addressing the Serious area requirements for these three nonattainment areas, and set deadlines for implementation of controls required for these three nonattainment areas. This final does not revise measures in the current SIP. As such, at a minimum,

this action would not worsen any existing air quality and is expected to ensure the areas are meeting requirements to attain and/or maintain air quality standards. Further, there is no information in the record indicating this action is expected to have disproportionately high or adverse human health or environmental effects on a particular group of people. The EPA performed an environmental justice analysis, as described earlier in this action under “Environmental Justice Considerations.” The analysis was done for the purpose of providing additional context and information about this action to the public, not as a basis of the action.

K. Congressional Review Act (CRA)

This final rule is exempt from the CRA because it is a rule of particular applicability. The rule makes factual determinations for specific entities and does not directly regulate any entities. The EPA’s approval to grant the request to reclassify does not in itself create any new requirements beyond what is mandated by the CAA.

L. Judicial Review

Under section 307(b)(1) of the Clean Air Act, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by August 19, 2024. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this action for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. (See section 307(b)(2).)

List of Subjects in 40 CFR Part 81

Environmental protection, Air pollution control, Intergovernmental relations, Nitrogen oxides, Ozone, Reporting and recordkeeping requirements, Volatile organic compounds.

Dated: June 10, 2024.

Earthea Nance,

Regional Administrator, Region 6.

Part 81, chapter I, title 40 of the Code of Federal Regulations is amended as follows:

PART 81—DESIGNATION OF AREAS FOR AIR QUALITY PLANNING PURPOSES

■ 1. The authority citation for part 81 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

NAAQS [Primary and Secondary]” by revising the entries for “Dallas-Fort Worth, TX”, “Houston-Galveston-Brazoria, TX”, and “San Antonio, TX” to read as follows:

§ 81.344 Identification of plan.
* * * * *

Subpart SS—Texas

■ 2. Section 81.344 is amended in the table for “Texas—2015 8-Hour Ozone

TEXAS—2015 8-HOUR OZONE NAAQS
[Primary and secondary]

Designated area ¹	Designation		Classification	
	Date ²	Type	Date ²	Type
Dallas-Fort Worth, TX Collin County. Dallas County. Denton County. Ellis County. Johnson County. Kaufman County. Parker County. Tarrant County. Wise County.		Nonattainment	July 22, 2024	Serious.
* * * * *				
Houston-Galveston-Brazoria, TX Brazoria County. Chambers County. Fort Bend County. Galveston County. Harris County. Montgomery County.		Nonattainment	July 22, 2024	Serious.
San Antonio, TX Bexar County.	9/24/2018	Nonattainment	July 22, 2024	Serious.
* * * * *				

¹ Includes any Indian country in each county or area, unless otherwise specified. EPA is not determining the boundaries of any area of Indian country in this table, including any area of Indian country located in the larger designation area. The inclusion of any Indian country in the designation area is not a determination that the state has regulatory authority under the Clean Air Act for such Indian country.

² This date is August 3, 2018, unless otherwise noted.

* * * * *
[FR Doc. 2024–13193 Filed 6–18–24; 8:45 am]
BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 180

[EPA–HQ–OPP–2024–0223; FRL–12024–01–OCSP]

Afidopyropen; Pesticide Tolerance for Emergency Exemption

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: This regulation establishes a time-limited tolerance for residues of afidopyropen, including its metabolites and degradates, in or on strawberry. This action is in response to EPA’s granting of an emergency exemption under the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) authorizing use of the pesticide on field-grown strawberry. This regulation establishes a maximum permissible

level for residues of afidopyropen in or on strawberry. The time-limited tolerance expires on December 31, 2027.

DATES: This regulation is effective June 20, 2024. Objections and requests for hearings must be received on or before August 19, 2024 and must be filed in accordance with the instructions provided in 40 CFR part 178 (see also Unit I.C. of the **SUPPLEMENTARY INFORMATION**).

ADDRESSES: The docket for this action, identified by docket identification (ID) number EPA–HQ–OPP–2024–0223, is available at <https://www.regulations.gov> or at the Office of Pesticide Programs Regulatory Public Docket (OPP Docket) in the Environmental Protection Agency Docket Center (EPA/DC), West William Jefferson Clinton Bldg., Rm. 3334, 1301 Constitution Ave. NW, Washington, DC 20004. The Public Reading Room is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding legal holidays. The telephone number for the Docket Public Reading Room is (202) 566–1744. Please review the visitor instructions and additional information

about the docket available at <https://www.epa.gov/dockets>.

FOR FURTHER INFORMATION CONTACT: Charles Smith, Registration Division (7505P), Office of Pesticide Programs, Environmental Protection Agency, 1200 Pennsylvania Ave. NW, Washington, DC 20460–0001; main telephone number: (202) 566–1030; email address: RDfRNNotices@epa.gov.

SUPPLEMENTARY INFORMATION:

I. General Information

A. Does this action apply to me?

You may be potentially affected by this action if you are an agricultural producer, food manufacturer, or pesticide manufacturer. The following list of North American Industrial Classification System (NAICS) codes is not intended to be exhaustive, but rather provides a guide to help readers determine whether this document applies to them. Potentially affected entities may include:

- Crop production (NAICS code 111).
- Animal production (NAICS code 112).

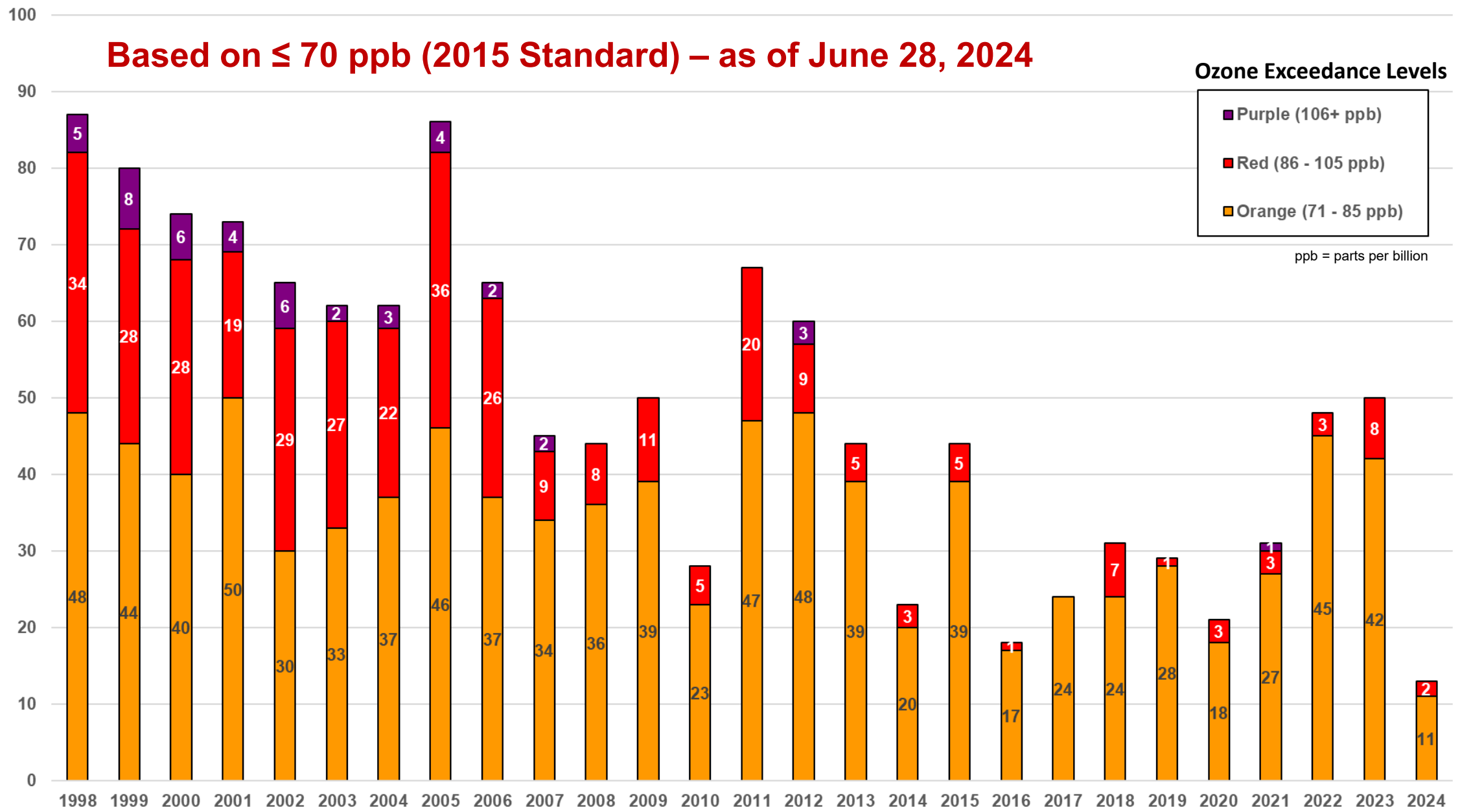
8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (2015 Standard) – as of June 28, 2024

Ozone Exceedance Levels

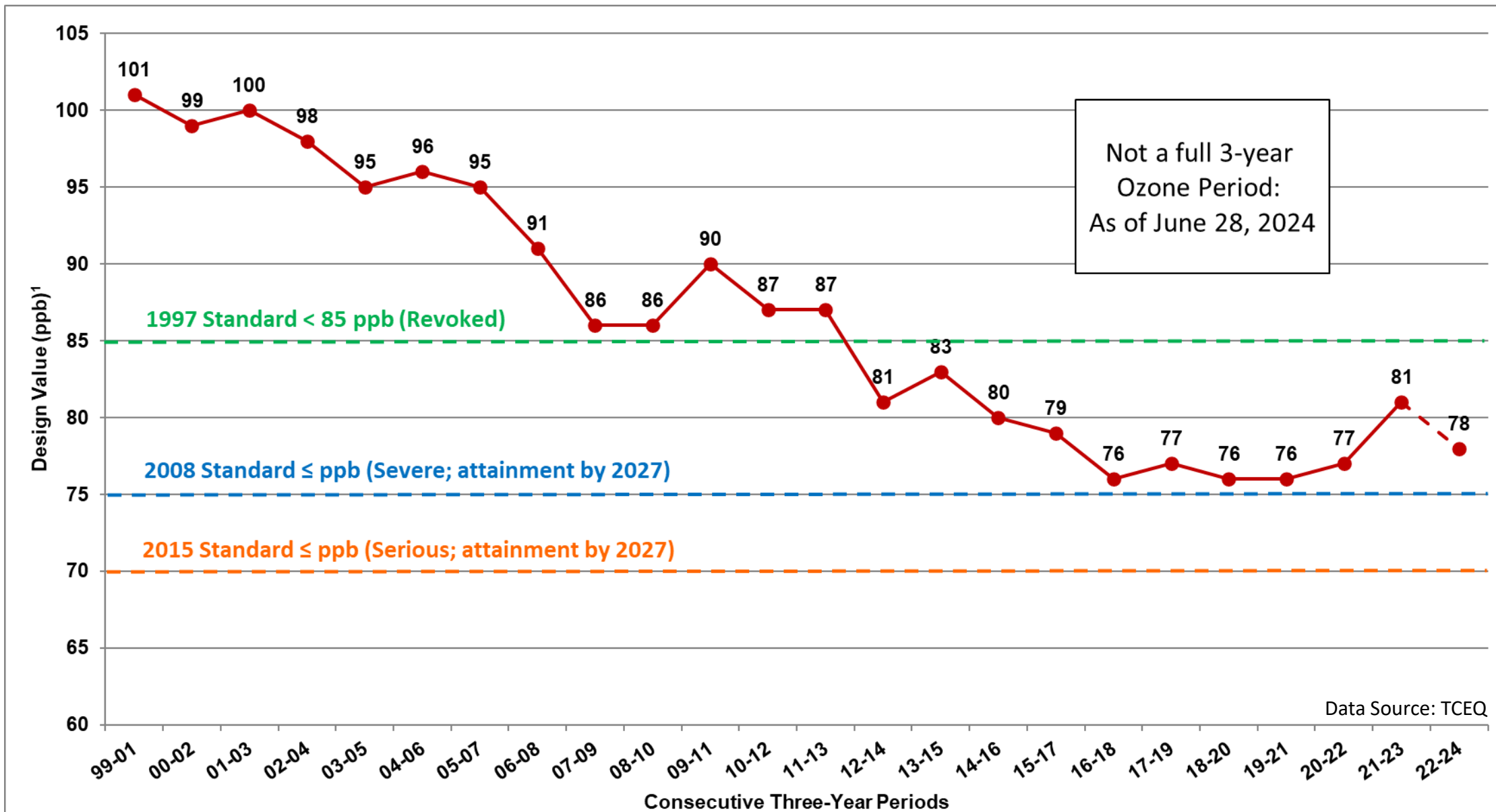
- Purple (106+ ppb)
- Red (86 - 105 ppb)
- Orange (71 - 85 ppb)

ppb = parts per billion



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

8-HOUR OZONE NAAQS HISTORICAL TRENDS



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

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

This document is a compilation of general public comments submitted from Monday, May 20 through Wednesday, June 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 public involvement 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 58 new comments related to bicycle and pedestrian, roadway and transit conditions. You can view these new comments as well as past comments by

visiting: <http://nctcoggis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Air Quality

Twitter –

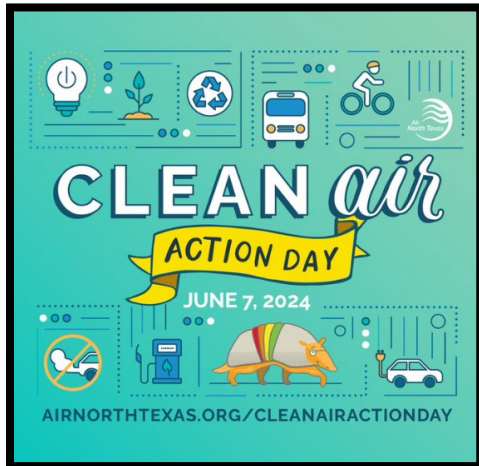
1. Ozone Action Day – Ozone in the DFW area Wednesday, June 5, is predicted to be at Level Orange, unhealthy for sensitive groups. Children, older adults and people with lung disease, such as asthma, emphysema, or chronic bronchitis, should limit outdoor activity. — NCTCOGTransportation (@NCTCOGtrans)



Officially summer — JW-MEME LORD 🟠 (@ntwxsnr)

Another orange armadillo day. — Bojo Pigeon (@BojoPigeon)

2. Clean Air Action Day is here! Join the mission to help protect our air quality in North Texas. What is one thing you can do today? #CAAD2024 — Clay Lewis Jenkins (@JudgeClayJ)



3. Happy #CAAD2024! ✨ Here are some great ways to contribute to cleaner air in Denton County from DCTA and our friends at @nctcogtrans! 🚲 🚗 🚶 Are you doing your part?

#RideDCTA #DentonCounty — Denton County Transportation Authority (@RideDCTA)



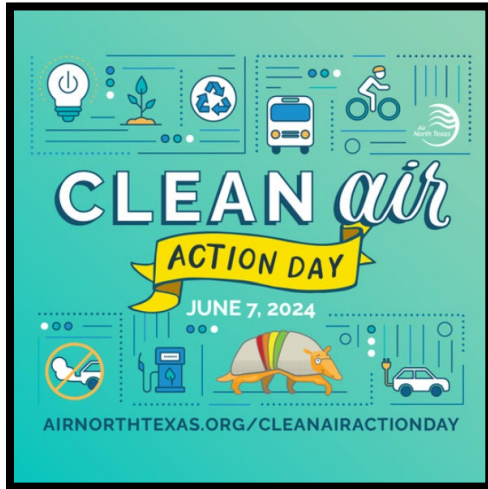
Facebook –

1. Clean Air Action Day is this Friday! Join us as we pledge to take action to improve air quality:
1. Visit airnorthtexas.org/cleanairactionday 2. Make the commitment to cleaner air by choosing at least one action you can take 3. Share with us on June 7 by using #CAAD2024 — NCTCOG Transportation Department



What are you all doing, NCTCOG Transportation Department? Any chance of leadership by example on your part? Or is this initiative “For thee but not me?” — Rob Dentremont

2. We invite you to join us for Clean Air Action Day by doing at least one thing to help improve air quality. — NCTCOG Transportation Department



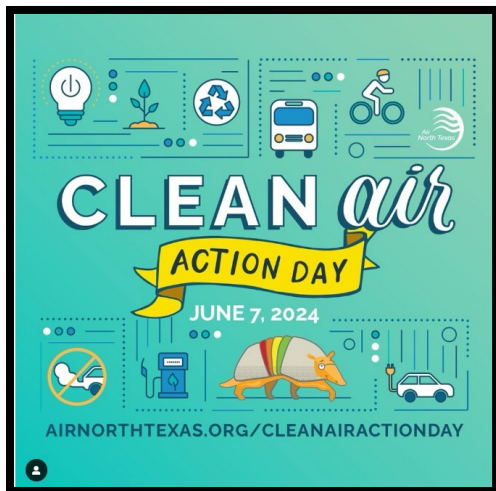
What are you all doing, NCTCOG Transportation Department? Any chance of leadership by example on your part? Or is this initiative “For thee but not me?” — Rob Dentremont

Fire all democrats — Dennis Zahradnik

You have to live in China if you want clean air — David Williams

Instagram –

1. 🌍 🇺🇸 Join us on Friday, June 7, 2024, for Clean Air Action Day! 🇺🇸 🌍 Take a step to improve air quality by doing at least one thing to help. Pledge your action(s) at AirNorthTexas.org/CleanAirActionDay and tell us your plans. Share how you celebrate with #CAAD2024 and tag us @NCTCOGtrans. Let’s make a difference together! ❤️ — Grapevine Parks & Recreation (@gograpevine)



2. At DCTA, we celebrate Clean Air Action Day every day. ✨ In celebration of today, along with @nctcogtrans, here are some great ways to contribute to cleaner air in Denton County!

Remember, any action—no matter the size—can make a difference. 🚲 🚗 🚶 Are you doing your part? Comment how you're contributing to cleaner air! #ridedcta #dentoncounty #transittogether #CAAD2024 #cleanairactionday #airquality #gogreen #publictransit — Denton County Transportation Authority (@RideDCTA)



Bicycle/Pedestrian/Sustainable Development

Twitter –

1. District 12, we need your input! Join us on Monday (6/3) for a virtual meeting to discuss the Dallas Bike Plan. #dfwtraffic #dallastraffic #VisionZeroDallas #DallasBikePlan — Dallas Department of Transportation (@DDOTransport)

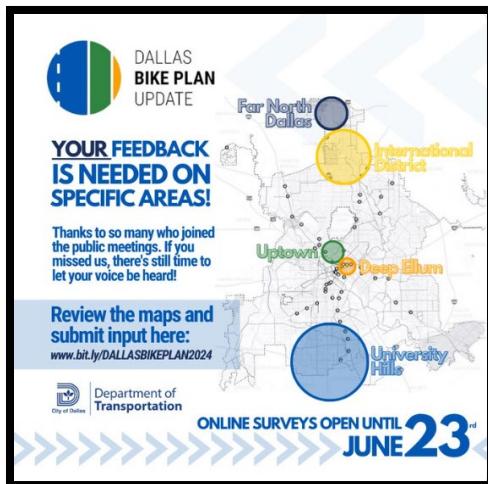


2. 🚨 TONIGHT! 🚨 To see past meeting presentations and comment opportunities, visit: <https://dallascityhall.com/departments/transportation/bikeway/Pages/Bike-Plan-Engagement.aspx> #dallastraffic #dfwtraffic #DallasBikePlan #VisionZeroDallas — Dallas

Department of Transportation (@DDOTransport)



3. We want to hear from you! The #DallasBikePlan is in its final phase. Vote for routes through Uptown and Deep Ellum, and comment on bike networks through North Dallas, the International District, and University Hills in southern Dallas. #dfwtraffic #dallastraffic — Dallas Department of Transportation (@DDOTransport)



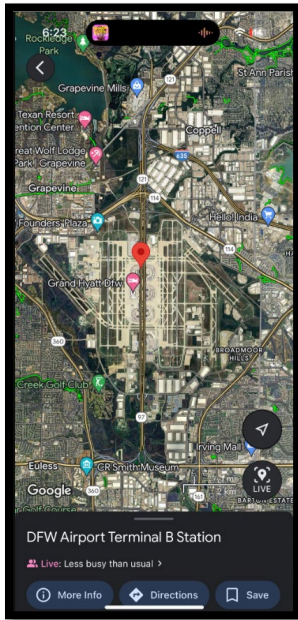
4. We need your input on: * The #DallasBikePlan * Lake June Road corridor safety improvements <http://linktr.ee/dallasdot> #dallastraffic #dfwtraffic #VisionZeroDallas — Dallas Department of Transportation (@DDOTransport)



5. A drunk driving suspect slammed into two cyclists on a group ride at DFW Airport, and it was all caught on camera. Some may find the video difficult to watch. — FOX 4 NEWS (@FOX4)



Unfortunately, all trails near DFW terminate and cyclists are forced onto high speed roads. @NCTCOGtrans This should be an extremely high priority. There needs to be grade separate trails to allow cyclists to pass or enter DFW without interacting with cars. — DCbyLonghorn (@WMATASoldier)



High Speed Rail

Twitter –

1. Dallas throws up a roadblock to high speed rail to @cityofArlington and @cityofFortWorth @FortWorthReport @TxDotDallas @NCTCOGtrans — Robert Francis (@RobertF1414)



Public Involvement

Instagram –

1. Tell us how the Dallas-Fort Worth transportation system is working for you! 🚗🚲🚶
#ConnectNorthTexas #PlaninProgress — NCTCOG Transportation (@nctcogtrans)



Why are all funding partners Highway Authorities? Is the plan to ask everyone where the new roads should go or which interchange is the most annoying? — Tim C (@jibeho_470)

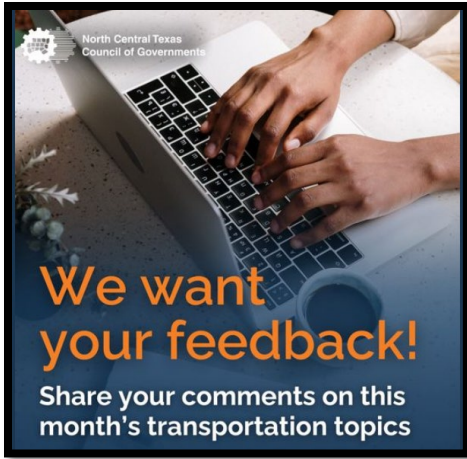
Facebook –

1. Transportation Work Program modifications for review/comment. — NCTCOG Transportation Department



Do any NCTCOG Transportation Department employees bike to work? Or carpool? Or take the bus? — Rob Dentremont

2. Submit your comments for the June Online Input Opportunity! Learn about current transportation initiatives and participate in the planning process for the North Texas region. Visit publicinput.com/nctcogJune24 to submit your feedback. Comment period is open until Tuesday, July 9. — NCTCOG Transportation Department



Rigged survey questions. — Wm Atkins

3. Tell us how the Dallas-Fort Worth transportation system is working for you! 🚗🚲🚶
 #ConnectNorthTexas #PlaninProgress — NCTCOG Transportation Department



Having a train stop at the AA Center has worked out so incredibly well! Now get the same for the Cowboy's and Rangers' stadiums — Nancy Wyrick Hamouch

Cynthia Huge safety risk to passengers, none of whom would be armed if they attend an event at the AAC, or had been to bars in the vicinity... because the Right to self-defense has been stolen from patrons of these establishments. Bright lights IN the train cars, DARKNESS outside. Every passenger is visible to anyone on the street, nearly impossible to see potential troublemakers due to the glare of the windows if you're in the train car. I pay attention to my intuition... too many others do not. 😬 — Mi Licater

Gordon Arlington taxpayers are already forced to fund THREE different forms of 'public transit': HandiTran Mavs Mover (UTA student shuttle) Via (or whatever they've renamed it.) — Mi Licater

Helen Mitchell Union Pacific owns the track, and is under no obligation to share it. The reason Amtrak is ALWAYS late is because we (taxpayers) own ONLY the rolling stock, (the cars and engines) and NOT the track right-of-way. The track owner has traffic priority. Amtrak runs at the mercy of the railroads. An excellent example of government forcing taxpayer 'investment' of a mode of transportation that was abandoned by private ownership when that business model ceased to be profitable. So what does government do? BUYS IT. Trillions of dollars of sand have been poured down that rat hole ever since. — Mi Licater

The population is getting older and will become shut-ins with no decent transportation system. — Kathy Welch

The drive to go to a concert at the Meyerson Symphony for me often times takes 80-90 minutes. Riding the Orange/Red line Dart, it is 60 minutes from my door to the lobby of the concert hall, without having to pay for parking as a bonus! Can't wait for the Silver Line to open. — Xiaolan Zhou

Xiaolan Zhou I cannot picture any location near the orange line that would take 1 1/2 hours to drive to the Meyerson. I have performed in the Meyerson many times and frequently ride bus and train between N Dallas and E Ft Worth, including the orange line and TexRail when on Sundays. I'd recommend Google maps and perhaps some surface streets. — David Smith

David Smith You are lucky then. During rush hour, and if there's even a fender bender (which happens often), even the Google map or Waze wouldn't help because everyone else is heading that way too. — Xiaolan Zhou

Roadways

Facebook –

1. We asked, you answered, we listened. Now we need your feedback on our draft of Connecting Texas 2050, our statewide long-range transportation plan. The public comment period is open through June 9, with a virtual public hearing on May 28. Learn more about the plan at <https://ow.ly/Jvpa50RRqLP> #TxDOTNewsroom — Texas Department of Transportation



Why don't tollways have a method to report or auto ticket drivers who speed on toll roads, the easiest speeder to catch, tollgate to tollgate can ticket those who go 80+,

higher fees for faster driver's. Would save lives, increase revenue for patrol cities along tollways from offending vehicles. It's not rocket science to figure speed point a to point b etc. — Jeff Schmidt

Instagram –

1. Just a few days left to complete Community Survey #1. Your feedback will help shape future transportation and infrastructure priorities! Take the survey by May 26 at 5:00 pm by visiting www.AccessButlerPlacePlan.com/getinvolved (link in bio) #AccessButlerPlacePlan #Accessibility #Reconnect #FortWorth #Community #Transportation #FWHS #Mobility #Infrastructure #Downtown #Neighborhoods #Engagement #GetInvolved #Planning @CityofFortWorth @DowntownFortWorth @NCTCOGTrans @TxDOT



Twitter –

1. Guess what? There will be more closures alongside Loop 820 for the next round of the Southeast Connector Project @cityofFortWorth @FortWorthReport @NCTCOGTrans @TxDOT — Robert Francis (@RobertF1414)



RTC/STTC/Executive Board

Twitter –

1. @NCTCOGtrans Regional Transportation Council meeting with population forecast. DFW will continue growing. — Cara Mendelsohn ■ (@caraathome)

	2022	2050 Control Total	2022 - 2050 Change	2022 - 2050 % Change
Population	8,010,058	12,429,673	4,419,615	55.2%
Employment	5,878,904	8,498,026	2,619,122	48.0%
2050 Population/Employment Ratio		1.43		

Source: U.S. Census Bureau, Bureau of Economic Analysis, The Perseman Group, NCTCOG

Transit

Twitter –

1. Important! An interesting safety system that the Public Transport Company of Zurich, Switzerland is working on — Tree of Knowledge (@ToK_ScienceTree)

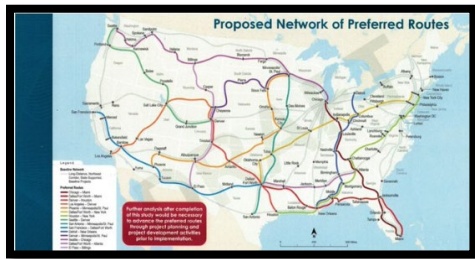


.@dartmedia @NCTCOGtrans — Cara Mendelsohn ■ (@caraathome)

2. <https://t.co/ljMVXNlnvg> @CityOfDallas @dartmedia @DARTAlerts @NCTCOGtrans @NCTCOG_Official @ToITagNews @NTTATravelAlert @CityofAllenTX @cityofplanotx — LEO (@__leoyrh)

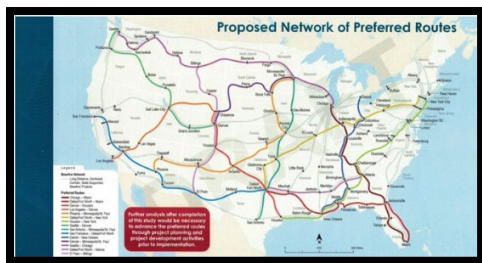
3. FRA daily long-distance train study wraps up meetings. Could have big impact on Dallas-Fort Worth as a passenger rail hub <https://texasrailadvocates.org/post/feds-wrap-up-first-step-in-expansion-of-long-distance-passenger-rail-vision> @amtrak @USDOTFRA @RailPassengers

@TXRailAdvocate @TXRailroads @NCTCOGtrans — Peter J LeCody (@railadvo)



This is all part of a series of tipping points that show high-speed rail is now being taken seriously by Congress, the Admin. and many other labor and industry stakeholders.
#BuildHSR — US High Speed Rail (@USHSR)

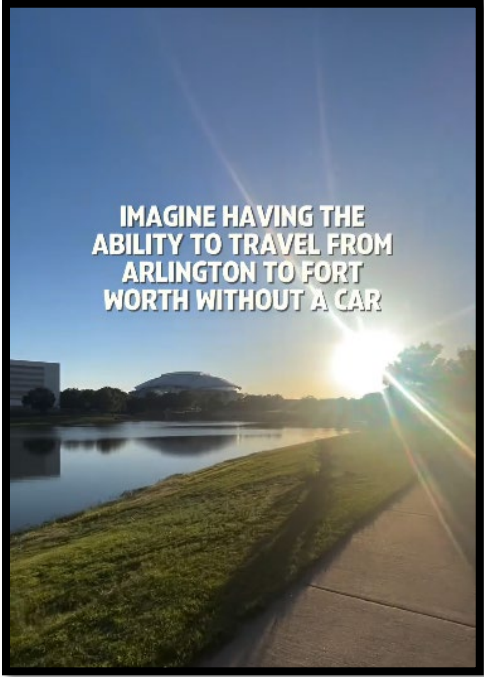
4. FRA daily long-distance train study wraps up meetings. Could have big impact on Dallas-Fort Worth as a passenger rail hub <https://texasrailadvocates.org/post/feds-wrap-up-first-step-in-expansion-of-long-distance-passenger-rail-vision> @amtrak @USDOTFRA @NCTCOGtrans @RailPassengers @UnionPacific @BNSFRailway — Texas Rail Advocates (@TXRailAdvocate)



Instagram –

1. 🇺🇸 ✨ A NEW DEAL FOR TRANSIT It's wild that in the richest nation in the world, communities across the country – rural, suburban and cities – still don't have access to affordable, efficient public transit. Electrification of our cars is essential, but not enough – we must move to a model where people can use public transit to get around in their daily lives. In cities and in rural areas, investments in buses and clean transit are investments in young people, working people, and people of color. That's why we must invest in electrifying and expanding public transit across the country. Join our Green New Deal for public transportation campaign and help us win a city where everyone has freedom to move, access to transportation. 😊 smvmt.us/Tarrant Shout out to @nctcogtrans y'all rock 🙌 ✨ 🙌 #transportation #publictransport #communityfrontline #climatecrisis #environmentaljustice —

SUNRISE MVMT. – Tarrant County (@sunrisetarrant)



TRANSPORTATION

PUBLIC MEETING

JULY 8 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX 76011

PRESENTATIONS

Regional 10-Year Plan Update

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 of the project list covering projects from FY2025 to FY2034 will be presented for review and comment.

Access North Texas: 2026 Update

Access North Texas is the regional public transportation coordination plan for the 16-county North Central Texas area. The plan, which is updated every 4 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 the Access North Texas Plan to help with their transportation planning. For more information, visit www.AccessNorthTexas.org.

Transit Strategic Partnerships

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 www.nctcog.org/strategicpartnerships-transit.

Charging Smart

Charging Smart is a new technical assistance and designation program recognizing communities for electric vehicle (EV) readiness. Staff will provide an overview of this program and its role to provide assistance to aid cities in streamlining plans, permits and inspections to deploy EV charging infrastructure more efficiently. For more information, visit www.dfwcleancities.org/charging-smart.

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/nctcogJuly24 or participate via phone by dialing 855-925-2801 then code 10300.



RESOURCES & INFORMATION

Mobility 2050 Public Input Summary:
publicinput.com/Mobility2050

NCTCOG Spatial Data Cooperative Program
nctcog.org/sdcp

Mobility 2045 – 2022 Update: Administrative Revision:
publicinput.com/nctcogJuly24

Try Parking It:
tryparkingit.com

MINUTES**REGIONAL TRANSPORTATION COUNCIL
ONLINE PUBLIC INPUT OPPORTUNITY****Modifications to the FY2024 and FY2025 Unified Planning Work Program (UPWP)****Online Public Input Opportunity Dates**

Monday, June 10 - Tuesday, July 9, 2024 – The North Central Texas Council of Governments (NCTCOG) posted information at www.publicinput.com/nctcogJune24 for public review and comment.

Purpose and Topics

The online public input opportunity was provided 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 November 8, 2018. Staff posted information regarding:

1. Modifications to the FY2024 and FY2025 Unified Planning Work Program (UPWP)

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions were submitted by email at nctcogJune24@publicinput.com, online at www.publicinput.com/nctcogJune24, by mail at PO Box 5888, Arlington, TX 76005 and by fax at 817-640-3028. Printed copies of the online materials were also made available by calling 817-695-9255 or emailing jcastillo@nctcog.org.

Summary of Presentations***Modifications to the FY2024 and FY2025 Unified Planning Work Program (UPWP)***

handout: <https://www.nctcog.org/getmedia/0e78ab1c-e786-45bb-875f-2bec782ca810/Modifications-to-the-FY2024-and-FY2025-Unified-Planning-Work-Program.pdf>

The UPWP summarizes transportation activities for NCTCOG's metropolitan planning area, which covers a 12-county region. It is divided into five major task areas:

- Administration and Management
- Transportation Data Development and Maintenance
- Short-Range Planning and Programming and Air Quality and Transit Operations
- Metropolitan Transportation Plan
- Special Studies and System Operations

The proposed modifications to the Fiscal Year 2024 and 2025 UPWP address project updates and funding adjustments. The RTC will take action on the FY2024 and FY2025 UPWP modifications on Thursday, July 11, 2024.

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

Other

Paul McManus, Citizen

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!

DALLAS MORNING NEWS

TEXAS LAWMAKERS COULD TAKE UP TOLLWAY REFORM IN 2025 LEGISLATIVE SESSION

As lawmakers have grappled with how to ease toll expenses on motorists, some say the time is ripe for them to reform Texas' complex tollway system

By Yamil Berard
May 31, 2024



At dusk, traffic flows on the TEXpress Lanes (left) along westbound SH 183 (right) at American Blvd in Euless, Texas, February 6, 2024. The price was \$15.45 for those entering the at Industrial Blvd to I-820.(Tom Fox / Staff Photographer)

A contentious election this week in the southeast corner of the state has inspired hope that something may yet be done to reform the state's toll road structure that has created a burden for millions of Texans.

The narrow victory by Texas House Speaker Dade Phelan, R-Beaumont, in the Republican runoff election now paves the way for lawmakers to discuss reforming the state's complex tollway system, according to political experts and some lawmakers who spoke to the *Dallas Morning News*.

Why This Story Matters

Millions of Texans rely on toll roads daily in a state that has built more paid thoroughfares over the past two decades than almost all U.S. states combined. The affordability, safety and

management of these roads impact us all, especially as some leaders admit more are likely coming to handle substantial growth through the state and in North Texas

Had Phelan lost, the momentum for toll reforms would have stalled, said [Brandon Rottinghaus](#), professor of political science at the University of Houston. Phelan was attacked by powerful state leaders, such as Lt. Gov. Dan Patrick and Attorney General Ken Paxton, who campaigned to replace him as Beaumont's state representative and speaker of the House.

Phelan voted to impeach Paxton and was censured in February for appointing Democrats to a percentage of House chairmanships. His opponent, David Covey, Orange County GOP chairman, likely would have replaced Phelan's appointments with GOP loyalists, according to political strategists. Rumors had spread that Phelan would be ousted as speaker, but the consensus now is that he has a better chance to return in 2025.

"My sense," Rottinghaus said, "is that probably Phelan being reelected means that there's an equally good if not better chance that you'll see some of those (toll) reforms move forward."

Lawmakers for years have grappled with ways to lessen the impact of toll expenses on motorists. Texas has built more miles of toll roads in the last 20 years than nearly all states combined, according to a yearlong *Dallas Morning News* investigation published May 19.

[State Rep. Terry Canales, D-Edinburg](#), who has served two consecutive terms as chairman of the House Transportation Committee, unveiled his plans to request a study on toll reform during interviews for the *News*' investigation.

In January, he urged Phelan to include the issue as part of a list of interim charges, which would provide the basis for bills introduced during the upcoming 89th Legislative session.

"It's the confusion, the great disparity from toll to toll, the various toll setting agencies, the private and public entities," Canales told *The News* during an interview last summer. "It's a whole hodgepodge and there's no uniformity and that, in and of itself, creates distrust."

The News' investigation also found the high concentration of toll roads came about because state leaders disdained higher taxes but needed a way to prepare for an influx of new residents.

The analysis revealed thousands of drivers are hauled annually into court for unpaid fees. Some of their car registrations are blocked and others could face jail time even though they have proof the fees they were charged are incorrect. These practices make Texas one of the harshest and most unforgiving states for unpaid toll fines, the investigation revealed.

Canales was unavailable for comment on Tuesday, said Amy Rister, committee director for the House Committee on Transportation.

Rister said the status of the study remains unchanged.

Other lawmakers on the House Transportation Committee said that public frustration is building.

"As transportation chair, he is starting to feel what we feel here in North Texas and certainly what they feel in Houston," said state Rep. Ramon Romero, D-Fort Worth. "We suffer from the two worst tolled areas of the state."

Among the frustrations are that people want to understand the contracts that were signed with private toll roads that operate several routes in North Texas.

As lawmakers, “we’re going to look at how we got here,” Romero said. “And if there’s reforms that need to be made, we’ll look at some of those next session.”

A politician who wants to set themselves apart from the pack will seize on an opportunity to fight on behalf of the public to reform the state’s toll system, said Vinny Minchillo, a Republican political strategist from Plano.

For anyone who commutes regularly in the Metroplex, “it’s four figures” to ride on tollways, he said. “It’s a lot of money and that’s a kitchen table issue that no one’s talking about. If it was my client, I would counsel them to take up that issue and own it.”

Rottinghaus agreed.

“These are the kind of reforms politicians dream about: tackling a common enemy to save money and smooth over everyday frustrations,” Rottinghaus said. “That’s something that members love.”

Calls and emails to state Rep. Yvonne Davis, D-Dallas, who is among a small group of North Texas members who sit on the House Transportation Committee, went unanswered. So, too, were emails and calls left for state Rep. Jared Patterson, R-Frisco, who is also a member of the House Transportation Committee. Phelan also could not be reached for comment.

This month, Phelan released a multipage report that listed the interim charges for every House committee from agriculture and livestock to appropriations, business and industry and homeland security and public safety.

Among the charges for the House Committee on Transportation is to identify the state’s most congested roadways and review forecasts for future congestion.

CLIMATE PLAN TO REDUCE TARRANT COUNTY'S AIR POLLUTANTS

By Colby Farr & Miranda James



Traffic waits for a TEXRail passenger train to pass in Grapevine on a March morning. Traffic and idling cars are some of the causes of pollutants that affect air quality in northeast Tarrant County. (Karen Chaney/Community Impact)

The air residents of Tarrant County breathe could put their health at risk, according to the State of the Air 2024 report from the American Lung Association.

But residents in Grapevine, Colleyville and Southlake could breathe cleaner air in as little as five years following the development of a new plan to reduce regional emissions.

The [North Central Texas Council of Governments](#) submitted its [Priority Climate Action Plan](#) to the [Environmental Protection Agency](#) on March 1, the first step in an effort to improve air quality throughout North Texas.

The priority plan is one piece of the Dallas-Fort Worth Air Quality Improvement Plan, a collaborative effort between the NCTCOG's transportation department, and environment and development department, Senior Air Quality Planner Savana Nance said. The priority plan was created with support and collaboration from more than 30 local governments in the region, including from Tarrant County.

Tarrant County Commissioner Gary Fickes, whose Precinct 3 includes Grapevine, Colleyville and Southlake, signed a letter of support for the plan last year and said the county has access to additional grant funding as part of this initiative.

“[Improving air quality] can really benefit us if we do it right,” Fickes said.

About the plan

The plan covers the next five years and has 42 actionable measures, Nance said.

These measures include initiatives related to funding infrastructure for low-emission and electric vehicles, incentivizing commercial and industrial solar projects, and promoting clean energy finance programs.

If all measures from the plan are fully implemented, the region could see a reduction in ground-level ozone, which has been rising in North Texas for the last three years. Ground-level ozone is a harmful air pollutant and the main ingredient of smog, according to the EPA.

Health problems coming from ground-level ozone include coughing, breathing difficulty and lung damage. It can also increase the risk of death from lung disease, according to the EPA. Those at a greater risk include people with pre-existing conditions, such as asthma or chronic bronchitis, said Dr. Kari Northeim, an assistant professor in the [School of Public Health](#) at The University of North Texas Health Science Center at Fort Worth.

The plan addresses emissions and air quality improvement measures across five sectors.

- Transportation
- Solid waste management
- Agriculture, forestry and land use
- Energy
- Water, wastewater and watershed

What's happening

Despite improvements made over the past 20-30 years, North Texas is still not meeting the attainment standard for ground-level ozone set by the EPA, Nance said.

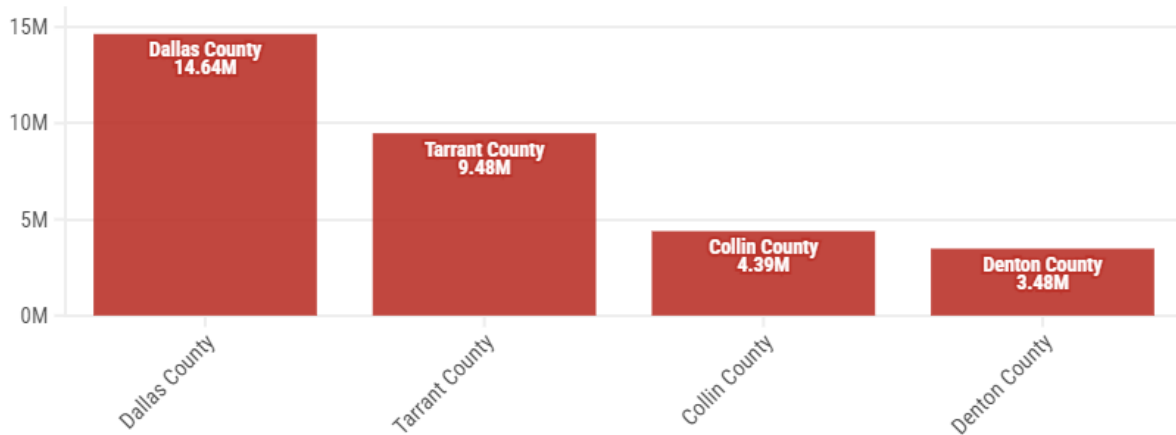
The region's population growth may have contributed to stalls in air quality improvement. Tarrant County's population increased more than 16% between 2010 and 2019, according to data from the U.S. Census Bureau.

One result of being out of the attainment standard is that while most Texas residents will benefit next year from [House Bill 3297](#), which exempts drivers from getting their vehicles inspected, Tarrant County will continue to require this.

2019 road vehicle emissions

The North Central Texas Council of Governments used 2019 as its baseline year for emission estimates, since it was the most recent year the necessary data was available and represented how the region operated before disruptions due to the COVID-19 pandemic. Carbon dioxide equivalent emissions from vehicle road travel in the NCTCOG's 16-county region were highest in Dallas County, followed by Tarrant County.

Vehicle emissions in metric tons



Source: North Central Texas Council of Governments/Community Impact • Note: Calculation results are given in carbon dioxide equivalent emissions in metric tons.

Why it matters

Dr. Carolyn L. Helbert-Green [moved](#) her practice [Colleyville Vision Associates](#) to a new building, which she and her husband, Revvie Green, worked together to design. The building is the first in Colleyville to earn a gold certification for leadership in energy and environmental design, also known as LEED, by the U.S. Green Building Council. Green said he wanted to show how a small business, such as theirs, can reduce energy and emissions to help improve the community.

"Colleyville Vision Associates marks a significant milestone in a journey that has been fueled ... by passion, dedication and a vision for a better future in healthcare, particularly eyecare," Helbert-Green said in an email. "Our patients' trust and loyalty have always been the heartbeat of CVA and the 'why' to our commitment to excellence."

Norheim said clean air is associated with good health because clean air means it is free of pollutants that can cause irritations in the respiratory tract. Better local air quality can improve the health of the population, she said. She also pointed out that new studies suggest air pollution may influence diabetes and high blood pressure.

Grapevine, Colleyville and Southlake all have policies in place to help protect trees from development, as the EPA website states trees are one way to help reduce ground-level ozone. These three cities have received [Tree City USA](#) distinctions from the Arbor Day Foundation dozens of times. Southlake spends at least \$2 per resident each year planting and maintaining trees, the city's Landscape Administrator Keith Martin said.

“[Trees] facilitate water [evaporation], oxygen production and carbon dioxide absorption, combating air pollution,” Martin said in an email.

Tarrant populations at risk

Some groups of Tarrant County’s total population of 2.15 million people are especially vulnerable to illnesses and death from exposure to ozone or other types of air pollution.

- Children under age 18: 543,108
- Adults age 65 and older: 265,948
- Pediatric asthma: 34,509
- Adults with asthma: 125,852

Source: American Lung Association/Community Impact

A closer look

Ten counties in North Texas, including Tarrant County, do not meet federal standards for ground-level ozone concentration, which can impact quality of life and respiratory health for North Texas residents.

To reach attainment, each North Texas monitor has to report less than 75 parts per billion in ozone concentration on a three-year average. The region’s ozone average was reported at 81 parts per billion between 2021-23.

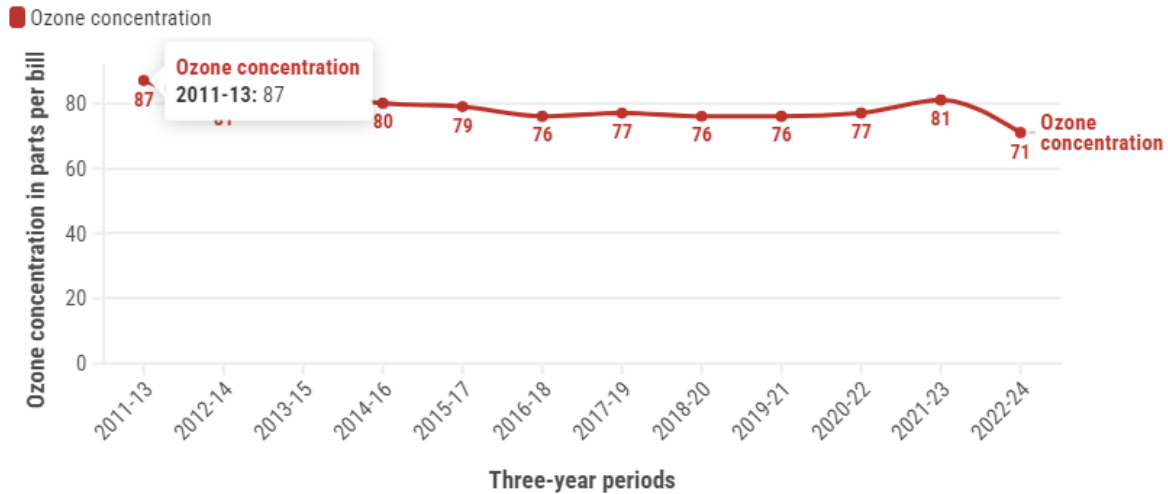
The Federal Clean Air Act can impose penalty fees on major sources of emissions in North Texas. Transportation and energy production make up a significant portion of emissions.

Transportation and energy production make up a significant portion of emissions. Residents can help reduce ground-level ozone by making the following adjustments to daily activities, according to the EPA:

- Conserve energy
- Reduce engine idling in cars
- Refuel cars in the evening when it is cooler

Ozone concentration trends in North Texas

North Texas has seen its ozone concentration average tick up during the most recent three-year measurement period. In order to reach attainment, each monitor in the region has to report less than 75 parts per billion in ozone concentration.



Source: North Central Texas Council of Governments/Community Impact • Note: Data for 2022-24 is not measured in a full three-year period. Three-year periods are used to prevent situations where anomalies of weather or other factors in any single year create air pollution levels that are inaccurate of typical conditions.

What's next

With the five-year plan published, the council of governments will make every effort to collaborate with the region in implementing improvement measures, Nance said.

“We’re going to need the buy-in from local governments, businesses [and] residents to adopt that change,” Nance said.

The NCTCOG can apply for more grant funding to help implement measures from the plan. The association submitted a \$199 million grant request April 1 to the EPA. If awarded, the money would be used to implement 19 measures listed in the plan. These would support clean vehicle initiatives, improve bicycle and pedestrian infrastructure, and enhance regional transit services.

The EPA is expected to announce grant recipients in October, Nance said.

HOODLINE

FORT WORTH TO UNVEIL TRANSFORMATIONAL SOUTHEAST CONNECTOR PROJECT TO EASE I-20 AND I-820 TRAFFIC

Bu Nate Simmons

June 3, 2024



Frustrated Fort Worth locals who've been stuck in what feels like everlasting traffic on I-20 and I-820, take note—relief is on its way.

Power players from South-Point Constructors, alongside Texas Department of Transportation (TxDOT) and city officials, are ready to spill the beans about the expansive Southeast Connector Project destined to revamp Tarrant County's crawling motorways.

An impactful rebuild and expansion spanning some 16 miles aims to slap congestion in the face, a much-needed move to steer clear of the automotive chaos that has become all too familiar to commuters and truckers alike.

The scoop on this traffic-transforming undertaking will be dished out at a public gathering intended for the very folks who tread these tarmac trails daily.

Slated for June 6 at 5 p.m., the info session promises to be the talk of the town at Good Shepherd Temple of Praise, nestled at 5625 Good Shepherd Way.

Residents near and far are summoned to dissect the details of the Loop 820 segment—the stage for a metamorphosis set to deliver new lanes and revamped interchanges.

[According to the City of Fort Worth](#), this forum is an invaluable chance for the community to drop questions and dish out feedback.

Set to wrap up by 2028, this heavy-duty project doesn't just shoot for a smoother ride; it's an overhaul with grand visions of bolstering trade, safety, and road efficiency. And in a state that's no stranger to grandeur, the Texas Transportation Commission is throwing its weight behind the project as a key piece in the Texas Clear Lanes initiative, a grand plan focused on unclogging the arteries of key urban centers.

GREENSOURCE DFW

LONG-PLANNED DALLAS PARK ALONG TRINITY TO BREAK GROUND IN 2024

By Avery Oliver

June 4, 2024



A land bridge across Beckley Avenue will offer a distinctive entrance to the 250-acre Harold Simmons Park's West Overlook. Courtesy of Trinity Park Conservancy.

June 4, 2024

A park along the Trinity River in downtown Dallas — more than 25 years in the planning stage — appears to be finally becoming a reality.

The new [Harold Simmons Park](#) is slated to break ground later this year.

The Simmons Park [plans were unveiled](#) in December but the project dates back to 1998, when voters first approved a park.

“This started out as a dream quite a few years back,” said Tony Moore, CEO of the [Trinity Park Conservatory](#), which is overseeing the project.

The park will be located between the two Margarets — The Margaret Hunt Hill Bridge on the north end, and the Margaret McDermott Bridge at the South end.



Harold Simmons Park in downtown Dallas will feature five overlook parks. A nature preserve will be located along the floodway. Courtesy of Trinity Park Conservatory.

WATER UNDER THE BRIDGE

The green space is named for the late husband of donor Annette Simmons, who gave \$50 million to the project, in honor of her spouse. According to Trinity Park Conservatory, the gift was the [largest private donation](#) to a city project in Dallas history. Environmentalists may remember Harold Simmons as the founder of [Waste Control Specialists](#), known for bringing a low-level radioactive waste facility to West Texas.

The project had a rocky start.

In the early 2000s, the plan included a controversial toll road built in the flood plain. A coalition fought against the tollway for a decade, finally [defeating it in 2017](#).

Critics were also vocal about planned park features to be built [inside the flood plain](#).

Eventually, the U.S. Army Corps of Engineers forced planners to go back to the drawing board when it signaled it would [not approve](#) any built additions in the flood zone, according to NBCDFW.

The final plan now calls for a series of parks that overlook the flood plain, each with unique features.

“The design has evolved from having the built environment inside the levees,” Moore explained. “Now we have built environments that create gateways to the flood plain.”

Today, nature lovers will appreciate that the master plans calls for a restored nature preserve inside the flood plain with trails.



The West Overlook park is the largest of the five gateway parks. Pictured, a rendering of the Shed, a former industrial structure to be used for pop-up markets. Courtesy of Trinity Park Conservatory.

MASTER PLAN

To get to the final design, the city worked with landscape architect, [Michael Van Valkenburgh and Associates](#), a company that focuses on sustainability and conservation-based design. [Lake Flato Architects](#) are designing the park buildings and an industrial structure is being updated by [Wernerfield](#) architects.

Estimated cost of the project is \$325 million.

Moore said community input has been at the forefront of the project from the start.

“Before my time, my predecessor [Brent Brown](#) spent a lot of time in the community,” said Moore. “Since I’ve been here, we’ve spent quite a bit of time in homes, in schools, in community centers.”

The master plan encompasses 250 acres, with the Trinity River and the floodplain making up 200 acres of the park, which Moore calls the “heart” of the park. The floodplain will be naturalized, exposing visitors to biodiversity, aquatic environments and migratory birds.

“We think there’s this opportunity to bring our visitors to nature,” said Moore.

BUILT ENVIRONMENT



A rendering of the West Overlook, which has 12 distinct attractions. Courtesy of Trinity Park Conservatory. See [interactive map](#).

The built environment outside the floodway amounts to 50 acres.

The 22-acre [West Overlook](#), near Commerce and Beckley, is the largest of the five overlook parks. The West Overlook includes 12 major features, including a landscaped land bridge that allows visitors to cross Beckley Avenue into the park; a state-of-the-art event center; a cafe; a skate and bike park; and a splash pad, which was requested by the community to combat the heat.

Expected to be a popular attraction for families is the Play Cove, a playground featuring interactive two-story towers, bridges, a canal and a kid-friendly cable ferry, which harkens back to Tom Sawyer and Huckleberry Finn when they'd cross the river using a pulley system and a barge, Moore said.

"It's designed on a safe cable system that you simply step on and just pull yourself along from one bank to the other," Moore explained.

In addition, a 40,000-square-foot event lawn is designed to hold up to 3,000 visitors.



The Play Cove includes two-story towers, bridges and a kid-friendly cable ferry. Courtesy of Trinity Park Conservatory.

GREEN FEATURES

In addition to establishing a nature preserve in the flood plain, the master plan includes some other green features of note:

Water from the splash pad is recycled and used for irrigation for the park.

Another recycled feature of the park is a 1,000-foot industrial reused structure called "The Shed," which will provide covered seating and be used for events such as farmers markets and art programming.

Also a Filter Garden will be installed that uses aquatic plants that act as biofilters.



The Filter Garden's aquatic plants serve as biofilters. Courtesy of Trinity Park Conservatory.

The Urban Heat Island effect is also something addressed in the park design with the planting of more than 1,500 mature trees and 3,000 shrubs — altogether more than 100,000 plants incorporated into the design, according to Moore.

“All this foliage will help reduce the heat island impact and make it a very cool place.” Moore said. “After last July being the hottest July on record, we just started going back and looking at different applications of cooling down.”

These cooling features include sprinkler and misting systems, the Shed and the splash pad already mentioned, however, Moore explains that the best cooling system is foliage.

“We’re going to be very intentional with the native and adaptable plants that we will plant in the park.”

Meanwhile, the six-acre [Felix Lozada](#) overlook, near the Margaret Hunt Hill Bridge and Beckley, is the second largest and will feature four sport courts and a roller rink.

Construction for the park will start later this year. More details will be announced at a later date.

LONG-AWAITED KLYDE WARREN PARK EXPANSION GAINS MOMENTUM AFTER CITY BOND ELECTION

Plans include 1.7-acre expansion, indoor event space in park that spans Woodall Rodgers Freeway.

By Sofia Barnett
June 10, 2024



Allen Grant of Dallas pushes his bike while walking through Klyde Warren Park on Friday, May 24, 2024, in Dallas. "I love this area," Grant said.(Juan Figueroa / Staff Photographer)

A dormant plan for expanding one of Dallas' most popular parks has been reinvigorated thanks in part to money from a recently approved [city bond package](#) that allocated \$1.25 billion for improvements to parks and other city infrastructure

Klyde Warren Park, located in the heart of downtown, initially was supposed to undergo expansions in 2020. After a four-year delay, the park's leadership hopes to have rebid the project by mid-2025, and to complete the full renovations by December 2028.

The park opened in 2012 and has been a catalyst for growth in downtown ever since. Built on a deck over Woodall Rodgers Freeway, Klyde Warren Park is one of downtown's most popular gathering spots. The park's initial construction cost around \$90 million, and its forthcoming expansion was delayed by spiraling construction costs in the face of the pandemic. Now that the park's leadership says it can begin moving forward again, locals and visitors enthusiastically anticipate its changes.

Zach Berberich, a businessman who works downtown, said he frequents the park on his lunch break, sometimes grabbing a bite to eat from the food trucks there.

“I travel a good bit for work and I’m always disappointed when I go to the East Coast because they just have such better park structures, downtowns and walkways,” he said. “So to hear about the expansion is good news.”



People walk through Klyde Warren Park on Friday, May 24, 2024, in Dallas. (Juan Figueroa / Staff Photographer)

Berberich also said his children love the park and will be well served by its expansion.

“Plus, economically, Dallas is doing good. Revenues are good. So might as well spend it on something we can use,” he said.

The \$155 million expansion will be funded with \$10 million in unspent funds from the 2017 city bond election, \$6.5 million from the recent bond package, \$43 million from the North Central Texas Council of Governments, \$20 million from the federal government and \$1.7 million from Dallas County, according to Jody Grant, chairman of the Woodall Rodgers Park Foundation.

For additional funding, the park is “at the mercy of individual and private donors,” said Kit Sawers, president and CEO of the park.

“We hope that Klyde Warren Park has certainly proved itself as being worthy of donations and support from the community,” Grant said.

Sawers explained that in order to grow the park, plans and a budget must be approved by the Texas Department of Transportation, which oversees the freeway that Klyde Warren Park sits atop. Then, the information is posted publicly and contractors bid on the job.

“We had to go back to the drawing board and engage in some value engineering and try to reduce the cost,” he said. “I’m quite hopeful that we will be able to develop a budget this time ...

that we can put out for bid and it will be acceptable. We have more money now than we ever had before.”

Klyde Warren Park is operated by a nonprofit organization that holds about [1,300 free events annually](#). The park draws about [1.3 million visitors a year](#). The expansion would increase the number of free events by around 30%, Grant said.

The park’s expansion is projected to add 1.7 acres to the existing 5.4 acres, a deck between Akard and St. Paul streets, and a new building to host indoor events. Grant is most excited about introducing a lawn with artificial turf on which to host festivals, and a seasonal ice-skating rink.

The constant activity around the park is a huge draw for many downtown residents. Leonie Waldon, who recently moved to Dallas from Portland, Ore., said she chose to live in the downtown area because of the park.

“I’ve always heard that there’s a lot to do around here and it felt safe,” she said. “The most important thing is that it’s family-oriented, so I think it’s great.”



Nathnael Eyob, 17, center, pushes North Garland High School classmate Tatiana Scott, 17, on the merry-go-round during a field trip to Klyde Warren Park on Friday, May 24, 2024, in Dallas. The students were celebrating the completion of their U.S. History exams. (Juan Figueroa / Staff Photographer)

Business owners who rely on the traffic generated by the park see its expansion as an opportunity for their growth and development, too.

Doug Dzina, a food truck operator who works at Bondi Bowls in the park, said he thinks the expansion will help businesses in the park and the surrounding area.

“It’ll bring more people into the park. And more people means more business for the food trucks,” he said. After setting up shop every day for the past three months, “we’re ready to grow and see where the expansion takes us.”

Sarai Sossa, a barista at the Salty Donut pop-up cafe, expressed a similar optimism. She said Klyde Warren Park has proven transformative in broadening her coffee shop’s outreach into the city.

“This is just a post. Our flagship is further south, so it helps more people be able to reach us and helps overall with consumers,” she said. The park “helps build the bridge between those who are north of Dallas, as we’re stationed in Bishop Arts.”

Sossa, like Dzina, believes that the expansion will “turn small businesses around” by drawing in more patrons and tourist traffic on a daily basis.

According to Dzina, “this park literally brought downtown Dallas back to life.”

COMMUNITIES EARN NATION'S FIRST "EV-READY" DESIGNATION FROM U.S. DEPARTMENT OF ENERGY-FUNDED CHARGING SMART PROGRAM

Interstate Renewable Energy Council

On Wednesday, April 17, a group of Minnesota local governments became the first communities to achieve [Charging Smart](#) designation, a public recognition of their status as electric vehicle-friendly communities. Charging Smart is a national program funded by the U.S. Department of Energy that works to accelerate the deployment of electric vehicles (EVs) across the country. Nine local governments from across Minnesota from rural communities to metropolitan Minneapolis earned Bronze and Silver designations in recognition of their work to accelerate the equitable expansion of EVs and EV charging infrastructure.

"We are so proud that Minnesota cities are the first in the nation to earn this much-deserved recognition. We worked closely with the Interstate Renewable Energy Council (IREC) to develop Charging Smart, and designation through the program means a community has taken critically important steps to accelerate EV readiness," said Lola Schoenrich, Vice President, Communities at the Great Plains Institute (GPI).

On Wednesday, two communities Hopkins and La Crescent, Minnesota received Charging Smart Silver designations. An additional seven communities received Charging Smart Bronze designation: Eden Prairie, Falcon Heights, Faribault, Inver Grove Heights, Oakdale, Roseville, and St. James, Minnesota.

Charging Smart offers free technical assistance to help municipalities set and achieve policies that align with nationally recognized best practices to advance EV adoption. By helping local governments streamline and improve their policies, Charging Smart aims to reduce EV charger costs and increase the number of EVs in the community. In addition, the program emphasizes the importance of equity, leading to concrete benefits in EV access for all jurisdiction residents. Learn more and join the program at [ChargingSmart.org](#).

The program launched earlier this year in a pilot phase. It currently operates in Colorado, Minnesota, Michigan, Ohio, and Virginia, along with the regions of North Texas, Northern Illinois, and Southern California. Charging Smart plans to expand the program's geographic reach beginning this summer.

Charging Smart is led by IREC, with GPI serving as lead partner on the project. GPI worked closely with the seven Minnesota communities to earn designation on Wednesday.

"We are thrilled to welcome our first group of Charging Smart designees just a few months after the program's launch," said Ed Gilliland, Senior Director, Strategic Initiatives at IREC. "This group of communities demonstrates both the significant impact that local governments can have on EV adoption, and underscores the potential of this program as we prepare to expand it nationally."

Full details on the Charging Smart program, along with information on how eligible communities can participate, are available at [ChargingSmart.org](#).

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About IREC: The Interstate Renewable Energy Council (IREC) builds the foundation for rapid adoption of clean energy and energy efficiency to benefit people, the economy, and our planet. Its vision is a 100% clean energy future that is reliable, resilient, and equitable. IREC develops and advances the regulatory reforms, technical standards, and workforce solutions needed to enable the streamlined integration of clean, distributed energy resources. IREC has been trusted for its independent clean energy expertise for over 40 years, since its founding in 1982. For more information, visit www.irecusa.org or follow IREC on [Twitter](#), [LinkedIn](#), or [Facebook](#).

About GPI: A nonpartisan, nonprofit organization, the Great Plains Institute (GPI) accelerates the transition to net-zero carbon emissions for the benefit of people, the economy, and the environment. Working across the US, we combine a unique consensus-building approach, expert knowledge, research and analysis, and local action to find and implement lasting solutions. Learn more at www.betterenergy.org.

DALLAS CITY COUNCIL WANTS TO SLOW THE ROLL ON NORTH TEXAS HIGH SPEED RAILROAD

Dallas City Council is making clear its lack of support for a 75-foot tall high-speed railway track downtown.

By Emma Ruby
June 11, 2024



Current renderings for the Dallas-Fort Worth high-speed train show a 75-foot tall track cutting Reunion Tower off from the rest of Downtown Dallas. North Central Texas Council Of Governments

Dallas City Council plans to signal its opposition to current plans for a [high-speed rail line between Dallas and Fort Worth](#) at Wednesday's council meeting. The resolution was requested by Mayor Pro Tem Tennell Atkins, chair of the Economic Development Committee, after the committee voiced disapproval for early designs of the train's route and the lack of answers the city has received about financial impacts.

Preliminary mockups for the rail show towering train tracks bisecting the area around Reunion Tower and its developable surroundings from the rest of downtown, to the ire of council members.

“At this time, except for streetcar expansion projects currently under consideration, City Council does not support construction of any above ground rail lines through the Downtown, Uptown, and Victory Park areas of Dallas,” the memorandum filed by Atkins says. “[The] City Council commits to revisit the Dallas to Fort Worth high-speed rail discussion after it receives the economic impact study.”

During a March 6 briefing on the train, Dallas council members requested an economic impact survey on the rail line that the city has yet to produce. [Assistant City Manager Robin Bentley told council members](#) that a survey of the train's fiscal impact on Dallas could take as many as

three months to put together, and an evaluation of the region-wide impact will be available sometime in the fall.

[In the meantime, Atkins' memo states](#), there are “many [other] large projects” being developed in the city for the council to prioritize, including a streetcar expansion and the redevelopment of the Kay Bailey Hutchison Convention Center and Fair Park.

Michael Morris, director of transportation for the North Central Texas Council of Governments, believes the Dallas City Council opposition is being voted on without council members hearing the most up-to-date information on the rail project. He hopes to present those updates “sometime in the next four weeks.”

“[The resolution] really doesn’t change anything for me, because every question, every thought, every concern that has been raised on high-speed rail, we either have answered or are ready to answer,” Morris told the *Observer* Monday. “We’re going from the station they gave us to the rest of the region.”

Currently, the council widely supports plans for the federally approved high-speed rail station in the Cedars, which is planned to be seven stories tall and could possibly [support a 90-minute Dallas to Houston line](#). The project was resurrected last year when [Amtrak signed on as a partner with Texas Central](#). Sensing an opportunity, NCTCOG — the body that coordinates the spending of federal transportation dollars for the region — began pushing for an extension line that would allow riders to travel from Houston to Fort Worth through the Dallas station without having to change seats, much less trains.

That “one-seat” goal, NCTCOG says, makes it necessary for the train’s path to travel above ground through West Dallas and Downtown Dallas before turning south to the Cedars. Morris says officials were aware of plans to connect a Dallas-Fort Worth train line to the Dallas-Houston bullet train before the Cedars train station was selected for federal approval.

Nothing has been finalized yet, and Morris says a variety of solutions to Dallas’ concerns are being explored.

“One option is to build a subway and then build a ten-story elevator to the ground and another six, seven-story elevator to the platform. Seventeen stories,” Morris said. “You’d get off the train and move seventeen stories. That’s still an alternative. I don’t think it’s a very good alternative.”

While proposed alignments for the Dallas section of the rail line are above ground, the train would tunnel underground for the Arlington and Fort Worth segments. Morris said the above-ground design is key to keeping things efficient for riders traveling between North Texas and Houston, and he estimates the 17-story elevator plan would add up to 40 minutes to travel times.

Still, some Dallas city council members say it’s an unfair deal.

“This is something that can work beautifully for all municipalities involved, for Arlington and for Fort Worth, but it needs to work beautifully for all cities involved,” Council Member Adam Bazaldua said in the Economic Development Committee briefing. “Right now, where we are in that process, we’re getting, once again, the short end of the stick as a regional entity.”

An environmental impact survey on the proposed North Texas train line — which will have a stop in Arlington’s entertainment district in addition to the Dallas and Fort Worth stations — is expected to be completed by NCTCOG in the next year. West of Dallas, Morris says there is “lots of excitement” surrounding the possibility of high-speed travel.

“We know to develop really important projects is hard and complicated, and regardless of whatever the city of Dallas does we stand ready to partner with the city to develop a win-win situation, and I’m very optimistic we’ll be able to figure it out,” Morris said.

NBCDFW

COMMUNITY LEADERS CELEBRATE CONSTRUCTION MILESTONE AT DALLAS' NEW I-35 DECK PARK

"Texas Capital Landing" becomes part of a \$1 million grant to advance the community connection project

By Alanna Quillen
June 11, 2024



Dallas is one step closer to having another bridge park in the city.

The I-35 deck park being built near the Dallas Zoo celebrated a large contribution on Tuesday morning, as construction continues to complete the future [Southern Gateway Park](#).

Representatives from [Texas Capital](#) and the Southern Gateway Public Green Foundation came together for a ceremony marking Texas Capital's \$1 million grant to support the development of the new park.

The grant will facilitate construction of 'The Texas Capital Landing,' the park's highest elevation, which will feature panoramic views of downtown Dallas and an elevated open plaza surrounding a rain wall water feature.

Get DFW local news, weather forecasts and entertainment stories to your inbox. [Sign up for NBC DFW newsletters.](#)

Currently, the bridge itself and the foundation for the park are completed – next will be the added design elements like the landing, green space and walking paths.

The city of Dallas started the groundwork on planning the park since before the pandemic. Part of the construction included extensive work to build out the bridge near Lancaster Avenue, connecting one part of Oak Cliff to the other around the Dallas Zoo.



HKS Inc./Southern Gateway Public Green Foundation

A rendering of Phase One of the Southern Gateway deck park showing the planned multipurpose building and dedicated area for food trucks.

With the bridge finished construction work can begin to soon make the area more walkable and livable for the community.

"This will bring in a lot of development. Not only will it combine communities, but it will also attract a lot of businesses to South Dallas, which will also bring jobs. So it's great for this neighborhood and great for the community," said Rob Holmes, President & CEO of Texas Capital.

The park has also received key support from the federal government as part of the "Reconnecting Communities" program, aimed at mitigating damage to communities when the interstates plowed through poor and minority neighborhoods decades ago.

In the 20th century, the federal government built the highway system across the country and through major American cities. The highways were key for the growing suburbs, allowing people to live around Dallas and commute to work in and out of the city. However, the roads were also built over homes and property in parts of Dallas including Oak Cliff.

"It is step one towards doing things better. For making residents better off without making anybody worse off. Which is what we get to do today," said [Secretary of the United States Department of Transportation Pete Buttigieg during a trip to Dallas in April](#). "The communities that felt the brunt of that disruption were the same communities that at the time didn't have the political power or resources to stop or reshape or change those projects."

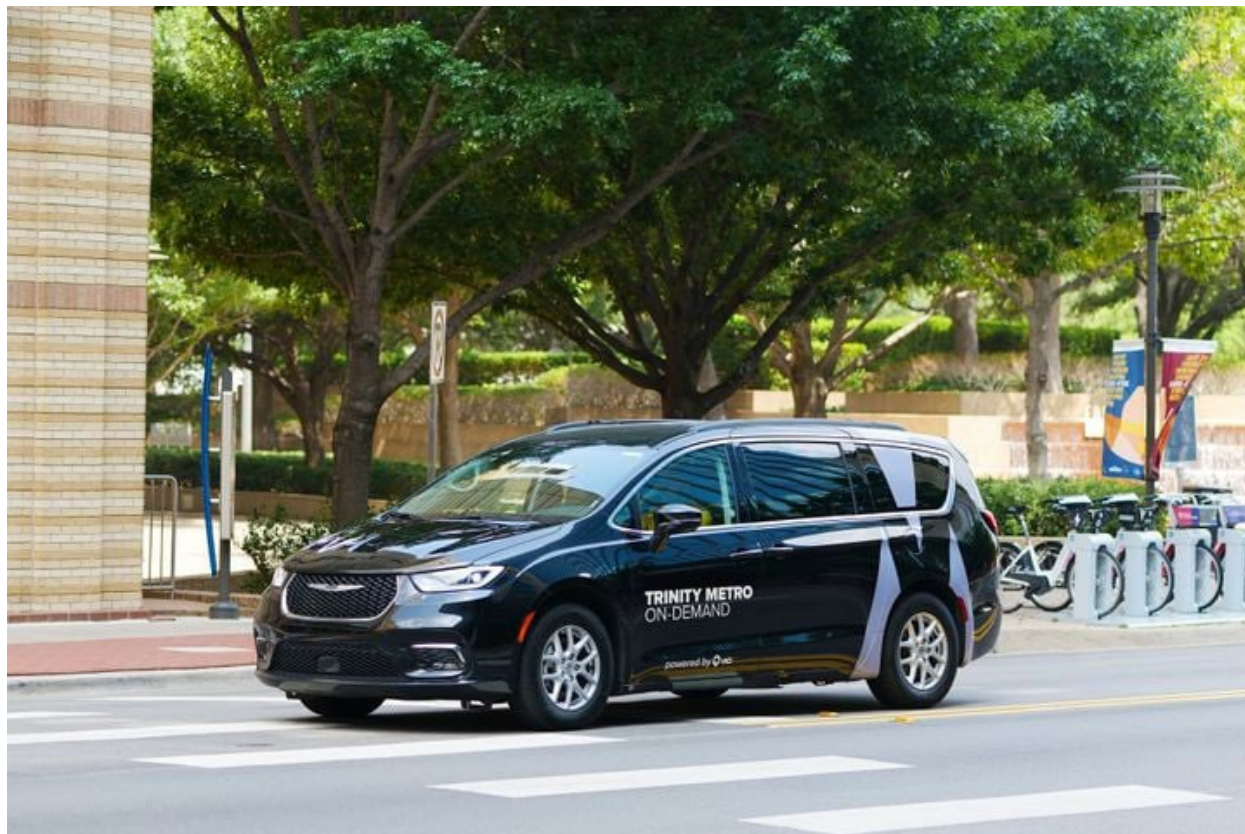
April Allen, president and CEO of Southern Gateway Public Green Foundation, took part in a ceremonial concrete pouring on Tuesday to mark the new Texas Capital Landing. She said it's exciting to see the momentum toward the finish line to complete the project.

"We call this a park with a purpose. Because it isn't just about a green space, it's about connecting these neighborhoods that were divided when the freeway was built," she said. "And hopefully catalyzing and spurring the type of economic development and investment that we haven't seen in this part of the city for a while."

Construction on Southern Gateway Park is expected to be completed sometime in 2026, the same year as North Texas gears up to host the FIFA World Cup.

TRINITY METRO, VIA EXPAND PARTNERSHIP TO MERGE ON-DEMAND, PARATRANSIT SERVICES

By Metro Magazine staff
June 11, 2024



Both Via and Trinity Metro are dedicated to maintaining open communication and engagement with the Tarrant County community. The collaborative approach is aimed at ensuring a smooth transition for riders, with a focus on transparency and responsiveness to feedback. Photo: Trinity Metro/Via

Texas' [Trinity Metro](#) expanded its partnership with TransitTech provider [Via](#), which has powered the successful ZIPZONE on-demand rideshare transit service since 2019, to deploy intuitive technology and efficient operations across its entire transit network.

The refreshed transit program includes broadened and improved on-demand and [paratransit services](#), which will increase transit access for more people in Tarrant County than ever before.

The agency will also become one of the first in the nation to merge on-demand rideshare services and paratransit operations — an innovative solution designed to maximize service efficiency and improve experience for all riders while minimizing overhead costs.

Trinity's On-Demand Program

[On-demand transit](#) works by matching riders headed in the same direction into one vehicle, which creates efficient shared trips. The flexible model uses "virtual bus stops" based on the

rider's pickup and drop off location instead of traditional physical stops and predetermined routes.

The expanded on-demand service will provide easy connectivity to Trinity Metro's existing bus lines.

[Trinity Metro](#) is planning a phased roll-out of improvements over the coming months. Key upcoming milestones include:

- **July:** Introduction of new zone: Trinity Metro On-Demand Mansfield. Via will also assume operations for the Alliance zone (previously operated by Lyft) to provide shared rides that can easily connect with the broader Trinity Metro network.
- **September:** Launch of new zones in Fort Worth's North Side and near Tarrant County College Northeast Campus, expanded coverage in the Southside zone (Sycamore Heights).
- **October:** Enhancements to the Trinity Metro [paratransit program](#).

"Trinity Metro's decision to take transit innovation to the next level underscores our dedication to meeting the evolving needs of our community, with the goal of public transit becoming the preferred mode of travel for Tarrant County residents and visitors for years to come," said Wayne Gensler, COO at Trinity Metro.

Maintaining Customer Feedback

Both [Via](#) and Trinity Metro are dedicated to maintaining open communication and engagement with the Tarrant County community. The collaborative approach is aimed at ensuring a smooth transition for riders, with a focus on transparency and responsiveness to feedback.

The announcement follows more than five years of successful collaboration between Trinity Metro and Via for the [ZIPZONE](#) on-demand rideshare program, one of the first public-private partnerships to use TransitTech and an on-demand model to expand transportation access.

NORTH TEXAS LEADERS BET ON HYDROGEN TO HELP SOLVE REGION'S AIR POLLUTION WOES

By Pablo Arauz Peña

June 12, 2024



North Texas leaders say hydrogen fuel could help the region reach its clean air goals.

On Tuesday, government officials and industry experts came together to talk about the past, present and future of hydrogen at The University of Texas at Arlington. The forum was organized by the university and the North Central Texas Council of Governments (NCTCOG).

Hydrogen is a potentially cleaner fuel alternative to gas and diesel. When consumed in a fuel cell it produces only water, according to the [Department of Energy](#).

"We've brought together people representing different sectors where we might see hydrogen used as a major fuel in the not too distant future — transportation, power sector and then also major industrial manufacturing," said Lori Clark, senior program manager for the clean fleet and energy program at NCTCOG.

Parts of North Texas have in recent years been in "nonattainment" of air quality standards set by the Environmental Protection Agency.

"One of the things that we worry about is maintaining a high quality of life for our eight-plus million residents, and then making sure that all of the industry and the economic vitality of the region is able to thrive," Clark said. "To address those issues, we need to transition the transportation sector to cleaner burning fuels, to address the air quality from a public health perspective."

Proponents of adopting hydrogen say there's a growing need for hydrogen infrastructure. NCTCOG [received a federal grant earlier this year](#) to build five hydrogen fuel stations throughout North Texas that should be operational by 2029.

"Everybody recognizes hydrogen has a lot of benefits as a fuel to solve a lot of the energy issues that we have [and] environmental issues," said Chris Boyer, associate professor of electrical engineering at UT Arlington who organized the forum. "So what would it take to actually adopt it in this area?"

Boyer said hydrogen as a fuel can benefit heavy polluting industries including energy and freight transportation

"If you're looking at large haul trucks carrying heavy weights, then they're gonna benefit from hydrogen fuel cells or hydrogen combustion engines," Boyer said.

During one of the forum's panels, industry experts spoke about the opportunities and challenges of adopting hydrogen as a fuel.

"DFW [Airport] sees itself as a leader in developing new technology, and takes its community impact very seriously," said Hugo Contreras, operations manager at DFW Airport. "We do want to look at how we can really make sure that we're having the lowest footprint of emissions for our fleets."

Contreras added that hydrogen fuel is one of the airport's tools in achieving that goal.

Still, critics say hydrogen can [be made using fossil fuels](#), which doesn't make it necessarily cleaner. Currently, about 95% of hydrogen produced is made using natural gas, according to the Department of Energy. Most of that production is in Texas.

Clark at NCTCOG said despite that, hydrogen could be a viable alternative to traditional fuels.

"Hydrogen has the potential to be much cleaner than the norm for hydrogen is right now, diesel and gasoline do not have the potential to be cleaner," Clark said.

DALLAS THROWS UP ROADBLOCK TO HIGH-SPEED RAIL TO ARLINGTON, FORT WORTH

By Eric Garcia

June 12, 2024



High-speed rail service in Dallas-Fort Worth could revolutionize the economy and how people get to work, Arlington Mayor Jim Ross says. (Courtesy photo | Texas Central Partners)

Dallas City Council members hit the brakes on a proposed elevated high-speed passenger rail line that would connect with Arlington and Fort Worth.

The council, including Mayor Eric Johnson, approved a resolution 14-0, with council member Jaime Resendez absent. The June 12 action pauses the project for at least four months as city officials conduct a long-range economic impact study to determine the effects of the rail project in the Central Business District.

Council member Jesse Moreno said there are still many unanswered questions about the project, currently proposed to run along the Interstate 30 corridor.

“This is a critical part of downtown Dallas,” he said, adding that the city is investing major funding for downtown projects such as the expansion of the Kay Bailey Hutchison Convention Center.

In their resolution, council members said, “the City Council does not support construction of any above ground passenger rail lines through downtown and adjacent areas aside from streetcar projects.”

Furthermore, the resolution states that the council “will reconsider the Dallas to Fort Worth high speed rail alignment upon completion of the economic impact study.”

The council's pause in the rail project evoked memories of transportation disputes between Dallas and Fort Worth that have lingered for more than 100 years. Conflict arose starting in 1876 when Fort Worth residents rallied to bring the [Texas & Pacific rail line to town](#). Since then, the two cities have bickered over similar conflicts involving the construction of Interstate 35 east and west as well as with the creation of the [Dallas Fort Worth International Airport](#).

Concerns about the high-speed rail project first surfaced at the December 2023 [Regional Transportation Council](#) meeting, the independent transportation policy group of the North Central Texas Council of Governments.

Fort Worth Mayor Pro Tem Gyna Bivens, who chairs the Regional Transportation Council, said she wasn't bothered by the Dallas resolution.

"I don't have any criticism about any entity, but I think a study will show the need for high-speed rail in the region," Bivens told the Fort Worth Report. "People thought we'd never have the Chisholm Trail (Parkway) ... There's a challenge I haven't seen at the RTC that everybody doesn't come out a winner."

Dallas council members said they were resolute in their belief that the residents of Dallas should not be shortchanged by the project, which they said could siphon off economic growth to Arlington and Fort Worth.

They are also concerned that many of their questions about the project have not been answered.

Mayor Pro Tem Tennell Atkins said he supported an economic impact study to avoid jeopardizing local businesses and residents that could be affected by the rail project. He cited the Dallas Area Rapid Transit line that extends down Lancaster Avenue at ground level.

"You've got rail going right down the middle of the street," he said. "We are Dallas. I understand the region, but we are Dallas."

The council resolution, Atkins said, won't stop the project but will pause it for several months as city officials conduct their study.

[Dallas raised concerns](#) about the proposed seven-story high, elevated rail line that would cut through planned downtown redevelopment work, including the [new \\$3.7 billion convention center](#).

Stops in Fort Worth and Arlington would be underground, an issue that concerned Dallas officials.

The North Central Texas Council of Governments [explored an underground option in Dallas](#), transportation director Michael Morris previously told the Fort Worth Report, but that option didn't work for the "one-seat ride" approach that could eventually connect Fort Worth to Houston through Dallas.

"You would defeat the whole purpose of having a high-speed rail to have the seamless connection because you'd have a 40-minute travel time penalty, so we just need time for people to understand that," Morris said.

Morris did not immediately return a call from the Fort Worth Report on June 12.

Ghassan “Gus” Khankarli, Dallas transportation director, said the study will look at positives and negatives of the project as well as alternative alignments for the proposed rail route.

“In this case, there may be two or three alignments to look at,” he said.

The study, Khankarli said, would provide “clarity and consistency” on the ramifications of high speed rail.

A 2017 Federal Railroad Administration study determined that [the travel time for a high-speed](#) electric train going 220 miles per hour is 35 minutes compared to TRE’s 83 miles per hour trip that takes 55 minutes and includes several stops from Fort Worth to Dallas. The project would cost more than \$11 billion to construct, excluding maintenance costs.

Dallas council members said they had been told about one alignment without consideration to alternatives.

“We can pause, tap the brakes and that’s OK because this would affect Dallas for the next 100 years,” said council member Omar Narvaez, who currently serves as chair of the transportation and infrastructure committee and vice chair of economic development committee.

Some council members questioned the need for building a new rail line when the Trinity Railway Express already serves as a commuter line between Dallas and Fort Worth.

Others felt that until a Dallas to Houston high speed rail line is formally approved by Congress, there’s no need to discuss a new line to Arlington and Fort Worth.

“There’s no point of the Dallas to Fort Worth rail if the Dallas to Houston rail doesn’t happen,” Council member Cara Mendelsohn said.

She cited Dallas’ lack of involvement in DART’s Silver line, which will run across northern Dallas County from Garland to Dallas Fort Worth International Airport once it launches in 2025.

Council member Jaynie Schultz said the Dallas economic impact study should examine the potential effects on Interstate 30 and the TRE over the next 50 years as well as economic consequences.

She said Arlington, not Fort Worth, would be the biggest economic challenger to Dallas if the rail project is approved.

“We must have Dallas first, and we should,” she said.

Regarding the proposed I-30 rail line, Mendelsohn said, “They’ve offered a route, but we don’t have to buy it.”

Dallas officials will work together with other entities but won’t forsake the wishes of the city’s residents, Atkins said.

“We are Dallas,” he said. “We represent the city of Dallas. We don’t represent the region.”

The [American High-Speed Rail Act of 2024](#), introduced in Congress recently, could provide \$205 billion over the next five years to plan and build a national high-speed rail network.

North Central Texas Council of Governments and partner Amtrak each received \$500,000 — totalling \$1 million — from the Federal Railroad Administration’s Corridor Identification and

Development Program to spur the creation of a high-speed rail line from Fort Worth to Dallas and Houston.

KRLD

TWO YEARS FROM NOW, THE FIFA WORLD CUP WILL BE IN NORTH TEXAS

By John Liddle

June 12, 2024



Photo credit GETTY IMAGES

Fast forward to June of 2026. There are a couple of guarantees for North Texans...

First, it will be hot!

Second, we'll be in FIFA fever!

North Texas (or officially "Dallas" if you listen to FIFA) [is set to host nine matches](#) at AT&T Stadium (which will be renamed Dallas Stadium for the event).

The first match in North Texas will be on Sunday, June 14, 2026. A month later, we will play host to a Semifinal match on Tuesday, July 14, 2026.

Two years ahead of the highly-anticipated [FIFA World Cup in North Texas](#), [Monica Paul, executive director of the Dallas Sports Commission](#) talked with [KRLD's John Liddle](#) about the extensive preparations underway to ensure a successful event.

"We are in the planning mode and getting our baseline set," Paul said. The Dallas Sports Commission is collaborating with various local organizations and volunteers to cover all aspects of the World Cup preparations.

"Our big focus is obviously safety and security, working with FIFA and their governance structure," Paul said.

She also emphasized the importance of seamless transportation for the influx of spectators, collaborating with the North Central Texas Council of Governments to streamline travel across the metroplex.

North Texas already boasts a robust infrastructure essential for hosting such a grand event.

"We have AT&T Stadium, which we know is a world-class venue," Paul explained.

With sufficient hotel capacity, established transportation networks, and comprehensive training facilities, North Texas is well-equipped. This pre-existing infrastructure allows the organizing team to focus on enhancing the visitor experience. "How do we really put a stamp on it to ensure that these international visitors want to come back?" Paul said.

Community engagement is another cornerstone of the preparation efforts. Volunteer information will be coming later this summer.

[Ticket pre-registration is already available at FIFA's website.](#)

North Texas also aims to showcase its unique cultural flair to the international guests.

"What this allows us to do is once we get the mainframe of the planning done, how do we incorporate our Dallas and Texas hospitality?" Paul remarked.

This includes organizing arts contests, music events, and various other community-driven activities to make the event special for both visitors and residents.

Ultimately, for Paul and the Dallas Sports Commission, the goal is to create a memorable experience that extends beyond the soccer pitch.

By blending world-class infrastructure with local charm, they hope to leave a lasting impression on international visitors and encourage them to return.

"It's the little things and the finishing touches that may mean the most," Paul said.

With two years to go, North Texas is well on its way to being ready to be in the global spotlight.

FORT WORTH REPORT

‘NOT A UNILATERAL DECISION’: NORTH TEXAS LEADERS VOW TO WORK TOGETHER ON HIGH-SPEED RAIL PLAN

By Eric E. Garcia

June 13, 2024



High-speed trains, also known as bullet trains, are already commonly used in Europe and Asia. (Courtesy photo | Central Japan Railway Company)

High-speed rail plans for North Texas won't be slowed down, Fort Worth-area leaders say.

The proposal to connect Dallas, Arlington and Fort Worth with high-speed rail will move forward despite a resolution from the Dallas City Council that opposes a proposed elevated line through the city's downtown and adjacent areas.

Elected leaders serving on the Regional Transportation Council said they will work together to develop a rail plan that will benefit North Texas as a whole, as the population is expected to double from about 8 million to more than 15 million by 2050, according to RTC growth estimates presented at a June 13 meeting.

“We have to move forward,” Michael Morris, RTC director of transportation, said after Dallas City Council member Cara Mendelsohn asked for a July 11 workshop on the project to be rescheduled, as the Dallas council will be on a break at that time.

Morris cited the Dallas resolution that calls for a four-month economic impact study to determine the positive and negative aspects of the plan, including whether an elevated rail line is feasible for downtown Dallas.

Mendelsohn suggested that Morris’ reluctance to change the workshop date was “some kind of retribution” for the Dallas resolution approved June 12 — prompting outgoing RTC chair Gyna Bivens, the Fort Worth mayor pro tempore, to demand that transportation council members “act with proper decorum.”

“To have respect, you have to give it,” Bivens said. “We’re not going to let this Dallas-Fort Worth thing get in the way.”

Dallas County Judge Clay Jenkins, elected as the new RTC chair, said, “This is going to have regional implications. ... Whatever the case is, it’s not just one city.”

Arlington Mayor Jim Ross said council members from the DFW’s third-largest city plan to attend the July 11 workshop, although they will also be on a recess.

Dallas council members are concerned about a proposed seven-story high rail line that would cut through the Central Business District and adjacent downtown area neighborhoods. The line, they said, could hurt downtown redevelopment work that includes a new \$3.7 billion convention center.

The high-speed line would include underground stops in Arlington and Fort Worth.

The underground option in downtown Dallas won’t work for the “one-seat ride” approach, Morris said, but he did not rule out a submerged rail line.

Members of the Regional Transportation Council, an independent policy group of the North Central Texas Council of Governments, cited regional cooperation for the project.

In a statement read by Bivens at the RTC meeting, Fort Worth Mayor Mattie Parker said she is dedicated to improving the city, which is now the 12th largest in the nation.

“Fort Worth remains the fastest-growing large city in the country, attracting people and businesses from across the United States,” Parker said. “High-speed rail is an integral part of our transportation future and it will include Tarrant County.

“The regional long-term success of DFW is connected to regional partnerships, such as the high-speed rail project, as the region is poised to be the third-largest metro region in the country by 2030 – with a majority of the growth occurring west,” the mayor said. “Collectively, our success is dependent on world class mobility solutions that connect not just DFW but the entire state of Texas.”

The rail project will require regional cooperation among elected officials and others, Parker said.

“An economic feasibility study on the impact of high-speed rail across the Texas network, including the ‘Texas Triangle,’ is not a unilateral decision,” she said, referring to an area covering the state’s four main urban centers of Fort Worth-Dallas, Austin, Houston and San

Antonio. "This is a regional decision that will require the stakeholders and elected officials to collaborate and solve complex problems for the advancement of our North Texas region.

"I am confident that the Regional Transportation Council and other stakeholders are positioned to navigate the complexities of the high-speed rail system to see that the route includes Arlington and Fort Worth," Parker said. "I am thankful for the leadership that is working on our regional transportation networks and will continue to be a solution-oriented advocate. We need to continue to make progress on other transportation projects, such as TRE (Trinity Railway Express commuter rail), as these are not mutually exclusive and these complimentary investments will have a big impact."

North Texas leaders "have the opportunity to build the first high-speed rail network in the United States," Parker said.

"Texas is the eighth-largest economy in the world, with no signs of slowing," she said. "As leaders, it is our responsibility to act with the visionary leadership needed for the soon-to-be third-largest region in the nation and home to 12 million people. Fort Worth is the 12th-largest city and will have a seat at the table to position the project for success."

Meanwhile, Bivens said she plans to attend the July workshop on the rail project to show her support.

"The half has not been told," she said, adding that many of her constituents would benefit from the rail project.

CLIMATE PLAN TO REDUCE AIR POLLUTANTS IN DENTON COUNTY

By Don Munsch, Colby Farr, and Miranda Jaimes
June 13, 2024

The air [Denton County](#) residents breathe could put their health at risk, according to the State of the Air 2024 report from the American Lung Association. However, residents could breathe cleaner air in about five years following the development of a new plan to reduce regional emissions.

The [North Central Texas Council of Governments](#) submitted its Priority Climate Action Plan to the [Environmental Protection Agency](#) on March 1, the first step in an effort to improve air quality throughout North Texas.

“The higher the concentration of these toxic substances in the air, the more unhealthy the air is for breathing, even in people who are healthy,” said Dr. Olakunle Iluyomade, a pulmonologist on staff at [Texas Health Presbyterian Flower Mound](#), adding people should be aware of how pollutants can cause lung irritations that can trigger serious illness.

Two-minute impact

Iluyomade said air quality can affect the lungs in a number of ways, including causing serious conditions and diseases.

He said poor air quality can harm lungs in the long- and short-term. The long-term harm can affect those who suffer from asthma, chronic obstructive pulmonary disease and COVID-19. Those conditions even could have been under good control previously until those people encountered pulmonary infections from pollutants.

The Priority Climate Action Plan covers the next five years and has 42 actionable measures, Senior Air Quality Planner Savana Nance said. If all measures are fully implemented, the region could see a reduction in ground-level ozone, which has been rising in North Texas for the last three years. Ground-level ozone is a harmful air pollutant and the main ingredient of smog, according to the EPA.

Flower Mound completed a trails and bikeways plan in 2022 that could help reduce the number of vehicles on the road, Parks and Recreation Director Chuck Jennings said.

"A well-planned trails and bikeways system can promote active transportation, reducing reliance on fossil fuel-powered vehicles and subsequently decreasing harmful emissions," Jennings said.

Explained

The plan's 42 measures include initiatives such as funding infrastructure for low-emission and electric vehicles. Traffic and idling automobiles are factors that cause pollutants that affect air quality.

Despite improvements made over the past 20-30 years, North Texas is still not meeting the attainment standard for ground-level ozone set by the EPA, Nance said. The region's population growth may have contributed to stalls in air quality improvement. Denton County's population increased more than 100% between 2002 and 2022, per data from the U.S. Census Bureau.

The EPA website lists several activities individuals can do to help air quality:

- Reduce air pollution by walking or bicycling.
- Reduce electricity use.
- Improve indoor air quality by using things such as air purifiers.
- Help prevent wildfires by avoiding using fire on dry, hot days.

Why it matters

Ten counties in North Texas, including Denton, do not meet federal standards for ground-level ozone concentration, which can impact quality of life and respiratory health for North Texas residents.

To reach attainment, each North Texas monitor has to report less than 75 parts per billion in ozone concentration on a three-year average. The region's ozone average was reported at 81 parts per billion between 2021-23.

What's next?

The council of governments will make every effort to collaborate with the region in implementing improvement measures, Nance said.

In Argyle, town officials have concentrated their efforts to improve air on the tree canopy, Mayor Rick Bradford said. The town aims to have a 35% tree coverage over the entire town. Argyle was at 31% in May 2024.

"One of the aspects of that is the clean air and environment," he said.

He said the town has not been involved in clean air initiatives but it is something they may consider. Argyle does not have manufacturing or high-impact businesses, but auto traffic does contribute to the air's quality, Bradford said.

The full plan is available at www.bit.ly/3V7Pb0i

FORT WORTH MAYOR MATTIE PARKER CHALLENGES DALLAS OPPOSITION TO HIGH SPEED RAIL EXTENSION

By Harrison Mantas

June 13, 2024

The future success of the Metroplex depends on regional partners working collaboratively especially when it comes to high speed rail, Fort Worth Mayor Mattie Parker said in a statement released Thursday.

Parker's comments came a day after the [Dallas City Council unanimously passed a resolution withdrawing support](#) for an above ground high speed rail connection between Dallas and Fort Worth.

The connection would be the last leg of a route that could transport passengers from Houston to the Metroplex in as little as 90-minutes.

Dallas has expressed concerns that a proposed route would derail plans to renovate the Kay Bailey Hutchison Convention Center, and is asking for an economic impact study before lending support to the project.

Dallas-based Hunt Realty Investments, which owns the Reunion Tower, has also expressed concerns about the project's impact on a [\\$5 billion renovation of 22 acres around the tower](#) announced in 2023.

The proposed route would travel above ground next to the existing railroad tracks before turning west just north of the [Reunion Tower and running parallel the Interstate 30](#), according to a presentation at the May 13 meeting of the North-Central Texas Council of Government's Regional Transportation Council.

However, the economic feasibility of the project must take into consideration the impact on the entire route, not just Dallas, Parker said in her statement.

"This is a regional decision that will require the stakeholders and elected officials to collaborate and solve complex problems for the advancement of our North Texas Region," she said.

Parker noted the Metroplex is on track to become the third largest population center in the United States by 2030 while adding that a lot of that growth has centered in the region's western half.

"As leaders, it is our responsibility to act with the visionary leadership needed for the soon-to-be third largest region in the nation," she said.

CPKC TO OPEN DALLAS VEHICLE COMPOUND AND MOVE MORE VOLUME TO RAIL

By Marcus Williams

North American rail freight provider Canadian Pacific Kansas City (CPKC) is opening a new 12-hectare finished vehicle compound in Wylie, Texas (near Dallas) at the end of June as part of its overall investment of \$275m in capacity enhancements between Chicago, Illinois and Laredo, Texas.



CPKC is looking to take more vehicle shipments from road to rail in the US southeast

The vehicle yard will form part of CPKC's closed loop rail service for finished vehicles between Canada, the US and Mexico. Kansas City Southern opened a terminal in the Wiley Logistics Park in 2015, which was expanded in 2018, and became part of the merged company when CPKC was formed in 2023.

"This compound is part of our playbook that unlocks an entirely new supply chain model for the OEMs, giving them the service, reliability and capacity certainty like they've never seen before," said John Brooks, executive vice-president and chief marketing officer of CPKC in the rail provider's Q1 earnings call. "I'm proud to report that this new compound is largely sold out, and will handle many of the top selling vehicles within the Texas market."

Keith Creel, president and CEO of the company, said the Wylie yard would provide a destination for vehicles shipping out of Ontario, Canada, rather than them shipping to Chicago as is current.

“It’s going to create empty supply to go down to Mexico and lengths of haul that today perhaps stop at Laredo or Robstown are going to be going to Minneapolis/St. Paul, or going to Canada,” said Creel in the earnings call. “This thing is a multiple chapter story. We’re not going to get it built out overnight. It’s a two, three, four, five-year plan. That in and of itself that one business unit offers significant, I think, accretive incremental improvements to driving that length of haul.”

Creel also pointed out that there are “thousands of carloads” moving by road between US south-eastern markets on Highway I-20 parallel to the Meridian Speedway, a 510km span of railroad track between Shreveport, Louisiana and Meridian, Mississippi. “Those are ripe for opportunities – rail wins, the environment wins, competition wins; this is all a good story,” he said.

In support of that goal of shifting more vehicles to rail, last year CPKC did a deal with CSX and Meridian and Bigbee Railroad (MNBR), a subsidiary of Genesee & Wyoming short line rail provider. As part of the deal, CPKC will acquire and operate the segment of the MNBR between Meridian and Myrtlewood, Alabama. Meanwhile, CSX operates the line previously leased by MNBR east of Myrtlewood. In doing so, CPKC and CSX are establishing a direct CPKC-CSX interchange at Myrtlewood and, in exchange, G&W acquires certain Canadian properties owned by CPKC (and other rights). MNBR will have rights to continue to provide local services to existing customers on former MNBR-owned lines and connect with other railroads without interchange restrictions.

Along with the Dallas/Wylie railyard, CPKC has identified further capacity projects in Mexico and on the second span of the International Bridge at Laredo.

[Read more about CPKC and North American rail](#)

IN A CITY DESIGNED FOR CARS, LOSING SIGHT IN FORT WORTH OFTEN MEANS LOSING YOUR FREEDOM

By Jaime Moore-Carrillo

June 17, 2024

Larry Pike's day starts at 3:30 a.m. The pre-dawn wake-up gives him a few hours to freshen up and gather his things before hustling to clock in at his warehouse job in downtown Fort Worth by 7.

Most of his neighbors in Forest Hill would make the roughly 10-mile trip by car, normally a 15 minute affair (sometimes 20 when traffic flares).

Pike, who has lived all 56 years of his life in North Texas, hasn't gotten behind the wheel in more than two decades. By an unfortunate twist of genetic fate, he inherited *retinitis pigmentosa*, a degenerative disease that eats away the retina. He drove until his early 30s, when his failing eyes inescapably got the better of him.

"They say, 'Well what do you miss the most?' I tell them: driving. I miss driving. Because ..." Pike trailed off and began to cry. "I lost a freedom."

Larry Pike, 56, waits for his Access ride after finishing his shift at Lighthouse For the Blind in Fort Worth on May 9, 2024, in Fort Worth. Access is a Trinity Metro ride-share service for the disabled. Jaime Moore-Carrillo jmoore-carrillo@star-telegram.com

For the past 13 years, he's relied on Access, Trinity Metro's paratransit program, to recreate some semblance of independence. A van swings by his home between 5:35 a.m. and 6:15 a.m. most workdays. The driver completes any other scheduled pick-ups and dropoffs before shuttling Pike to Lighthouse, a nonprofit that offers support services, classes and low-paying factory jobs to people with visual disabilities.

Pike and his colleagues congregate on a gated, brick patio outside the work rooms at around 4:30 p.m. to await a fleet of yellow cabs for the return trip. A regular commute takes 45 minutes each way.

Pike is among the estimated [811,000 Texans](#) with partial or total vision loss. Around 24,400 Fort Worth residents [reported being blind or having](#) "serious difficulty seeing, [even when wearing glasses](#)," according to 2022 Census surveys. Dallas city officials [estimate 150,000 visually impaired](#) people live in North Texas.

In a region designed for cars, visual impairment can mean losing much more than just sight. Going where you want, when you want, becomes a luxury. Simple trips can require days of planning; a 15-minute drive can take hours by other means. The services designed to restore some level of agency for Fort Worth residents with disabilities are vital yet insufficient, according to many of its regular users and advocates for the blind interviewed by the Star-Telegram.

A Trinity Metro's ACCESS paratransit van waits for riders outside of Lighthouse for the Blind on Wednesday, May 22, 2024. ACCESS is a transportation service for people with disabilities that prevent them from using standard transit options. Amanda McCoy amccoy@star-telegram.com

A loss of freedom

Sheila, now 70, also stopped driving two decades ago because of her blindness. (She preferred to use only her first name to protect her privacy.)

Doctors diagnosed her with cataracts and glaucoma in her early 50s, when she worked as a medical office manager in Richmond, Virginia.

“I went to my eye doctor one Friday afternoon, and he did some laser surgery in the office,” Sheila remembered. “By Monday morning, I had almost no vision.”

All she was and all she planned for felt, for a time, like it was crumbling. A cascade of other illnesses forced her to stop working shortly after her eyesight failed. Ever social, she now had to think carefully about when and how she would leave the house. She spent a few years reorienting herself on her own, hitching rides with friends and learning bus routes to piece together some level of autonomy and direction. But before long, she moved to Fort Worth to live with her daughter and son-in-law.

“That loss of independence was very difficult,” she said. “It was disconcerting for a very long time.”

Regaining that freedom, or approaching it, has no universal prescription. Comforts and capabilities (physical and financial) vary. For some, buses and trains present the least worst alternative.

Billy Patton, 53, works with Pike at Lighthouse. Like Pike, Patton is the kind and portly middle-aged father of a 20-something. Bad genetic luck damaged the nerve endings in his eyes; his view of the world, muddled since birth, has steadily deteriorated. He now navigates life on the cusp of legal blindness, with no depth perception.

“My picture’s kind of shrunk compared to everybody else’s,” he chuckled.

Tall and not totally visionless, Patton feels comfortable navigating Trinity Metro’s train and bus routes without a cane or a guide dog. His daughter, a 21-year-old graphic design student who inherited his condition, is slowly but surely getting comfortable with the system too, he says.

A straightforward two-way commute from his home in North Richland Hills for his full-sighted peers is, for Patton, a multi-leg marathon. He wakes up at 4:30 a.m. and walks or takes an Uber to a nearby TEXRail stop, hoping to catch the 5:30a.m. train. He rides until T&P Station, where he transfers to a bus that drives him to a street corner right by his work, about a mile south. He repeats the same trip in reverse when his shift ends at 4:30. At its smoothest, the whole adventure usually takes around two hours.

His wife took up the role of designated driver until she died in 2016; he and his daughter venture out less now. He can legally drive if he wears a small, powerful telescopic lens fastened to a pair of glasses, but taking the wheel frightens him.

“I just don’t want to take the chance of hurting somebody,” Patton said.

Rideshare apps have simplified things. He can book trips and make out the details of his rides by holding the phone screen close to his face or breaking out a small, foldable magnifying glass that he carries religiously in his pocket. (“It is my life,” he said.)

Accessibility of transit system

Fort Worth's existing train and bus system does little to improve Pike or Sheila's mobility. Audio cues in buses don't always sound. The closest stop to Pike's home is a two-mile trek across busy roads, along streets with damaged (or non-existent) sidewalks. Sheila, who uses a walker after multiple back surgeries and is almost totally blind, lives in a far-flung subdivision.

Riding along with loved ones isn't always possible (or desirable) either. Sheila usually accompanies her daughter and son-in-law on evening grocery runs or weekend excursions, but they both work full-time, in-person jobs. Pike will sometimes, with deep reluctance, request a ride with his daughter or sister, but only if he's desperate.

"Every now and then my daughter will take me, but I don't like to do that, because that takes away from my independence," he explained.

Many visually impaired people find Uber and Lyft too pricey for daily use. Close to 30% of Americans [with visual disabilities live below](#) the poverty line. Pike and Patton make \$10 to \$11 an hour; their monthly Social Security check doesn't juice up their income by much more. (Sheila, for her part, doesn't get along with her iPhone. "I would happily throw it through the window," she said.)

What's left is Access. The Fort Worth city government piloted the program's predecessor, the Mobility Impaired Transportation Service, in 1979. Trinity Metro (then the Fort Worth Transportation Authority) took over the system's operation four years later.

Access functions as a remedial rideshare service for people with disabilities. In recent years, it [has provided around 25,000](#) rides a month.

In theory, a qualified rider phones a dispatch to schedule a trip, as early as seven days before the voyage or as late as 5 p.m. the night before. A minivan or bus then picks up the rider at a location of their choice at the agreed upon time and busses them to their destination, often making pit-stops to drop off other passengers. Each ride is \$4.

A driver can arrive 15 minutes before or after the scheduled pick-up, but they need only wait five minutes for the rider to show before moving on. Drivers are meant to phone the passenger and, if needed, walk up to a building to fetch them once they arrive. As a rule, Access drivers have a hard maximum of 90 minutes to drop somebody off.

Access regulars expressed deep gratitude but little enthusiasm for the service when discussing their experiences with the Star-Telegram.

"I am very thankful that the service exists because I would really be up a creek if it didn't," said Sheila, who uses the program at least four to six times a month to get to and from appointments. "Sometimes it gets tiring, but I'm just so thankful that it exists at all."

But Access' ability to empower its users is, many say, limited by its shortcomings. Vans routinely arrive well before or well after the 30-minute pick-up window.

Sometimes drivers don't announce their arrival, and there's no app to follow their status. Rebooking a botched pick-up the same day can take hours, if it's possible at all.

Several frequent passengers described being bossed around and mishandled by rude or disinterested drivers. (Many drivers, interviewees stressed, were prompt, friendly and supportive.)

“I had my cane and I was stepping down off my porch,” Sheila remembered of one incident with a driver, “and he picked up the end of the bottom end of my cane and was trying to lead me like a dog.”

The existing Access system can be convoluted and frustrating even when it operates fully within its stated parameters.

Many regular riders bristled at the fact that they might have to wait up to 30 minutes for their driver to arrive, but their grace period is only five. Several users recounted passing their destination three or four times on a given trip as drivers off-loaded other passengers.

Because a commuter can never be sure if they’ll be in a van for 15 minutes or 90, they tend to book pick-ups well in advance of their appointments. The same worst-case logic applies in reverse: events and appointments may not have definite or predictable end times, so experienced passengers often overshoot their return trips instead of risking a missed ride.

“I always overestimate because I’d rather sit in the doctor’s office or a building lobby than not be ready when your ride comes,” Sheila explained. “Generally, if you have an appointment in the middle of the day, it takes up most of your day.”

Trinity Metro’s changing Access fleet

Sheila and others suspect Access’ faults are a product of understaffing and poor training.

A Trinity Metro spokesperson said the service has 45 full-time drivers to man its fleet of roughly 45 contracted Yellow Cab minivans and a few dozen in-house vehicles. Driving shifts are meant to last eight hours, but that limit is sometimes broken; an Access driver picking up Lighthouse workers in early May at around 4:30 p.m. said she’d been on the clock since 5 that morning.

Each driver, the spokesperson added, receives 120 hours of training, though they didn’t specify what exactly that training entails. Rider complaints can prompt extra coaching.

“Each complaint is individually addressed and any necessary training is scheduled to correct the behavior,” the spokesperson wrote.

Amanda Guerrero, a mobility specialist at Lighthouse, says the nonprofit hosted a “really good” Blind Awareness Training with Trinity Metro officials and Access supervisors last August.

“We’ve offered a few times to put together a training for the drivers of Trinity Metro, Access, and the cabs that are used by Access as part of their hiring process,” Guerrero wrote in a message to the Star-Telegram, “but haven’t been taken up on that yet.”

Though Trinity Metro has no plans to expand the size of its Access fleet, it has other reforms in store. It [intends to shift the entire service](#) onto a digital platform run by Via, a transportation software company, by next October; Via currently operates Trinity Metro’s general-use rideshare service Zipzone. The transition, officials hope, will make rides easier to book and quicker to arrive.

Guerrero thinks true equity for Fort Worth's population with disabilities requires floor-to-ceiling improvements in every aspect of transit: more and better sidewalks, more frequent and accessible buses, and so on.

But steady progress — any progress — is welcome news to Pike and his peers.

“Everybody that loses eyesight will tell you it's depressing,” he said. “But there's a point you have to say ‘I can't let this get me down,’ and you get up and start going again. I guess your survival mode kicks in.”

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KBTX

TEXAS CONVENTIONAL AND HIGH-SPEED RAIL ADVOCATES RALLY FOR FUNDING AHEAD OF LEGISLATIVE SESSION

By Donnie Tuggle

June 16, 2024

AUSTIN, Texas (KBTX) -Rail advocates in Texas are ramping up efforts to secure funding for both high-speed and conventional rail projects as the next legislative session approaches in January. This week, the Rail Passenger Association and Texas Rail Advocates met for a National/Texas Passenger Rail Briefing online to emphasize the critical need for state investment in rail infrastructure.

Peter LeCody, President of [Texas Rail Advocates](#), highlighted several key initiatives during the briefing, including ongoing corridor studies, TxDOT's Rail Plan, and the collaborative efforts between Texas Central Railway (TCR) and Amtrak to explore high-speed rail connectivity between Dallas-Ft. Worth and Houston. LeCody pointed out funding challenges faced during previous legislative sessions, noting missed opportunities due to political disputes.

"We had a rider placed in the 2023 legislative session asking for \$200 million to populate the Texas Rail Relocation and Improvement Fund. Unfortunately, when the speaker of the house and the lieutenant governor got in a tiff, all of these budget riders for any funding out of the General Revenue Fund were tossed. So again, rail is taking a backseat and we missed out again on competitive funding on federal grants," said LeCody.

LeCody also emphasized the importance of state participation in receiving federal funding that is available.

"This bill that is now law called the Infrastructure Law has a five-year span and there's \$66 billion available for rail funding. Unfortunately, Texas hasn't gotten but just a tiny fraction of it because we don't have a state fund to be able to go for like an 80-20 match, 80% federal to 20% state, just like we do for highways, we don't have that for rail," said LeCody.

"The only way we're gonna be able to do any type of funding in the future for rail is if we have state participation in it, as other states do with the \$66 billion that's sitting now in the infrastructure bill. It's very competitive. It's oversubscribed. As a matter of fact, states have just been going at it tooth and nail and at Texas here, we just don't have the ability to be able to access any of these funds to make rail improvements," LeCody added.

Looking ahead, advocates are pushing for enhancements in commuter rail and expanded Amtrak services across Texas. LeCody emphasized potential benefits for the Brazos Valley, envisioning renewed passenger rail service linking Dallas and Houston with stops in Bryan-College Station and Navasota.

"The other thing is the conventional rail grants. It's called a corridor identification program. And one of the corridor IDs would definitely benefit the Brazos Valley because it could reinstitute passenger rail service between Dallas and Houston with intermediate stops, Bryan College Station, Navasota, and possibly some other locations," said LeCody.

Regarding the proposed high-speed rail connecting Houston to Dallas with a stop in the Brazos Valley, LeCody acknowledged recent challenges in Dallas but remained optimistic. Recently, the Dallas City Council moved to delay plans for a high-speed rail line connecting Dallas and Fort Worth, an extension of the proposed Amtrak line linking Dallas and Houston.

“I think it’s a temporary setback. The North Central Texas Council of Governments is going to get together with the Dallas City Council. The Council of Governments has already proposed some alternate routes that would not affect the western edge of downtown Dallas. Now realize that there are already trains running above ground. There’s both freight rail, there’s the Trinity Railway Express and there’s Amtrak and they’re above ground running through the western part of downtown Dallas right now. So, you know, it’s, it’s something they’ve gotta work out,” said LeCody.

Before advancing with these plans, Dallas City Council members unanimously endorsed a resolution requiring an economic impact study to precede further action. Despite those challenges, LeCody reiterated the pivotal role of railways in Texas and is encouraging advocates to act with a sense of urgency when it comes to rail and not wait until January to have conversations with lawmakers.

“I think the economic future of Texas really is gonna depend upon a safe and reliable and diverse transportation network. Not only of roads, but also airports, waterways, and railways. Railways can be a very important contributor to both moving people and goods. And we really need to be more proactive on that in Texas,” said LeCody.

“We are energizing our elected and appointed officials right now. It’s a program we started a couple of years ago called Fair Share for Rail. You know, we fund maritime, we fund highways, we fund aviation at the state level, but we don’t have a funding mechanism for rail. Well, actually no, that’s wrong. We do have the funding mechanism. It’s called the Rail Relocation and Improvement Fund. Voters approved it in 2006. However, the legislature hasn’t put the first dollar into it yet,” added LeCody.

THE GUARDIAN

'THE TIME IS RIGHT' FOR US TO CATCH UP ON HIGH-SPEED RAIL, SAYS BRITISH AMTRAK EXEC

With half a dozen US rail projects in the works, Andy Byford thinks Americans will soon clamor for 200mph train lines

By Oliver Milman

June 16, 2024

After years of dashed hopes, delays and the all-consuming dominance of the car and airplane, high-speed trains may finally be about to have their breakthrough moment in the United States, according to one of the country's top rail executives.

Half a dozen high-speed rail projects across the US are currently planned or have already started construction, with a gush of federal infrastructure dollars, a supportive White House, and rising angst over snarled highways and the climate crisis all helping bring the prospect of bullet trains, belatedly, closer than ever before to the American public.

"This is the golden opportunity for the US to join that high-speed club with all the benefits that it would bring," said Andy Byford, a British executive who was [nicknamed](#) "Train Daddy" during a spell overseeing New York City's subways. [Since last year](#), he's been senior vice-president of high-speed rail at Amtrak. "There's no question the US is for now the outlier when it comes to high-speed rail.

"But I think once we get one route up successfully, people will clamor for more. We believe the time is right for this where the topography, population and so on makes sense. I think if it's not going to happen now, I wonder if it ever will."



High-speed trains, capable of 200mph (322km/h) or more, have long become commonplace in countries including France, Germany, Japan and even Morocco. Yet the US, despite being an early rail pioneer, has instead prioritized the build-out of vast and ever-widening highways, often choked with traffic and [rammed](#) through razed neighborhoods, supplemented by a matrix of flights linking even relatively close cities.

This is gradually changing. In April, [work started](#) on building a high-speed rail project connecting Las Vegas to southern California, promising 200mph trains that will cut the normal four-hour drive time in half by the time of the Los Angeles Olympic Games in 2028. "If they pull it off it will be remarkable," said Byford. "That would be practically a mile a day [of track] construction."

California has another high-speed rail project that has [labored](#) under grueling delays and ballooning costs over the past decade that aims to connect Los Angeles and San Francisco. Projects in the earlier stages of planning include efforts to link Atlanta, Georgia, to Charlotte, North Carolina, as well as Chicago, Illinois, to St Louis, Missouri, and Vancouver, British Columbia, to Portland, Oregon.

Brightline, the company behind the Las Vegas to California route, has already completed a line running from Miami to Orlando, Florida, running at slower, but still brisk, pace of 125mph, while Amtrak is looking to expand its class of east coast trains that can currently get to 150mph.

Byford, meanwhile, is spearheading an Amtrak program to [revive](#) a moribund plan connecting Dallas and Houston with a high-speed track that will run the fabled Japanese [Shinkansen](#) bullet trains, offering people who have to drive three and a half hours down the I-45, one of the [deadliest roads](#) in the US, the option of a 205mph journey that will take about 90 minutes, with a stop at Texas A&M University between the two cities.

"These trains would have the highest average speed in the world, which would be a real source of prestige for the state of Texas if we were able to go ahead," Byford said. "We believe there is a very, very strong case."

Amtrak estimates the whizzing trains would remove 12,500 cars from the clogged I-45 as well as negate flights making the relatively short 240-mile hop, slashing planet-heating emissions. For those who want to spend a full day of their lives traveling from Dallas to Houston by train, there are currently two Amtrak services each day that go via San Antonio, taking, with a lengthy stopover, an incredible 23 hours in total, about an hour more than it would take to bicycle between the two cities.

The prospects for high-speed rail have been buoyed by recent support, such as the federal bipartisan infrastructure law that [retained much of the American fixation upon funding roads](#) but also provided a cash injection to rail. In December, Joe Biden, once [known](#) as "Amtrak Joe" due to his regular use of trains when he was a US senator, [announced](#) \$8.2bn to secure rail corridors to accelerate the building of high-speed rail in what the White House called "historic investments in world-class rail".

Major barriers remain for high-speed rail, however. "I'm not going to sugarcoat the remaining challenges," Byford said of the Texas project, which still needs to acquire about 80% of the land needed for its route, get federal permission to use Japanese trains, pass environmental reviews and then raise, via partnerships with private companies and others, the \$30bn or so needed to build a system that, in the most optimistic scenario, will be completed by 2031.

Eye-watering costs and delays have dogged the California scheme, meanwhile, which has rocketed from a \$33bn to at least a \$113bn project amid contentious re-routes and political wrangling. Opponents of high-speed rail have found reliable allies among Republicans in Congress, who complain it is an expensive indulgence that tramples upon the property rights of rural Americans.

“If you want to look in the dictionary, under the word ‘boondoggle’, you would probably find the California high-speed rail project process,” said Doug LaMalfa, a California Republican congressman. In May, the two top Republicans in the House and Senate transportation committees, Garrett Graves and Ted Cruz, [wrote](#) to the US Department of Transportation criticizing the administration’s support for “this highly questionable endeavor”.

In Texas, opposition from landowners, hostile state lawmakers and lobbying airlines sank a previous effort to bring high-speed rail between Houston and Dallas, along with a mooted extension to Austin and San Antonio, in the 1990s. Texas Central picked up [the idea of the Houston to Dallas line in 2009](#), only to put the plan on ice following court challenges and the Covid pandemic in 2022, before its resurrection under Amtrak.

Building any sort of rail is difficult in a state with a [particular zeal for the primacy of cars](#), with 97% of Texas’s entire transport budget, by law, going to the expansion and maintenance of roads. “People are flocking to Texas and we can’t just keep widening our highways forever,” said Peter LeCody, president of [Texas Rail Advocates](#). “More people are understanding this but it’s been very slow going. We may now be starting to crawl before we walk and then run.”

Objections remain, with Byford recently traveling to a ranch near Dallas to meet the Texans Against High-Speed Rail [group](#), to assure them Amtrak wouldn’t use eminent domain to secure needed farmland except as a last resort. Some lawmakers remain unimpressed.



“This project does not only impact rural Texas but all of the United States,” said Jake Ellzey, a Republican congressman who represents a district in the path of the planned rail route. “In a time of a global food shortage, we cannot allow our farmland to be destroyed, and taxpayer dollars squandered for an unsustainable and unnecessary project like this.”

Still, optimism is growing among supporters of high-speed rail. Byford is deluged by emails from enthused rail fans suggesting sometimes outlandish ideas, such as bullet trains from New York to Los Angeles, but he can envision a more realistic future of swift connections between US cities lying in the “sweet spot” of distance from each other, about 200 to 600 miles apart.

“There are so many cities like that in the US, just in the right zone for high-speed rail,” said Byford. “I hope that we will be able to deliver a network around the north-east, Florida, Texas, on the west coast and the midwest. There’s lots of great city pairings.”

Most Americans “don’t know the joy of going downtown to downtown over 200mph without having to go out to the airport, having to line up in security, and then taxi on the runway and take off and land probably miles away from where you actually want to be”, Byford said, adding that the experience of avoiding traffic jams or strolling from a cathedral-like train station to get a meal and a drink also remains a largely foreign concept.

“You don’t know what you’re missing,” he said. “I think now is our best opportunity to deliver that, there’s no question.”

DALLAS DRIVERS ARE PUTTING IN MORE MILES TO GET TO WORK, STUDY FINDS

Workday commutes have increased 35 miles following the COVID-19 pandemic.

By Amber Gaudet
June 18, 2024



Commutes have gotten longer in the Dallas area as more people are working hybrid schedules following the COVID-19 pandemic. (Elias Valverde II / Staff Photographer)

As hybrid work schedules have become commonplace and the cost of living has ballooned since 2020, Dallas-area residents are trading longer commutes for suburban perks like more space and lower housing costs.

People who work in Dallas have added on average an extra 35 miles per trip to their commutes post-pandemic, with “super commuting” — over 75 miles — up 29%, a recent [analysis by Stanford University researchers](#) found. That’s in line with the nine other metropolitan areas the study examined, and likely due to the fivefold rise in the share of work conducted at home.

“[With hybrid work] you have three horrendous days that are two hours round commute, but then you don’t have to drive in the other two,” said Nick Bloom, co-author of the study. “That’s probably the same as living a half an hour out when you have to go in five days a week, and you get more space for your money by being further away.”

Related: [Dallas-Fort Worth home prices rise 3.5% as housing market fends off interest rate pressure](#)

Researchers used GPS data from about 2 million trips to compare the last four pre-pandemic months — November 2019 to February 2020 — to the four months between November 2023 and February 2024. The study analyzed weekday journeys over 20 miles that began outside the city center and ended in downtown between 7 and 10 a.m.

While that may have excluded a lot of commuters, Bloom said, it was necessary to rule out shorter trips to places like school and retail stores. The study also accounted for population changes in each of the metro areas where commutes were analyzed.

A scattering of when people are going into the office means roads are emptier than they used to be and traffic speeds are up, making those long commutes faster. That's good news for the roughly 80% who work fully in-person, too.

The findings are in line with trends regional transportation planners have noticed. North Texas' suburban counties saw more population growth due to domestic migration than Dallas County last year, according to [estimates from the US. Census Bureau](#).

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

"The morning peak period is not back to the morning peak period speeds pre-COVID, so that's indicating to you we're not all coming in [to the office] even though we have more population," said Michael Morris, director of transportation at the North Central Texas Council of Governments, a regional planning body. "We're probably 750,000 persons higher than pre-COVID but the morning peak is still faster."

Evening congestion is up as people leave work later or those who have been working at home all day venture out to run errands.

The trend of long commutes is strongest among high earners, Bloom said, who likely moved further out from city centers during the pandemic for more space at a lower cost. Hybrid and fully remote jobs are [most prominent among college-educated workers](#), who get the benefits of flexibility that remote work provides.

"Rent and house prices have really surged since 2020 so if we can reduce the cost of that by allowing people to commute further, that's really positive," Bloom said.

As technology improvements allow office workers to do more remotely, commute times will likely remain high.

"Long commuters will always be permanent but it may not always be the same people," Morris said. "I think their lifestyle will change or their needs will change depending on their family needs. Someone may take a job closer to where their home is and they no longer become a long commuter because they made a different housing choice or a different job choice as part of the equilibrium that they're trying to solve."

WFAA

NEIGHBORS PUSH FOR IMPROVEMENTS TO 'DEAD MAN'S CURVE' ON FM 486 IN KAUFMAN COUNTY FOLLOWING DEADLY WRECK

The community nearby is rallying and asking TXDOT to improve the safety of the curve.

By Janel Forte
June 17, 2024

KAUFMAN COUNTY, Texas — Days after a deadly crash early Saturday morning, Jack and Sherry Mullins are still finding car parts and personal items scattered across their yard.

The couple live just off FM 986 and County Road 246 in Kaufman County and have witnessed their fair share of wrecks in front of their home.

“We've had four fatalities on this curve that we know of in the last five years and we have had probably four to six wrecks a year,” Jack Mullins said. “I've seen it on Facebook called dead man's curve.”

For years they've been asking TXDOT to make improvements to no avail.

“I've been calling for probably at least three years asking for more signage, reflective tape,” Sherry Mullins said.

Sherry Mullins even gave them a warning the Thursday before this crash.

“I had called TXDOT yet again to say that there was a pole down and had been for a couple of weeks and could they please discuss more signage and reflective tape,” Sherry Mullins said. “I said cause if we don't do something about this corner, somebody's going to die.”

Less than 48 hours later, that's exactly what happened.

“Braxton was a nice young man,” Sherry Mullins said. “He was 21, been home a week from Poland where he was deployed in the Army, his mom got to spend one day with him before he died.”

DPS says Braxton James was driving the stretch of FM 486 around 3 a.m. that morning when he veered off the road in front of the Mullins home.

“He came across the yard then left the ground, and from went airborne into the tree,” Jack Mullins said.

Braxton died in the hospital. Hours later, his family knocked on the Mullins door.

“And he said our son was killed here this morning and I just, we lost it,” Sherry Mullins said.

They helped Braxton's family collect some of his scattered items, then the Mullins made them a promise.

“I don't want to stand here or there or wherever and talk to another parent about their kid being killed or maimed,” Sherry Mullins said.

Now they're rallying the community together and starting a petition to push TXDOT even harder to make the road safer.

"The Texas Department of Transportation works closely with local law enforcement," TXDOT said in a statement to WFAA. "This case is still under investigation. The department reviews all fatal crash reports each month to determine if potential modifications are warranted."

The Mullins say they've invited TXDOT engineers to their property to observe it themselves.

"He can sit right there and listen to me and I'd like for Braxton's dad, to be sitting right there and tell him how his Father's Day was this year," Sherry Mullins said.

DALLAS COUNTY JUDGE ELECTED REGIONAL TRANSPORTATION COUNCIL CHAIR

By Colby Farr

June 18, 2024



Dallas County Judge Clay Jenkins was elected chair of the Regional Transportation Council. (Courtesy North Central Texas Council of Governments)

Dallas County Judge [Clay Jenkins](#) will preside over the 45-member [Regional Transportation Council](#) for the next year after being elected chair in June.

What happened?

RTC members elected a new chair, vice chair and secretary during a [June 13 meeting](#). The new officers began their yearlong terms at the end of the meeting.

- Dallas County Judge [Clay Jenkins](#), chair
- Johnson County Commissioner [Rick Bailey](#), vice chair
- Lewisville City Council member [Brandon Jones](#), secretary

The details

Jenkins is stepping into the chair position after Gyna Bivens, Fort Worth mayor pro tem, [who](#)

[was elected last June](#). Jenkins previously served as secretary and vice chair before being elected chair. He has served as a county judge and an RTC member since 2011.

He will preside over the RTC during the 89th Texas Legislature, which begins in January.

Bailey was elected vice chair after serving as secretary the previous year. Bailey was first appointed to the RTC in July 2022. Jones will serve as secretary for the coming year.

Learn more

The RTC is a policymaking body composed of elected or appointed officials from across the Dallas-Fort Worth area. As part of the [North Central Texas Council of Governments](#), the RTC oversees transportation planning initiatives and policies for the 12-county region.

Key projects and planning initiatives the RTC has worked on include:

[Regional Transit 2.0 study](#)

- The NCTCOG hired two consultant companies to help design a next-generation transit system for the region.
- The RTC [greenlit the study in 2023](#).

[High-speed rail linking Dallas to Fort Worth](#)

- The RTC [approved extra funds for the project](#) in December for scope and budget adjustments
- The NCTCOG is expected to host a workshop about the rail in July [after Dallas City Council withdrew its support](#) for the project.

More information about the RTC, including meeting agendas and a list of members, can be found on the [NCTCOG's website](#).

HOODLINE

EULESS EMBARKS ON COLLABORATIVE TRAFFIC SIGNAL RETIME TO REDUCE CONGESTION AND BOOST REGIONAL MOBILITY

By Richard Dawson

June 18, 2024

Eules is taking a step forward in addressing traffic congestion with a collaborative traffic signal retiming project.

The project involves the City of Eules' Engineering Department, Traffic Division, and neighboring cities, along with the assistance of Tarrant County and the North Central Texas Council of Governments, aiming to alleviate congestion and enhance regional mobility.

According to the [City of Eules](#), signal coordination plans have been implemented along key corridors such as FM 157 (Industrial Blvd), Mid Cities Blvd, Glade Road, and Harwood Road.

Signal timing is crucial for managing traffic flow, particularly during peak traffic periods.

The intent is to synchronize traffic signals to allow consistent flow, which has been seen providing improvements on FM 157 with increases in travel speed and reductions in emissions and stops.

However, while these timings favor the main thoroughfares, residents on side streets might find themselves waiting longer, illustrating an imposed dance of give-and-take between the arteries of travel and their capillaries.

City officials are aware that these timing strategies affect local traffic patterns, "We appreciate your understanding and patience as it related to these changes", the City staff expressed, per the [City of Eules](#). Feedback and reported issues post-implementation are being gathered for further optimization of these traffic systems. The City's commitment to collecting community input and refining the traffic signal programming demonstrates an ongoing effort to ease the complexities of traversal that sew together the fabric of commuting life in and around Eules.

PAY LESS, RIDE MORE AS TRINITY METRO SIMPLIFIES FARES

By Eric E. Garcia
June 18, 2024



Residents exit the 89 Spur bus at the Fort Worth Central Station March 29, 2024. (Camilo Diaz | Fort Worth Report)

Transit riders will see deflating costs as Trinity Metro updates its regular and reduced fares.

Trinity Metro's board of directors decided June 17 to unanimously approve a new fare structure that will result in some riders paying less for rail and rideshare programs.

The changes, effective Sept. 15, will include a dollar decrease in a \$5 regular day pass. Frequent riders will pay \$7 less for a seven-day pass, which will decrease from \$25 to \$18. Other passes, sold on a monthly or annual basis, will be eliminated.

Trinity Metro research showed that riders preferred a cap on transit fares, said Chad Edwards, the agency's executive vice president of strategy, planning and development.

Trinity Metro created "a simpler, easier-to-understand fare system" that is attractive to the public and will help increase ridership in coming years, Edwards said.

"It will make it easier for people to ride," he said.

Under the current fares, a single ride on a bus is \$2, while a single Express bus or train ride is \$2.50 and a single ZipZone ride is \$3. Under the new fares, all single rides will be \$2 for regular fares.

The cost for single rides under the reduced rate plan will remain \$1.

Express bus or train rides, currently \$1.25, and \$3 ZipZone rides will also be dropped to \$1 per single ride.

Technology upgrades will be introduced to allow riders to use their debit card and online funds “to tap and board.” Customers will be able to pay for fares with Apple Pay, Google Pay, Samsung Pay.

The customer is always charged the best fare, Edwards said.

Trinity Metro riders, once they pay for two rides, will get all remaining rides on any vehicle free for the remainder of the day. Once seven-day pass riders pay the equivalent of \$18, they will also receive free rides for the rest of the weeklong period.

“This is a cost savings for all of our customers, not just the ones that can afford the seven-day and 31-day passes previously offered,” a staff report said.

Low income riders as well as those from communities of color lean “toward purchasing the lowest cost fares and making the fewest trips possible,” the report said. “Minorities being the largest group save the most.”

“With this change, one standard fare will be accepted on all Trinity Metro services, which will reduce confusion and uncertainty for customers about whether they have the correct fare to ride,” according to the staff report.

The new fares will be put in place in two phases, with the first part expected to be completed by September. Along with the reduction, the agency will publish new maps, brochures and sites to reflect the changes.

“The second phase of the program is fare-capping, which will require new fare technology and software. The timeline for the second phase will be dictated by availability of funding, selection of a new fare technology platform and subject to board approval,” the staff report said.

The estimated annual impact on fare revenue will be an initial reduction of 8.4%, with an estimated collection of \$5.4 million in fiscal year 2025. The change will be accounted for in Trinity Metro’s 2025 operating budget.

Trinity Metro officials said they are working with Dallas Area Rapid Transit and Denton County Transportation Authority to simplify the regional fare structure.

The Federal Transit Administration requires that for any fare change, agencies are required to conduct an equity analysis to document and provide special consideration to sensitive populations.

“Under the guidance of our Disparate Impact Policy and Disproportionate Burden Policy, we considered the results of a 2022 Regional On-board Transit Survey that provided information on fare payment habits and demographics. We reviewed potential Title VI implications to minority and low-income populations related to the proposed fare change to ensure no actions are taken that violate federal requirements,” a staff report said. “The average impact (average weekday savings) of the proposed base local fare change to existing riders is estimated to

be -\$0.34 for minority riders, -\$0.22 for non-minority riders, -\$0.24 for low-income riders and -\$0.28 for non-low-income riders.”

Trinity Metro said the overall average savings is 29 cents per day.

“Once fare-capping is implemented, the savings grow to -\$0.57 for minority riders, -\$0.36 for non-minority riders, -\$0.43 for low-income riders, and -\$0.41 for non-low-income riders,” the report said. “Overall, the average savings is -\$0.48 per day. These calculations are determined by comparing the types of passes used by Trinity Metro’s existing riders.”

Trinity Metro said it is planning for the future as the North Texas population is expected to reach about 12.5 million residents by 2050, according to population estimates provided by the North Central Texas Council of Governments.

“What we do today all means something,” Edwards said. “We can’t forget that we’re planning for the future.”

TRANSIT, TREES AND OPPORTUNITY: WHAT THIS DEVELOPER IMAGINES FOR BRENTWOOD

Is the time right to reinvigorate this small pocket of Oak Cliff?

By Anna Butler
June 20, 2024



Paul Carden stands at the foot of about five acres he owns off of Ridge Street in the Brentwood neighborhood of Dallas that could one day hold about 80 multifamily units with views over the downtown skyline. (Jason Janik / Special Contributor)

Despite a recent trim, downpours encouraged thick and thorny underbrush filled with smilax and hedge parsley to persist.

But there was something that Paul Carden had on his mind that kept him trudging through the overgrown, scratchy weeds in the tucked-away pocket of Brentwood on a humid June afternoon.

He'd navigated to the dead-end of Ridge Street, which gave way to a gravel road before the short walk began.

Related: [Rebirth slated for former Methodist church in North Oak Cliff](#)

"This is my ace," said Carden, the moment a break in the canopy of oaks, pecans and chinaberries gave way to the Dallas skyline.



Carden's parcel at the dead-end of Ridge Street holds a bluff with a steep drop-off and surprising, unmarred views of downtown Dallas. (Jason Janik / Special Contributor)

The view over the gaping bluff was as unexpected as it was breathtaking.

Carden has assembled nearly 10 acres in the pocket-sized Brentwood community within Oak Cliff, east of the Dallas Zoo and south of the Tenth Street Historic District. It marks one of the oldest sections of the area, dating back to the late 19th century.

His vision for the holdings is simple: Offer mid-priced housing while creating a destination anchored by thoughtful commercial projects and near existing transportation hubs that future development will gravitate toward.

Carden himself was raised in Oak Cliff and has spent his career working in retail real estate after earning a degree in finance. It's a direction he took as he listened to a common refrain growing up.

"I kept hearing, 'Could someone else go and solve this issue? Could someone else go and do this?' And I thought, I'm just going to do it myself, keep going and keep pushing," said Carden.

He began purchasing his first lots in Brentwood in 2016, believing someone else might see the same potential as him and want to go in alongside him to build in the area.

About two years ago, he realized no one else was coming. He started buying again.

“I thought, if I have a good idea and I try to do the right thing, I’m pretty sure people are going to work with me. So far, that has been the case,” said Carden, who started bringing in outside equity that buys into his vision about a year and a half ago.

The lots Carden acquired with downtown views are reserved for dwellings.

He controls prime swaths that dead end into one another that will share in the panoramas. It’s meaningful in that he can create a walkable, transit-oriented community and never worry about a street suddenly becoming an unpleasant and busy cut-through.

Closer to the zoo and the [under-construction Southern Gateway Park](#) are more potential sites for dwellings and projects that could house retail.

Carden is also a minority investor in the EastDock adaptive-reuse project, [which Proxy Properties, LLC](#) is aiming to position as a mixed-use development. He previously worked with the firm on the zoning for its [Oak Cliff Assembly project](#) that stands within Brentwood, as well.



Carden owns 935 E. Clarendon, which is up for rezoning and swathed in large pecan trees. The vacant lot is across the street from the EastDock project, which he owns a minority interest in. (Jason Janik / Special Contributor)

Design for Carden’s planned homesteads will take cues from Swedish cabin-style architecture. Six-foot-wide sidewalks and lush landscaping will permeate the publicly accessible mixed-use spaces he plans.

All of the acquisitions from Brentwood Carden Equities capitalize on the notion that there is inertia from not only the Dallas Zoo, but the completion of the new deck park moving south of Interstate 35 East.

It also leans into a feature that is unique to just a few neighborhoods outside of Brentwood in a spread-out city like Dallas. It has access to three DART stops a little more than 10 football fields apart from one another.

Carden potentially plans to put retail on his lots that fall between the zoo and deck park and the ample public transportation in an area that currently lacks such resources.

Carden points to the over 90 acres of the RedBird revitalization when he thinks of a project hyper-focused on a particular area like his.

In the case of his 10-odd acres in Brentwood, the footprint is smaller. With that, comes the need for intention per Carden's philosophy to create an ecosystem of projects that are interrelated and support each other, even if they're not necessarily next door.

"Every project should ultimately further the mission of bringing economic opportunity to the community in collaboration with it," he said.

Carden, who self-funded his initial acquisitions, is not seeking non-profit or not-for-profit backing to get his projects off the ground.

"Part of respecting the potential of the community is demonstrating that not only can you do the right thing, but you can do the right thing profitably," said Carden.

His process includes conversations with neighbors around the sites he's acquired. Beyond building advocates, Carden wants to ensure he's asking people that live in Brentwood what they want to see in their own neighborhood, whether that's for commercial or residential development.

He's eyeing a unit or two with an elevator among his future multifamily development at what he's dubbed the "Grant Trio," a collection of three lots positioned along Grant Street. He'd heard from a neighbor that they desired a place where an older parent could be accommodated, and he listened.

He'll also consider small, fenced-in yards for pets per another suggestion.



Brentwood Carden Equities is working with Re:Studio Architecture on the design for residential properties. For non-residential uses, it's a case-by-case basis. (Re:Studio Architecture / Brentwood Carden Equities)

Another key push for Carden is working to address housing's missing middle.

"We see chain reactions where people can't afford to stay close to somewhere like Bishop Arts because there isn't a variety of housing prices and types. They move closer to Uptown or somewhere else because there is variety," said Carden.

"Then you start liking the neighborhood, like being closer to work and, lo and behold, you start having a brain drain because it turns out people don't want to commute further than necessary."

He believes the same migration also occurs when workers receive raises and no longer qualify for area median family income programs, whether those be Amazon employees or teachers.

"Not having a variety of housing options is essentially encouraging displacement, and a lot of my housing works to correct that," said Carden.

While Carden acknowledges interest rates are challenged, his good fortune has come from having investors who are patient and understand the mission behind the deals, he said. Plus, most of his deals are all equity, which removes a lot of strain.

"Right now, we have time for the interest rate side of things to sort itself out because I need to make these zoning changes anyways," said Carden.

"I have some wiggle room to work with in terms of getting things right."

NCTCOG TO SEEK FEDERAL FUNDING FOR COTTON BELT TRAIL

By Colby Farr
June 20, 2024



The Cotton Belt Trail is a planned 57-mile regional trail under construction that will connect several North Texas cities, including Grapevine, Coppell, Richardson and Plano. (Courtesy Adobe Stock)

The North Central Texas Council of Governments will partner with Dallas Area Rapid Transit in seeking more federal funding for the regional [Cotton Belt Trail](#) project.

What happened?

Regional Transportation Council members greenlit a federal grant application for up to \$12 million that would fund part of the regional trail project during a [June 13 meeting](#). If awarded, the money would fund construction of nearly 3 miles of trail, according to a [staff presentation](#).

The Cotton Belt Trail is a proposed 57-mile trail that will link several cities, including Grapevine, Coppell, Richardson and Plano, according to the NCTCOG's website. Part of the trail will run along the 26-mile [Silver Line Rail project](#), which is also under construction. DART oversees design and construction for the Cotton Belt Trail and Silver Line Rail projects between Dallas Fort Worth International Airport and Plano.

The details

If awarded, the grant would fund about 2.9 miles of trail construction in Addison, Coppell and Dallas as part of the project's third phase. Engineering and design is underway on portions of the trail that have not been constructed yet, Senior Program Manager [Karla Windsor](#) said.

"Unfortunately there's been increasing construction costs, so that's why we have taken a strategy of diversifying our options to bring money to this project," Windsor said.

The NCTCOG and DART are applying through the [Active Transportation Infrastructure Investment Program](#), which emphasizes rail-to-trail projects, according to a staff presentation.

"If you want to build a trail and it's next to a rail, you should apply to this project," Windsor said.

About the project

The Cotton Belt Trail is split into three phases. Construction on the first phase is already underway while the second phase is slated to head to the procurement phase this fall.

Nearly 21 miles of the trail already exist between Grapevine and Fort Worth. Nearly 22 miles are already funded for construction. About 15 miles still need funding for construction, according to the NCTCOG's website.

Also on the agenda

The RTC approved up to \$1 million for three air quality and safety demonstration projects:

- Car Care Safety Integration program: The program aims to educate the public about the importance of vehicle safety components and maintenance.
- Vehicle Emissions Inspection and License Plate project: Project officials will purchase license plate reading cameras to gather data and determine the rate of fake license plates in the region.
- Truck Assessment and Goods Movement program: Program officials will assess severity and impact of emissions tampering in heavy-duty diesel trucks operating within the region.

The RTC [also elected three new officers for the coming year](#). The new officers include:

- Dallas County Judge Clay Jenkins, chair
- Johnson County Commissioner Rick Bailey, vice chair
- Lewisville City Council member Brandon Jones, secretary

WFAA

STUDY SHOWS A WEST DALLAS NEIGHBORHOOD AS WORST IN AIR QUALITY

Texas A&M studied particle pollution (PM2.5) data from an air quality monitor in West Dallas near the GAF plant in the Singleton Corridor.

By WFAA Staff
June 20, 2024

DALLAS — Staked into the ground, an air quality monitor is located in a backyard off Toronto Street. This is in the Singleton Corridor neighborhood in West Dallas, yards away from the GAF Roofing plant.

The [SharedAirDFW air monitor](#) was installed in 2023, and it collects live data on particles in the air, particularly PM 2.5.

PM 2.5 are fine particles that are so small they can travel into the respiratory tract. Caleb Roberts with Downwinders at Risk said, "You can't swallow, sneeze or get rid of PM 2.5."

He is concerned about the short and long-term health risks.

"It can cause nose and throat irritation initially, then lead to some cardiovascular disease, lung disease and even lung cancer," said Roberts.

For six months in 2023, Texas A&M, in partnership with many organizations, [studied the PM 2.5 levels](#) from that monitor.

Dr. Natalie Johnson, Associate Professor of Environmental Health at Texas A&M University, discussed the [results of the study](#).

"The levels in the Singleton Corridor area exceeded the 24-hour EPA limit 35 times during the six-month study period," said Dr. Johnson. But if the data is being compared to the World Health Organization standards, it would have exceeded the limit 107 times in the six-month study period.

During the study, residents were also surveyed.

"This is concerning because overall the Singleton Corridor residents have a four to five higher rate of asthma compared to the rest of the DFW area," said Dr. Johnson. 84% of residents surveyed said air pollution makes their family sick.

The [EPA National Pollution Rankings](#) placed the Singleton Corridor as the worst 3% in the nation in particulate matter exposure, and the worst 4% in air toxics cancer risk.

Janie Cisneros, a lifelong resident, founded Singleton United/Unidos to get GAF out of her neighborhood. Her daughter has asthma and she and her mom both have chronic health problems. Her father also died of cancer. She believes the air quality in the Singleton Corridor is a cause of their issues.

"Our health is on the line. Our life is on the line. 75212 is already the most polluted zip code. We live less years than the rest of Dallas," she said.

From a scientific standpoint, Dr. Johnson said GAF leaving the neighborhood would likely lead to an immediate reduction in air pollution levels. She said immediate benefits for health would follow.

In a statement, a GAF spokesperson said, "GAF has not had an opportunity to review the information shared tonight, but we take this opportunity to reiterate the fact that GAF is a good operator and has complied with the terms of its air permits. GAF has been inspected numerous times by various agencies (City of Dallas, TCEQ, and EPA) in recent years and there have been no notices of violation issued.

GAF has taken a number of steps including production rate decreases and process improvements at the facility to further reduce emissions. These steps are in addition to the prior decommissioning of one of two production lines. GAF voluntarily reduced its emissions and the amount of material that the plant can produce and has demonstrated its emission reductions through third-party stack testing.

GAF voluntarily offered to leave West Dallas and rezone the property and if this zoning is approved, no other industrial company can operate at the site."

FORT WORTH STAR-TELEGRAM

'WE WERE HERE BEFORE FORT WORTH': A STRUGGLE TO PRESERVE HISTORIC BLACK SETTLEMENTS

By Kamal Morgan

June 23, 2024



Historic Black settlements across North Texas are disappearing. Garden of Eden, a small neighborhood straddling Fort Worth and Haltom City, dates back before the Army established Fort Worth in 1849. In this 2012 photo, Delbert Sanders plows a garden next to the Valley Baptist Church in the neighborhood. RODGER MALLISON STAR-TELEGRAM

Recycling trucks and work pickups speed down Carson Street, kicking up dust in this small enclave of homes sandwiched between sprawling scrapyards and massive warehouses on the border of Fort Worth and Haltom City.

Trina Sanders has watched her whole life as the industrial buildings have gradually encroached on what was once a vast, fertile farmland in a historic black community called Garden of Eden. She has seen her neighborhood of about a dozen homes turn into a dumping area where companies burned trash, dug gravel pits and filled the air with noise and pollution.

[1408 Carson St - Google Maps](#)

But on her family's last remaining pocket of green space, squeezed between Airport Freeway and Trinity River, it is still a Garden of Eden. Behind the homes where generations of Sanders have lived are rows of crops and towering old trees, a large pond and a little Baptist church. And a sense of love for their community and enduring vision of what it could be again.

"We were there before them," Sanders says of the industrial companies, "and we're still there."

A team of professors and students from UT Arlington have stepped up to help keep it that way.

Historical Black settlements in North Texas have been threatened for decades by growth. Surviving communities like Garden of Eden must deal with the consequences of urban development and environmental contamination that put their health and safety at risk.

The university team wants to reimagine and provide possibilities for the future of one of Fort Worth's few remaining historical Black settlements.

'To invest' in historical Black settlements

Kathryn Holliday is an architectural historian at the University of Illinois, and previously at UT Arlington, who started the project in UT Arlington.

She was inspired by [The Texas Freedom Colonies Project](#) led by Dr. Andrea Roberts in 2014, a social justice initiative to map and preserve disappearing Black settlements in Texas. The project works with descendants of the communities to obtain resources and help with research.

Holliday brought Roberts to two symposiums in 2017 and 2019 to garner interest in the same concept for freedom colonies along the [Trinity River in Dallas and Fort Worth](#).



UTA professor Letora Anderson, her sons Daniel, 12, Kirby 14, Trina Sanders, Kareem Jefferson and Drew Sanders walk back from the lake in Fort Worth, Texas, Friday May 24, 2024. A recycling plant is on the other side of the lake. The Sanders have lived in The Garden of Eden, also known as a Freedman's Community, almost since the neighborhoods beginnings. Bob Booth (Special to the Star-Telegram)

In March 2021, Holliday along with UTA architecture professors Diane Jones Allen and Austin Allen were awarded a \$40,000 grant from the SOM Foundation to [create maps of freedmen towns along the Trinity River](#). The project would create a design playbook to the needs of [historic Black settlements in the Metroplex](#) experiencing environmental issues due to explosive urban development.

The other historical Black settlements are Mosier Valley, Irving's Bear Creek and Dallas' The Bottom, Elm Thicket and Joppa. According to the project, these communities have declined because of gentrification, cultural erasure, natural disasters, urban renewal and land dispossession. And the remaining descendants of these settlements often lack the resources to protect them.

Cities can do better in supporting the families' connections to their communities and land, instead of allowing potentially hazardous development around them, Holliday says. These communities built Fort Worth, from those who farmed and brought food to the downtown market to the workers in gravel pits who made the cement for downtown's skyscrapers. They deserve to be protected and preserved, Holliday said.

"The city is only as good as how it treats everyone, and so we're asking neighborhoods to be a part of the city and to contribute to its economy, which Garden of Eden did and continues to do, and the city should invest in Garden of Eden, too," Holliday said.

The Cheneys come to Texas

Sanders was born in the 1960s as one of seven siblings in the family. Her older brother, Andrew Sanders, wrote a book about the settlement of his ancestors called, "The Garden of Eden, The Story of a Freedmen's Community in Texas."



Drew Sanders points out a 1930 era crank start tractor that time has forgot in Fort Worth, Texas, Friday May 24,

2024. The Sanders have lived in The Garden of Eden, also known as a Freedman's Community, almost since the neighborhoods beginnings. Bob Booth (Special to the Star-Telegram)

The Cheney's came from Kentucky and Tennessee to farm and work the land in the 1830s. Their settlement came years before Fort Worth's inception in 1849 as an [army outpost](#).

They all settled in a small community in the 1860s between what is now Randol Mill Road and Airport Freeway on the Fort Worth-Haltom City border. It was called Birdville but changed to the Garden of Eden. It was named so because the land was fertile.

Major Cheney, the Cheney-Sanders family patriarch and Sanders' great-great-grandfather, was born in 1856. He was the child of an unidentified Black enslaved woman and John Cheney, who was white. Major Cheney had 12 children.



One of the original settlers, Major Cheney's picture is hung in a bunk house in Fort Worth, Texas, Friday May 24, 2024. The Sanders have lived in The Garden of Eden, also known as a Freedman's Community, almost since the neighborhoods beginnings. Bob Booth (Special to the Star-Telegram)

After emancipation, both sides of the family maintained cordial relationships, Andrew Sanders writes. Major was gifted the land through a grant which gave single men in the area a tract over 300 acres. The Black Cheney's worked the land, raising livestock and crops to feed themselves and others in their community.

By the turn of the 20th century, the white Cheney's had either died or left the Garden of Eden. The Black Cheney's stayed and acquired a sizable amount of property where their descendants still live today.

In 1935, there were 54 people living in the area. Today there are fewer.

After years of raising money from fundraisers such as their annual 5k run, the community purchased 2 acres on the 1300 block of Carson Street in September 2017. Their goal is to build a history and education center named after Major Cheney and his wife, Melinda, to teach people about the history of the community. It would include a nature trail to connect the church and the center.

In 2005, the Garden of Eden historic district was designated by the Fort Worth City Council and became the [first African-American cultural district](#) in the city.

Possibilities for the future

The recent spring 2024 semester, professors from UT Arlington's College of Architecture, Planning and Public Affairs held classes that worked with community members on envisioning what the neighborhood could be.



UTA professor Letora Anderson, her sons Daniel, 12, Kirby 14, Trina Sanders and Kareem Jefferson walk back between two gardens in Fort Worth, Texas, Friday May 24, 2024. The Sanders have lived in The Garden of Eden,

also known as a Freedman's Community, almost since the neighborhoods beginnings. (Special to the Star-Telegram/Bob Booth) Bob Booth Special to the Star-Telegram

Professors Letora Anderson, Joowon Im, and Dennis Chiessa each taught a class that focused on a different aspect in helping Garden of Eden. Anderson's class focused on sustainable urban design, Im's class on environmental landscape planning and design, and Chiessa's on architecture and affordable housing.

They listened to what the community wanted, and their concerns — stormwater runoff from the salvage yard and dumps, soil pollution, no sidewalks, population decline, speeding, heavy truck traffic and a lack of transportation access to the neighborhood.

Other challenges for the community are the designated land uses of the area. According to the 2023 Comprehensive Plan, the [current zoning map](#) showed it was a mix of heavy industrial and agricultural land. The final [future land use map](#) shows Garden of Eden is in a single family residential zone between two light industrial and a floodwater zone area.

Im said some of these issues should be of concern to people beyond Garden of Eden. Pollution can travel for miles and end up anywhere.

"This issue isn't their own issue that wouldn't affect myself, it will eventually get to you," Im said.

Students created projects with multiple ideas such as having a green infrastructure network to deal with stormwater drainage, an urban sponge to absorb water. There were also suggestions of a park, neighborhood commercial area, and a train station.



A design illustration of the more than five gravel pits within the project site. This shows one of the gravel pits reclaimed with more vegetation and trails for the residents and visitors to use. The gravel pits are called "lakes" to see them as resources and opportunities for the community rather than some things that need to be removed or hidden. Joowon Im

These student projects and their suggestions are not the final vision but are concepts of the possibilities the community can present to Fort Worth and Haltom City on how they would like their neighborhood to be.

Anderson said the health, safety and welfare of residents should be protected.

She referenced the Echo Heights neighborhood that confronted the city to acknowledge the [environmental concerns in their neighborhood](#) and improve their quality of life. Anderson wants the same for Garden of Eden and other historical Black settlements so their neighborhoods will not be erased.

“Why would you allow all of these industrial uses in this particular neighborhood?” Anderson said. “Why here, why Echo Heights, why is there a commonality?”



A design illustration from Professor Joowon Im's class, Landscape Design Studio IV, where it displays one of the green infrastructure facilities, green streets, which is implemented on Carson St. to capture stormwater runoff and promote a safer and more pleasant walking experience. Joowon Im

On a recent day, Andrew Sanders leans on a car with his book in hand in the driveway of his sister Trina's home. As recycle trucks and cars fly through Carson Street, he reflects on the land passed down by his ancestors.

Even when companies have tried to buy their property, they always say no because it means too much for every family member.

“We were here before Fort Worth even had a name for itself,” Andrew Sanders said.

DALLAS MORNING NEWS

DALLAS ZOO TO ADD NEW PARKING GARAGE; EXPECTED TO OPEN NEXT YEAR, OFFICIALS SAY

The new garage will be able to hold nearly 600 vehicles, according to Dallas Zoo officials.

By Hojun Choi
June 13, 2024

Fans of the [Dallas Zoo](#) will soon have an easier time finding parking to go visit their favorite critters.

Construction work on a new four-story parking garage “will begin soon,” Dallas Zoo officials said in a news release. Zoo officials and the Dallas Parks and Recreation Department on Thursday celebrated the start of construction at a groundbreaking ceremony.

The new garage, which will provide nearly 600 more guest parking spaces and will increase the zoo’s parking capacity by about 50%, according to zoo officials. The structure will be built on a 2-acre lot that is adjacent to the zoo’s main parking lot.

“This \$16 million project commences with construction starting this summer, and the garage is anticipated to be completed for guest use by summer 2025,” the release said, adding that the construction project was approved as part of the zoo’s 2019 [master plan](#).

Funding for the project came from multiple sources, including money from Dallas’ 2017 city bond program, a grant from the North Central Texas Council of Governments, an investment from the Dallas Zoo, as well as private fundraising, according to the news release.

The parking garage will include vertical trellises planted with climbing vines and have giraffe-inspired color schemes, the release stated.

“With an efficient layout and a visually striking façade, this new parking garage not only meets practical needs but also stands as a testament to creative and thoughtful design,” the release said.

HOW BAD IS TRAFFIC IN DALLAS? ONE STUDY SAYS IT'S ONLY GETTING WORSE

Data company INRIX put Dallas in the top 20 most congested cities in the country. Traffic patterns are still adjusting post-COVID.

By Lilly Kersh
June 25, 2024



Traffic backs up along Interstate 30, Tuesday, June 18, 2024, in Grand Prairie, Texas. (Eliás Valverde II / Staff Photographer)

Dallas roads are getting more congested, according to a new traffic study.

[Transportation data and analytics company INRIX](#) studied hundreds of cities around the world and found that post-COVID, [traffic patterns are still adjusting](#), with a new midday rush hour and different peak travel times.

Traffic in Dallas has increased 12% compared to before the pandemic, according to the company's 2023 Global Traffic Scorecard. The report ranked Dallas as the 17th most congested city in the country.

Related: [Dallas drivers are putting in more miles to get to work, study finds](#)

[Long-distance commuting](#) has surged across the country after the pandemic, according to a study by [Stanford University researchers](#). On average, people who work in Dallas have added

35 miles per trip to their commutes. “Super commuting” more than 75 miles to work has increased 29% post-pandemic, the study found.

Bob Pishue, the traffic scorecard’s author and a transportation data analyst at INRIX, said Dallas doesn’t have as much traffic as other large metros, despite its large size. [Toll roads](#) and public-private partnerships give the city more ways to address transportation issues to alleviate traffic.

“Texas is always looking at interesting ways to finance and deliver infrastructure, and that is not that common in other states or areas,” Pishue said. “Dallas isn’t afraid to build.”

While the city isn’t at the top of the country’s most congested cities, [Dallas drivers still face busy roads](#) every day.

“If you’re sitting in it, it sucks,” Pishue said. “[But] for its size, it does pretty well in terms of traffic congestion and delay.”

The average driver in Dallas lost 38 hours due to congestion in 2023, a six-hour increase from 2022, costing \$658 in wasted time. This was slightly below the national average of 42 hours. The value of time lost in traffic was based on the [U.S. Federal Highway Administration’s 2016 guidance](#), which puts one hour in traffic at \$17.45 after adjusting for inflation. The value takes into account a population’s average hourly income, demographics, mode of transportation, purpose of travel, distance and other factors.

Dallas’ US-80 Eastbound from I-635 to FM 548 in Forney was the 11th most congested corridor in the country, with drivers losing 66 hours due to traffic on that corridor alone. Its peak congestion is reported around 5 p.m., the study found. The Texas Department of Transportation is in the process of expanding that route from two to three lanes in each direction as the [Kaufman County city ranks among the fastest growing in the country](#).

I-30 Westbound from St. Francis Avenue to I-345 is the city’s second busiest corridor, with an average delay of 34 hours annually for Dallas drivers. Third was North Walton Walker Blvd.

The company has published an annual report on traffic patterns for more than 15 years. The scorecard looks at nearly 1,000 cities across 37 countries to see how traffic is changing and uses anonymized data from trucking fleets, delivery vehicles, passenger vehicles, mobile apps and more.

The pandemic changed traffic patterns, but congestion is ramping back up as people return to offices. Still, Pishue sees a “new normal” on the roads. Dallas is one of many American cities experiencing a new mid-day traffic rush as work schedules are more flexible and many people work from home.

INRIX found a 23% increase in mid-day trips in the U.S. compared to before the pandemic. Almost as many trips are made nationwide at noon as at 5 p.m., the report said. Work hours and changes to the traditional workday have also affected traffic patterns. Across the country, the hours of 10 a.m. and 4 p.m. each saw a higher volume of trips than 9 a.m. and 5 p.m.

Another change has occurred in downtown trips. In Dallas, Pishue said the downtown holds only about 2% of the region’s jobs, and the pandemic deemphasized, to different degrees, downtown areas across the country as economic centers. But in 2023, the city’s downtown trip volume was up 3% and the average speed for drivers downtown was 16 mph.

The scorecard put New York City as the most congested city in the world, followed by Mexico City and London. According to the report, traffic congestion shows economic growth but also means lost time and money for commuters.

The report helps cities identify problems in transportation systems and [address issues relating to traffic patterns](#), Pishue said.

“Those that do it best, at least right now, are looking at these post-COVID travel patterns and adjusting,” Pishue said. “That’s what it’s about, is being able to adjust more frequently.”

NEWSWEEK

TEXAS' BULLET TRAIN PLAN GETS BOOST

By Flynn Nicholls
June 24, 2024

A plan for a high-speed rail route in North Texas has received a boost after a mayor said the development is likely to proceed.

Arlington Mayor Jim Ross said the proposed Dallas-Fort Worth route is likely to continue despite hesitation from Dallas City Council.

He told television station WFAA that the proposed 30-mile route will be a necessary transportation project for the North Texas region, and is unlikely to be halted by opposition from the council.

"I don't think they can just kill the program," he said, adding that the project would bring economic benefits to the growing region.

"I think high-speed rail is something that is necessary to regionalize transportation in all of North Texas. We are rapidly becoming the third-largest metropolitan area in the United States."

The past few years have seen [renewed interest](#) across the U.S. in high-speed rail networks, which are already common in western Europe, Japan, and China.

The law school at Cornell University defines high-speed rail as services that are "reasonably expected to reach speeds of at least 110 miles per hour."

Ross' comments come after the Dallas City Council [delayed the proposed rail project earlier this month](#), when it unanimously voted to undertake an economic feasibility study which will not be completed until 2025.

In its resolution, the council took particular issue with plans for the railway to pass overground through Southwest Dallas, and said it would revisit the proposal after the study is completed.

But Ross said the study would demonstrate the strengths of the proposal rather than its weaknesses.

"I think with the feasibility study that is being done right now, there's gonna be some discovery of the economic importance of high-speed rail for all of North Texas," he said.

The [Regional Transportation Council](#) of the North Central Texas Council of Governments (NCTCOG), which handles long-range transportation planning for the area, began investigating the route in 2020.

The Regional Transportation Council is currently working in partnership with federal agencies to plan and implement the project.

[It also has separate plans](#) for a 240 miles-per-hour high-speed railway between Dallas and Houston, utilizing Japanese Shinkansen technology.

Andy Byford, senior vice president of high-speed rail development programs at Amtrak, told the council that the end goal was "a seamless one-seat ride between Fort Worth, Dallas, and then on to Houston."

President [Joe Biden](#), and both the State's [Republican](#) Senators [Ted Cruz](#) and John Cornyn, have previously [expressed support](#) for both proposed lines.

According to figures produced by Amtrak and Texas Central, the Houston to Dallas rail link could cut the journey time to 90 minutes, making it quicker than flying once time at airports is factored in.

It could also reduce the number of cars traveling on Interstate 45 per day by 12,500, and slash annual greenhouse gas emissions by over 100,000 tons.

Newsweek is committed to challenging conventional wisdom and finding connections in the search for common ground.

CBS NEWS

DALLAS IS THE 17TH MOST CONGESTED CITY IN THE U.S. WHAT EXPERTS SAY CAN IMPROVE IT.

By Brook Rogers

June 25 ,2024

DALLAS — If you drive in North Texas, this probably won't surprise you: we're sitting in more traffic than ever.

That's according to a new study by INRIX that looked at congestion patterns across the world. The study found that Dallas drivers lost 38 hours last year sitting in traffic, six hours more than the year before, making it the 17th most congested city in the country.

In terms of wasted time, that translates to \$658 per driver a year.

In addition to making the top 20 list for congestion nationwide, one North Texas corridor was named the 11th worst in the country: 80 Eastbound from 635 to FM 548 in Forney.

Traffic in Dallas has increased 12% compared to pre-COVID. However, the author of the study points out that the metroplex's ranking hasn't changed in recent years, despite population growth. He credits that to Texas' innovative approach to funding new road projects, such as public-private partnerships. But he does say changes including adjusting traffic signal timing and curb management would help ease the congestion.

Don Lamers with the North Central Texas Council of Governments says there are opportunities to improve, including providing additional public transit options and managing access to the freeway and Tollways systems better. But for a metropolitan area the size of DFW, he thinks 17th is a win.

"We are doing, I think, a great job of accommodating the demand that is coming to our system, working with our employers, working with our local governments to find opportunities to reduce travel whenever possible," said Lamers. "Can we do better? Absolutely we can do better."

The INRIX study also found that the midday rush hour is the new normal since the pandemic, with congestion around lunchtime outpacing even the morning commute.

FORT WORTH WANTS INPUT ON PLANS TO REDUCE TRAFFIC CRASHES. HERE'S HOW TO GET INVOLVED

By Eric E. Garcia

June 25, 2024



According to 2020 data from the North Central Texas Council of Governments, 67% of nitrogen oxide emissions come from transportation. (Izzy Acheson | Fort Worth Report)

Fort Worth, poised to become a major transportation hub, is seeking public input on its traffic and safety initiative.

The city is holding open houses on the Master Transportation Plan and Vision Zero Safety Action Plan through June 29 in each City Council district to inform residents and solicit feedback.

The “Moving a Million” transportation initiative seeks to end all Fort Worth roadway crashes resulting in death or serious injury. Kelly Porter, Fort Worth’s assistant director of regional innovation and transportation planning, encouraged those who can’t make it to an open house to take [an online survey](#).

“We really want to hear from residents on this active plan to shape Fort Worth’s growth. Join us at one of the open houses to hear the early plans and provide your input on our transportation network and quality of life,” said Porter.

Preventing traffic deaths is a goal of the Texas Department of Transportation, which recently launched its #EndTheStreakTX public awareness campaign.

“The reality is this: Texas has lost at least one person every day on Texas roads since Nov. 7, 2000,” the agency said on its website. “We need to end the streak of daily deaths on Texas roads!”

Mayor Mattie Parker highlighted the [open house events](#) June 25 as one of three Fort Worth things to know about.

In May, Parker [launched a committee](#) with Trinity Metro to explore creating a rail system between Fort Worth’s entertainment districts, its financial support and mechanisms for construction and operation, the Fort Worth Report previously reported.

“It is about tourism and economic development. Absolutely,” Parker previously said. “But I think there’s a huge element to also meeting the needs of the population that lives here, that enjoys those entertainment districts.”

The committee’s goal is to create a list of priority projects by the end of the year, Parker said.

“If we don’t have alignment on what our goals and priorities are, we’re never going to get some of these big projects funded,” she said.

Peter LeCody, president of Texas Rail Advocates, said he was “pleased Fort Worth and Mayor Parker are moving forward on these (transportation) initiatives.”

Fort Worth could become a major rail center for passenger service if federal officials approve and fund several new routes to other cities, including rail service to cities on both the East and West coasts, he said.

“If half of these are approved, your central station will be a major hub,” he said.

To learn more about Fort Worth transportation initiatives, email transportation@fortworthtexas.gov or call 682-263-9597.

If you go

What: Open houses for Fort Worth’s transportation and safety plan

When: June 25 through June 29

Tuesday, June 25

- **4-7 p.m. – District 2 @** Northside Community Center, 1100 NW 18th St., 76164
- **4-7 p.m. – District 9 @** Fire Station Community Center, 1601 Lipscomb St., 76104

Wednesday, June 26

- **4-7 p.m. – District 3 @** RISE Community Center, 8201 Calmont Ave., 76116
- **4-7 p.m. – District 10 @** Golden Triangle Library, 4264 Golden Triangle Blvd., 76244

Thursday, June 27

- **4-7 p.m. – District 8 @** Worth Heights Community Center, 3551 New York Ave., 76110
- **4-7 p.m. – District 7 @** Thomas Place Community Center, 4237 Lafayette Ave., 76107

Saturday, June 29

- **1-4 p.m. – District 11 @** Reby Cary Youth Library, 3851 E. Lancaster Ave., 76103

TRINITY METRO PROVIDES INSIGHTS ON ITS PLANS FOR THE FUTURE

Buses, upgrades, and on-demand services are just a part of what's in store for Fort Worthians who rely on public transportation to get around.

By Stephen Montoya
June 25, 2024



It's exactly 8:45 a.m. as the Route 15 bus arrives at Fort Worth Central Station to pick up several passengers waiting to go to the North Side of the city. Behind me, moving at a rapid pace, is the TEXRail, which operates between Fort Worth and the Dallas-Fort Worth International Airport's Terminal B. On an adjacent track is the Trinity Railway Express (TRE), which runs between Fort Worth and Dallas and is jointly owned and operated by Trinity Metro and DART.

My guides for the day are Chad Edwards, Trinity Metro's executive vice president of strategy, planning and development, and Laura Hanna, director of communications. I have no idea how many times either of these representatives of Trinity Metro have taken this ride or, more precisely, this very route. However, one thing is for certain, this is my very first time on a Trinity Metro bus. Since my arrival I've watched the well-oiled machine of Trinity Metro's buses and trains drop off and pick up passengers like roving timepieces heading in opposite directions.

The grounds are clean and so is the Route 15 bus, which is where we find ourselves at my behest for our early morning interview. Just a week earlier, I was provided a list of priorities Trinity Metro will be discussing at a series of community engagement events, which started on

June 15. These priorities include Trinity Metro On-Demand (ridesharing and paratransit services), an Alliance Express Bus Route with guaranteed on-time service, and improvements to the Fort Worth T&P Station, to name a few.

To kick things off, we chat about the actual bus on which we're riding that, according to Edwards, has a price tag of around \$750,000. Currently, Trinity Metro's fleet of transportation options includes 142 buses, 37 paratransit vehicles, and 370 bikes at 62 stations throughout the city. The TEXRail itself is comprised of eight trains that run every 30 minutes, and Trinity Metro also has a vanpool program for commuters. To keep everything operational, 80% of the funding for this local transit system comes from the federal government, with the rest coming from local sales tax.



“All the staff members ride the buses every month and then fill out a survey on their experience,” Edwards says. “They look at things like uniforms, seat belts, cleanliness of the bus. Did the wheelchair ramp work? Are the windows clean? Is it cool or is it warm? That’s in the survey that we fill out and then that goes back to operations.”

This is done in addition to the regular service each bus receives every evening at Trinity Metro’s main bus facility at 1600 E. Lancaster Avenue.

Last year, this system had a ridership of nearly 6 million passengers, which means 17,900 riders per weekday relied on the public transportation service for travel.

Trinity Metro On-Demand

Trinity Metro On-Demand, a ridesharing and paratransit service, includes two programs: Access and Zip Zone. Access, a paratransit service that caters to the elderly and disabled, will allow qualifying participants to pay \$4, with the rest being subsidized. Zip Zone, meanwhile, is an on-demand service that covers five zones at Alliance, Mercantile, the Southside, and both the south and southeast sections of Tarrant County.

“We have three zones in the south,” Edwards says. “But nobody really knows what Access is or what Zip Zone is, but when you say on-demand service, people tend to understand what that is because they’re familiar with Uber and Lyft on demand. Everything will just be on-demand at that point. We’re combining those two so that it’s a little bit easier for people to understand.”



Chad Edwards, Trinity Metro's executive vice president of strategy, planning and development.

Improvements to Fort Worth T&P Station

According to Edwards, Trinity Metro's plans for the renowned T&P Station in south downtown will improve the walkway between Lancaster Avenue and T&P Station, as well as pedestrian accessibility to alleviate any confusion as to where riders should go. This joint effort between Trinity Metro, Downtown Fort Worth Inc., and the City of Fort Worth is already 90% complete, Edwards verified.

“That includes not only the pedestrian walkway, but some signage as well to help get around in and through the station,” he says.

Trinity Metro will also be purchasing the property where the T&P Tavern resides in the T&P condo area.

“Not only do we have what we call the ballroom, which is really the terminal area there, that’s kind of closed to the public right now, but we’re going to also have the restaurant area and the outside of that so that we can market those together and have a better experience,” Edwards says. “Hopefully people will be able to utilize that area and we can open the doors so people can just pass through to get to the station from Lancaster over to the platform area.”

This project is estimated to be completed in the next two years, he says, although many of the pieces for this project are already in motion.

“We will have to find an operator of that particular facility at that restaurant because we do buses, we don’t do restaurants, so we need to find somebody that can do that,” he says. “So maybe there’s an opportunity there for somebody to think outside the box and utilize that area with the train station and access to East Lancaster and everything.”

Expansion into Mansfield

On-demand service for the new Mansfield route will be up and running by mid-July. This route will make stops at Tarrant County College’s southeast campus, as well as several yet undetermined stops.

“It’ll start with just moving around in the city,” Edwards says. “This also means our On Demand service, which will go from corner to corner.”

As far as hubs go, Edwards says there’s lots of shopping locations, different schools, and different jobs that could, if demand is high enough, become part of the new route.



“I think part of it is also to figure out what are the big paths; where are people coming from and going to in Mansfield?” he asked. “Over time, once we get all that data, we can talk to Mansfield about saying, ‘you know what, a bus would really work in this area if you did it this way.’”

Grand Opening of Trinity Lake Station

This new station resides at the Trinity Railway Express corridor in East Fort Worth at Trinity Boulevard and Loop 820.

“This is a transit-oriented development,” Edwards says. “We’re putting the transit part in that oriented development, and so the station is in there now, there’s parking there, and then the developer that owns the property will start to develop with residential housing, commercial restaurants, all sorts of stuff in that area. We’re kind of the first step in that area with the transit.”

Alliance Express Bus Route with guaranteed on-time service

This new plan will take the current express route called the North Park and Ride on the east side of 35W and morph it into the Alliance express location, which will be located at a facility further north.

“Right now, we’re looking at Westport Parkway, just south of Alliance Airport,” Edwards says. “What we’re trying to do is connect people in east and southeast Fort Worth who need jobs to jobs in the Alliance area. The Alliance area needs people to fill jobs, so why can’t we make that connection for people? I-35 is congested. The managed lanes for some are expensive. So, we think there is an opportunity to provide a service that would connect Southeast Fort Worth, and downtown Central Station up to the Alliance area, and we would guarantee the travel time and on time performance.”



Edwards says if Trinity Metro misses that timeframe the ride is on them. But he has every confidence this is a possibility if the buses utilize the managed lanes.

“It only takes about 15 minutes to get from Westport Parkway to downtown,” he says. “We can get people where they want to be pretty quick. Once they’re up there, then we’ll have on demand service too.”

This means if your office isn’t right next to where the mobility hub is, then you plan your trip using the Go Pass app, which will then place an on-demand van at your front door.

“Once you do this, you don’t have to call that up again. The system should know what you’re trying to do over the entire path and then it’ll provide service back and forth every 15 minutes during peak travel periods.”

As we pulled into the North Side Station to catch the TRE back to the Fort Worth Central Station, it quickly dawned on me how convenient it is to have various travel options especially since everyone is pinching pennies nowadays. As we passed through the quiet car to finish our interview, I was taken aback to see the city’s skyline rush by through the large windows of the train. Now I can honestly say I’ve ridden our public transportation while also learning about some of the improvements that will impact these services and upgrades.

It’s for very this reason Trinity Metro is already in the middle of hosting community engagement events this June to provide an overview of services and highlight new service updates. These events are open to everyone, including Trinity Metro customers and anyone who is interested in learning more about Trinity Metro services. Trinity Metro will use the feedback from these open forums for a five-year-strategic plan the agency expects to unveil next year.

Topics being discussed at these forums include:

- Trinity Metro On-Demand (ridesharing and paratransit services)
- Improvements to Fort Worth T&P Station
- Grand opening of Trinity Lakes Station
- Western-themed rebrand launch of Route 15
- Trinity Metro On-Demand Mansfield launch
- Trinity Metro On-Demand Alliance rebrand/service change
- Downtown bus rebrand replacing Molly the Trolley
- Trinity Metro Bikes launch
- Alliance Express Bus Route with guaranteed on-time service
- Bus routes and service fare updates

“At Trinity Metro, we talk a lot about the nuts and bolts of what the future of our transportation system looks like,” says Rich Andreski, Trinity Metro president and CEO. “This conversation will be formalized with our five-year strategic transportation plan—but we can’t craft that plan without input from the community, because Trinity Metro belongs to the community. We’re

looking forward to the opportunity to share information and hear what people have to say about public transit.”

COMMUNITY EVENT SCHEDULE

- **Tuesday, June 25** - 6-7:30 p.m.

R.D. Evans Community Center, 3242 Lackland Rd., Fort Worth 76116 – on Route 2

- **Wednesday, June 26** - 6-7:30 p.m.

Riverside Community Center, 3700 E. Belknap St., Fort Worth 76111 – on Route 11, 54

- **Thursday, June 27** - 6-7:30 p.m.

Northside Community Center, 1100 N.W. 18th St., Fort Worth 76164 – on Route 46

KRLD

A LOOK AT HOW TRANSPORTATION IS CHANGING IN FORT WORTH

By Alan Scaia
June 26, 2024



Photo credit courtesy Alan Scaia

In June 2023, the most recent stretch of tolled express lanes opened in North Texas. Almost seven miles of "TEXpress" lanes opened along Interstate 35W from Highway 287 to Alliance Airport in North Fort Worth.

"Highways don't cure everything, but when you plan them right, when you build them right, when you operate them right with a mission, they're going to be what you want them to be," says NTE Mobility Partners' Robert Hinkle. "That's exactly what 35 is now."

Alliance Airport says the addition of TEXpress lanes has allowed for more efficient delivery of cargo that might land at the airport. Trucks can now use TEXpress lanes to reach Downtown Fort Worth or head east on Loop 820 and Highway 183 to reach Dallas.

"Their data shows they're getting about 5,000 trucks a day out of that inland port onto I-35," Hinkle says. "It's already creating economic advantages. They don't have trucks sitting at the inland port for three and four hours at a time idling and spewing emissions."

NTE Mobility Partners started construction in 2020. The company paid the \$910 million cost in exchange for the ability to collect tolls in managed lanes. The tolls increase during periods of higher demand to maintain an average speed of at least 50 miles an hour.

The company opened the region's first set of TEXpress lanes in October 2014.

"I can't believe it's been ten years, but it actually has," Hinkle says.

The first stretch ran along North Loop 820 from I-35W to Highway 183 and then along 183 through the Mid-Cities to a spot just west of DFW Airport.

Since then, the company has extended lanes along 35W from 820 to Downtown Fort Worth and along LBJ Freeway in Dallas County.

TxDOT manages express lanes on 183 from DFW Airport to I-35E in Dallas County, along I-30 in Dallas County, Highway 114 and Loop 12.

Hinkle says the consortium that makes up NTE Mobility Partners and LBJ Infrastructure group has worked with TxDOT and NTTA to expand the network so people driving from Fort Worth to Dallas or different parts of the Metroplex can have a transit time that is easier to plan.

"You can actually do that now," Hinkle says. "It's a series of roads that all have been connected on purpose to make that drive easier."

Since the first managed lanes opened in 2014, Hinkle says they have had the ability to observe traffic trends. He says they do not track identifiable information for individuals, but they will see how people use the managed lanes.

"We can see the traffic movement," he says. "Since the managed lanes opened, people have gotten smarter about how they travel."

Hinkle says few cars register on the managed lanes daily as part of a regular commute, but drivers might use them if they are in a hurry to reach DFW Airport or a meeting.

Some contractors might use TEXpress lanes because, with a faster commute time, they might be able to reach another job before the end of the day.

Delivery companies may allow truck drivers to use the lanes because a toll might be cheaper than paying an additional hour of labor.

"The business folks, I think that's where the most rapid growth has come. Your service people, your HVAC, your FedEx or UPS, those folks moving off and on the highways just trying to get from one part of town to another, they've realized, 'I can use that managed lane. It might cost me six dollars. It might cost me \$11, but chances are I can get in some business or save some overtime where it might advantage me six or seven hundred dollars,'" Hinkle says. "So it makes that 11, 12 or 13 a little more palatable."

The parent company, Cintra, is also part of a dynamic tolling project along Interstate 66 near Washington DC.

Managed lanes have also been added to parts of Interstate 95 around Miami, Florida.

Hinkle says projects like this can allow states to improve their infrastructure without increasing tax burden. He says companies like Cintra work with others including Hillwood, which operates a "mobility innovation zone" at Alliance, to plan the next generations of infrastructure.

"I tell my guys all the time we have been part of the solution all along, ever since we opened our corridors," Hinkle says. "Innovation is coming, flying taxis, driverless trucks, driverless cars, all kinds of innovation is coming. Right now, we are providing the infrastructure for all of those elements to move forward."

IS PLANO GOING TO WAR WITH DART?

This week, Plano's City Council approved a resolution in support of reducing its contribution to the transit provider if that ever became possible. It's not the only concern Plano has with DART.

By Matt Goodman
June 26, 2024



Downtown Plano became a success story in part because of its light rail. Now, the city is looking toward the region to imagine what public transportation can be.

On Monday night, the Plano City Council unanimously approved a resolution in support of reducing its contribution to Dallas Area Rapid Transit by 25 percent. This does not mean that Plano can now withhold a quarter of its 1-cent sales tax allocation to the transit agency, which its voters directed the city to pay upon joining DART in 1983. Think of this as table setting should the chance ever present itself, an existential concern draped over the largest provider of public transportation in North Texas.

Plano is not the only city to explore walking back some of its contribution in recent weeks, but it is the only one that has gone so far as to approve a resolution that supports doing so.

The agency's existing operating arrangement makes the opportunity for a reduction slim. For one of the member cities to reduce its full 1-cent sales tax allocation, the DART board would have to agree to hold an election that puts the matter in front of voters in all 13 member cities. (They would still be on the hook for their debt obligations.) And a single city could not do it alone. But if board members *did* agree to hold that election and voters in those 13 member

cities *did* decide to reduce contributions, DART says that would equal about \$6 billion in lost revenue over the next 20 years.

The potential workaround is in Austin, where the Texas Legislature could pass a law that gives member cities more power over how much they pay for DART's services. Plano has supported failed legislation in each of the last two sessions that would have opened the agency's statute for review. The interest at the state capitol in [limiting the power of local governments](#) has transit advocates concerned.

If a reduction ever becomes possible, Monday's vote is a path for Plano to save an estimated \$30 million a year from its current total contribution of about \$115 million. Dallas' northern neighbor is arguing to lower its contribution by using ridership numbers that, while improving steadily since the pandemic, are about 80 percent of what they were in 2019. The majority of Plano is covered by buses that arrive every 40 to 60 minutes, which are the most infrequent in the network. There are two existing light rail stops with another two on the way at Shiloh Road and 12th Street, as well as GoLink on-demand and shuttle service.

"We're not talking about a reduction of services," said Andrew Fortune, Plano's director of government relations. "What we are talking about is capping revenues today. We know how much it costs this year, today, to run what currently exists."

DART disagrees. The agency has a \$1.8 billion budget, which is split between \$687 million in operating costs, \$894 million for capital projects and non-operating allocations, and another \$221 million for debt service. It anticipates generating about \$880 million in sales tax revenue this year. Its CEO, Nadine Lee, has said reducing those contributions would spell doom for many of the agency's programs aimed at increasing security, frequency, and reliability—the very things that Plano and other partners report being frustrated with.

Before Lee's 2021 hiring, DART's history was full of major capital projects that helped create the longest and least-efficient light rail system in America. She has instead focused on the [small, essential improvements](#) to boost service and reliability: implementing a new bus network redesign built around high-ridership routes with more frequent pick-ups, staffing up, improving security and cleanliness, and repairing and replacing old buses and trains.

Its major projects are either near complete or tabled. The Silver Line, the \$2.1 billion, 26-mile rail project linking Plano and other northern suburbs with DFW Airport, is expected to begin service by early 2026. DART [removed the \\$2 billion D2 subway](#) in downtown Dallas from its financial plan. An agency known for huge, expensive capital projects is now shifting its focus to operations, which, Lee says, will be imperiled should its sales tax contributions dwindle.

"If you take money away, we will not be able to keep up with what we are doing today," Lee told the Dallas City Council in April when it was exploring reducing its contribution to pay down some of its pension obligations. "I am certainly concerned about conversations that imply that we don't need as much of the sales tax revenue that we collect because I am certain that none of our service area cities could deal with a quarter-cent less than what we collect today."

Plano has questioned the return on its investment since at least 2020, when it first asked DART to produce a report detailing how its tax contributions were being spent. Plano state Rep. Matt Shaheen authored bills in the 2021 and 2023 legislative sessions to amend the language in the statute to force analysis for each of the member cities. (DART did not support either bill.) Last

year's bill died in the House, but DART still hired accounting firm Ernst & Young to conduct a value study for each of its cities.

"There was never a moment for Plano that said we're looking for an exit strategy," Plano Mayor John Muns told me during an interview in his office last month. "We have no interest in that whatsoever. We were just trying to create a value study so we could maybe come up with an opportunity to find out how we can increase ridership. That's really all we're trying to do, is to really have it better utilized than it is today."

Muns recalled state Rep. Terry Canales (D-Edinburg), the chair of the House Transportation Committee, telling the city and the agency last year to "go back and work it out." They're trying. The DART board approved paying Ernst & Young about \$1 million to conduct an independent study that seeks to quantify what each member city is receiving related to the amount each contributes. That is expected to be delivered as early as August. But Plano still made its move.

"There's no ridership. The buses are empty," Muns said before the vote had been placed on the agenda. "We're not really doing what we need to do to connect the people that really need that ridership."

There has long been a push-pull between the city of Dallas—which accounts for more than half of the agency's sales tax contributions—and the smaller member cities. A survey by the North Central Texas Council of Governments found that 72 percent of DART riders reported living in the city of Dallas. Most of the frequent routes where buses arrive every 15 to 20 minutes operate in Dallas, in part because that's where ridership is. The undercurrent of Plano's decision is concern that its tax dollars are subsidizing services in Dallas, and it's seeking proof one way or another.

It is also thinking more regionally instead of locally. Muns would like to see DART be more proactive in recruiting new member cities, particularly fast-growing neighbors like Frisco, McKinney, and The Colony, whose residents, he says, park and ride in Plano. He talks about the need to extend into new employment centers, that Plano riders want to take it to points beyond.

"All we were trying to do was connect more of our community to where they need to go, and DART was not doing that," Muns said. "No longer is it [the case] where everybody is going south in the morning and north in the evening. Those days are over. And so, that's the problem—I think at one point we used to look at it that way, that we just need to move people around Plano who live in Plano, and no, that's not the case any longer."

Last August, Muns joined the mayors of Carrollton, Dallas, Fort Worth, and Irving in requesting the North Central Texas Council of Governments commission a study of regional transportation needs, incorporating not just DART but the Fort Worth Transportation Authority, Denton County Transportation Authority, and other such agencies operating in North Texas. They want it done before the next legislative session and have hired McKesson to lead the effort.

"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," read the letter. "We believe a comprehensive study is needed to assess the effectiveness of regional transit today and what regional transit should look like for the next 40 years."

Plano has recently been in the middle of a few attempted shakeups related to DART's operations. Paul Wageman, one of its board appointees, was one of the loudest proponents of requiring a two-thirds vote rather than a simple majority to add or reduce DART services in a member city. That didn't receive enough support to pass earlier this month.

Too, emails obtained by *D Magazine* indicate that Plano City Manager Mark Israelson has moved away from having regular meetings with the agency. He sent an email in February indefinitely postponing a meeting between DART and the city in which he directed the agency to complete its "report on the cost of service for Plano" and "a plan for adding additional services." (A DART spokesperson said they ultimately met in June.)

Israelson cited the city's past suggestions of "a circulator system in the Legacy Business Park" and "[e]xpress bus service from Legacy Business Park to the airports," both of which, he wrote, were first suggested during former CEO Gary Thomas' tenure. (The Silver Line, which the DART board approved in 2018, will take Plano riders to DFW Airport.)

"We are asking that our meeting be postponed until we have more progress on our previous requests and the regional transit study is able to be completed," Israelson wrote.

Under Lee's leadership, DART has approached things in almost the opposite way. She's meeting with cities to discuss urban planning initiatives and their individual area plans, figuring out where to strategically place transit next to housing, jobs, and other amenities. She says she understands that transit is too often only used by those who rely upon it; the challenge is making it an option for more people.

"What we want to do is make sure ... DART becomes integral to their transportation master plans in each of our cities," she said last year. "The future depends on them being able to leverage DART services."

Somewhat ironically, Downtown Plano is an example of that brand of success. The light rail station there opened in 2002, and apartments, retail, dining, and other uses followed. Rice University's Kinder Institute [studied it in 2016](#) as a case study for other mid-size cities, and the American Planning Association [named it one of the Great Places in America](#) the year before.

But Plano's appetite for density collapsed in 2015 under a challenge from about 4,000 residents. [They signed a petition to repeal a master plan update](#) that would've rezoned transit corridors and retail strip centers into areas for a denser mix of uses to accommodate growth in a city that had no more land with which to sprawl. A nasty legal fight ensued, and the city eventually backed off in 2020 and replaced the plan with one that "does not anticipate significant changes in population or residential development in the future."

Today, Plano appears to be considering its neighbors and regional growth, even before the two studies are complete. Despite Lee's warning of the impact of reducing its contribution—that \$6 billion cumulative loss over the next 20 years—Plano has opened the door to what the agency says would be a calamity.

NBCDFW

PLANO PARKER ROAD CONSTRUCTION WOES; CLAIMS OF VEHICLE DAMAGE PILING UP

By Maria Guerrero

June 26, 2024



Plano's West Parker Road construction project continues to cause costly headaches for many drivers.

Claims of damage done to vehicles have been stacking up since the multi-million dollar project began in May 2023. The city is taking new action to increase driver safety on the busy thoroughfare.

Plano resident Jeff Neary says he typically avoids West Parker Road at all costs.

"A cluster," he calls it. "We've got friends that have lost tires and rims on this road."

On Monday morning, Neary was preparing for an important meeting at Legacy West.

This time, he decided to take the torn-up road. He drove up Canyon Valley Trail to the Parker intersection and reportedly saw a large gap of cones, allegedly about 18 feet apart.

So, he took it.

"I cross the street, make a left turn [onto W. Parker Rd.]," he recalled, pointing at a barricade in the distance. "You see that barricade? That wasn't there."

Neary says we drove down the road and right into trouble.

"My first reaction was S***," he exclaimed. "All four tires are flat."

Neary says he drove his wife's SUV over a large and deep trench, damaging the tires, rims, and suspension at least \$6,000.

Neary claims a barricade set up on Wednesday afternoon was not there to stop him.

"I come back, and six guys were moving the barricade into position," he said.

Neary called 911, and the police responded. His wife's car ended up at Discount Tire.

"The guy says you are the sixth person to bring their car in since 10 o'clock this morning," said Neary.

Since the project began, Navigating Parker's patchwork and sections with steep drop-offs has led to many allegations of vehicle damage.

Anyone impacted by construction projects in the city can file a claim with [Plano's Risk Management Department](#).

There have been 143 claims filed related to the Parker project so far, according to the city.

"That's a lot. That's a very high number for a construction project," says City of Plano spokesman Steve Stoler.

Once a claim is filed with the city, a third party investigates, and if proven, the contractor is held financially liable, he says.

Affected motorists can also report issues through the city's Fix It application.

"What we're urging motorists is, if you can, take another thoroughfare to avoid construction," said Stoler. "But when you go through construction zones, you have to use extreme caution."

Stoler and the city's engineering director note that in some cases, drivers simply ignore layers of safety, including cones and barricades.

"We even had someone go into a wet concrete zone and got caught in wet concrete," he said.

The city estimates there are 50 trenches along Parker Road where line replacement work is being done.

It's still unknown if Neary's claims are true, but the city is taking action.

"One thing we're going to do is take a look at all the intersections along Parker Road where the construction is," said Stoler. "We're asking [the contractor] to put up a third layer of barricades to prevent this kind of thing from happening."

City inspectors are tasked with overseeing any safety issues along the corridor.

The city says that while they have encountered other projects where contractors go 'belly up', abandoning them, that has not happened along Parker.

While the project appears to be taking longer than anticipated, the city says that other than being delayed a month due to an onslaught of Spring storms, it is scheduled for completion by summer's end.

The multi-phase project has been years in the making.

Road crews are replacing 50-year-old cast-iron water pipes with PVC lines running parallel and perpendicular to Parker Road.

Portions of Parker Road have not been touched in decades, and they will soon receive new concrete and an asphalt overlay.

Asphalt overlay work will be done during overnight hours, according to Stoler.

“There is light at the end of the tunnel,” said Stoler. “We ask everyone to show patience and bear with us. It’s going to be a great road for decades to come.”

BEYOND THE BUILDING: DALLAS OFFICIALS TALK IMPACT OF CONVENTION CENTER EXPANSION

"The economic impact is going to be profound," said Dallas Mayor Eric Johnson at a groundbreaking event for the project.

By Audrey Henvey



Jack Matthews stepped onto the stage and pointed out both the metaphorical moat behind him and the proverbial wall in front. “The moat is getting covered in many places,” he said. “The wall’s coming down.”

His words were met with applause from the crowd of city, county, state, and community leaders gathered Wednesday morning under a bright white tent situated between the current Kay Bailey Hutchison Center and Interstate 30. “I’m just proud to be part of something that’s 70, 80 years in the making to get fixed in the right way—the way it should have been right at the beginning,” Matthews added.

Dallas officials then broke ground on an expansion to the Kay Bailey Hutchison Convention Center—a key milestone for a \$3.7 billion plan designed to kickstart economic growth in the region and connect downtown with the Cedars, South Dallas, and Southern Dallas.

“Where we sit today will be a walkable experience—restaurants, retail shops, hotels, and live entertainment, all to drive toward greater community connectivity, collaboration with our

partners, and welcoming global visitors to Dallas with our unmatched hospitality,” said Kimberly Bizzor Tolbert, Dallas’ interim city manager.

The Kay Bailey Hutchison Convention Center Dallas Master Plan comprises seven components and includes expansions that will provide 2.5 million square feet of space (including 800,000 square feet of exhibit space), a walkable entertainment district, and a multimodal transportation center.

The first component is being led by a team dubbed “Inspire Dallas,” led in turn by Matthews Southwest, the development company behind the Omni Dallas Convention Center Hotel, South Side on Lamar, Gilley’s Dallas, and the Dallas High School renovation.

The work includes convention space expansions, technology integration and establishing sustainable and energy-efficient building practices. Future plan components include updates to the Dallas Memorial Arena (awarded to McKissack & McKissack) and renovating The Black Academy of Arts and Letters (led by Dikita Enterprises).

Dallas officials see the project as an anchor for a convention center district that, as Tolbert puts it, will be an epicenter for business and an economic engine for the city.

“The economic impact of this project is going to be profound,” Dallas Mayor Eric Johnson said at the event. “It’s going to attract a new wave of businesses to our central business district, new entrepreneurs, and of course more visitors to an already thriving Dallas economy. This convention center is going to be a beacon that signals that Dallas is a leader in innovation and opportunity.”

The project is expected to result in a roughly \$6 billion increase in direct development spending and to support 50,000 jobs. The project boasts 40 major conventions already confirmed—an estimated \$1 billion in economic impact from business booked starting in the beginning of 2029.

For Matthews, the president of Matthews Southwest, the project groundbreaking holds more weight than the promise of a new complex “It’s nice to have a shiny new building, but it’s not about that,” Matthews told D CEO. “It’s about what’s going to happen around it.”

It goes back to the 1950s when Interstate 30 was built. “At that point in time if you lived south of 30, you had different representation in the sense of just not as much money flowed south of 30,” Matthews said. The subsequent building of the current convention center in 1957 added another barrier, he added.

When it comes to the future, Matthews paints a picture of an open environment that is welcoming to both visitors and locals. “We want authentic Dallas to show up,” he said.

PLANO SHOULDN'T TRY TO SLASH DART FUNDING

Public transportation is a long-term investment in the region.

Dallas Morning News Editorial
June 28, 2024



The DART Parker Road Station in Plano seen from above. The Plano City Council says it's concerned that taxpayers aren't getting proportional quality of service for what they pay. There are talks about reducing sales tax contributions to the agency by a quarter. It's a shortsighted plan. (G.J. McCarthy/Staff Photographer)

There is a troubling trend we are seeing in North Texas that will make it harder for our region to develop. It will also hurt working people right away.

While some Dallas City Council members are talking about pulling back on public transportation funding, the Plano City Council on Monday [approved a resolution that supports reducing funds for Dallas Area Rapid Transit](#).

It's a [shortsighted plan that ignores the long-term transportation needs of a growing Dallas-Fort Worth](#).

DART is funded mainly through a sales tax collection from its 13 member cities: 1 cent per sales tax dollar. The Plano City Council supports reducing that contribution to three-quarters of a cent and capping DART's total collections until a reduction can be phased in.

Because of the way DART is set up, cities have to pay the same rate, so DART's total sales tax collection would be cut by a quarter. Of course, Plano can't do this unilaterally. It would require

approval by the DART board, and then voters would have to decide what to do with the money that comes back in city-by-city elections. But Plano's decision is a signal of the way the wind is blowing, and we think it won't bode well.

Plano's City Council says it's concerned that taxpayers aren't getting proportional quality of service for what they pay. It argues DART should cut expenses and consider bringing more cities in to supply more revenue, this newspaper reported.

That's a confusing perspective.

For starters, Plano will have the benefit of the [Silver Line](#) rail running through the city in the next few years. DART also has a plan to [improve bus service](#) and has added new lines, [including in Plano](#). It has invested in [cleaning teams, more security officers](#) and a program to help deal with [homeless or mentally ill riders](#). And DART's on-demand service GoLink gets lots of use in Plano, this newspaper reported.

We're not sure what DART is failing so badly to deliver on, or how it should cut costs without wasting existing investments.

Plano's Director of Government Relations Andrew Fortune said the intent of this proposal is not to reduce services. Whatever the intent, there is no way to cut any agency's revenue by so much without getting less service.

It's true that ridership hasn't been as high as anyone hoped for. But this region's population is set to [balloon to roughly 11.4 million people by 2045](#), according to the North Central Texas Council of Governments.

When all that growth gets here, there will be more demand for public transportation.

Plano isn't alone. Rowlett Mayor Blake Margolis [said in a Facebook post](#) that he plans to place a similar resolution before Rowlett's city council. And as we noted, the Dallas City Council [has discussed diverting DART funds to deal with the pension crisis](#).

The Plano City Council's resolution could start a domino effect with other cities, making their commitment to DART shakier. That puts the future of transportation and mobility in the region in jeopardy.

WFAA

THESE NORTH TEXAS CITIES ARE BEING EVALUATED FOR 'AERIAL GONDOLA' TRANSPORTATION SYSTEM

Dallas, Plano, Arlington, Frisco and DeSoto have expressed interest in the "Uber-like" cable and rail system aimed at reducing traffic congestion.

By Rachel Behrndt
June 27, 2024

DALLAS — Swyft Cities, in partnership with local transportation officials, is [evaluating five potential cities](#) to host its "elevated cable and rail system."

Five North Texas cities - Dallas, Plano, Arlington, Frisco and DeSoto - have expressed interest in being home to the alternative public transportation. The transportation system, known as Whoosh, uses electric vehicles that look like aerial gondolas but use technology to move independently on an aerial network of cables and rails, according to a press release from Swyft Cities.

The vehicles would be on demand, like Uber, and make no stops at intermediate stations, the release states.

The project was developed at Google in 2019 before being spun into an independent business.

Now Swyft Cities, in partnership with the North Central Texas Council of Governments will evaluate potential sites in some of the cities to decide which one will be the first to move forward with a pilot system. The selected city will then develop more detailed plans for timelines, routes and planning, the release states.

It would be the first U.S. installation of Whoosh, the company states.

"We're excited to be working with these five cities to bring advanced transportation to cities in North Texas," Jeral Poskey, Swyft Cities CEO, said in a release. "Whoosh provides the 'perfect Uber' – fast, on-demand, nonstop trips with a great view."

More and more major North Texas roads are expected to become more congested by 2045, according to the North Central Texas Council of Governments' [Mobility 2045 Update](#).

"Dallas-Fort Worth is one of the fastest-growing regions in the country, adding more than 1 million residents every 7 years," Michael Morris, P.E., NCTCOG director of transportation, said. "We look forward to working with our public- and private-sector partners to advance the types of transportation solutions that will help us manage this growth and enhance quality of life."

The technology is a lower-cost, lower-emissions alternative to traditional transportation, the release states.



June 17, 2024

Mr. Michael Morris
Director of Transportation
NCTCOG
616 Six Flags Drive
Arlington, Texas 76011

Re: *Downtown Carrollton Quiet Railroad Quiet Zones*

Dear Michael,

Downtown Carrollton is located at the historic beginnings of our community. Carrollton grew because of the railroads and is situated at the junction of three major historic rail lines -- the BNSF, Cotton Belt and MKT lines. As a result, we have a unique situation with 15 railroad crossings in the Downtown area.

Currently, none of these crossings are in a designated quiet zone. However, DART's construction of the Silver Line commuter rail project will incorporate five of the crossings into a designated Silver Line quiet zone. There are 47 railroad crossings in or adjacent to Carrollton, 15 of which are in an existing quiet zone. Many of the remaining crossings will become quiet zones once the planned rail transit projects are completed, leaving 10 crossings in the Downtown area outside of a quiet zone that will be impacted by late night freight rail activity due to the daytime use by passenger transit.

Existing Quiet Zones

The BNSF line is the primary freight rail line through Carrollton. There are 11 crossings on this line that are currently in a quiet zone, which extends north of Carrollton into Plano. In addition, the DART Green Line was constructed along the historic MKT line, which parallels the IH-35E corridor in Carrollton. Four at-grade crossings (Frankford Road, Ismaili Drive and two at Trinity Mills) on the Green Line were converted to quiet zones shortly after the transit operations began in 2010.

Future DART Silver Line Quiet Zone

DART is currently constructing the Silver Line commuter rail along the historic Cotton Belt Line, which crosses Carrollton along the Belt Line Road corridor. As part of this project all nine street crossings in Carrollton will be equipped for operation as quiet zones. The Silver Line corridor is expected to begin operation as a designated quiet zone when DART begins rail service in 2026.

Future DCTA Extension Quiet Zone

DCTA intends to extend the A-Train commuter rail service from Trinity Mills Station to Downtown Carrollton to provide direct connections to the DART Silver Line. Planning for this extension is already underway. The future completion of this project will result in a quiet zone that includes the eight crossings on the historic MKT line between Downtown Carrollton Station and Trinity

OFFICE OF THE MAYOR

Mills Station. At that point all railroad crossings along the line will be in a quiet zone except for the crossings in the immediate Downtown Carrollton area.

KCS Railroad Crossings

In addition to the rail lines that intersect in Downtown Carrollton, there are three non-quiet zone crossings on the KCS Railroad line in northern Carrollton. While these crossings are near residential land uses, most of the property directly adjacent to the crossings is commercial.

Downtown Carrollton Quiet Zone

Once the commuter rail projects are completed almost all the crossings in Carrollton will be in a quiet zone. However, there will still be three crossings on the BNSF and seven crossings on the DG&NO (historic MKT) line in Downtown Carrollton that will not be part of a quiet zone. Since the opening of the DART Green Line, this area continued to redevelop as a new urban center with a mix of residential and commercial uses. This type of development is not compatible with the use of train horns at crossings that are mostly used late at night due to transit usage during the day.

Request

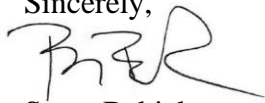
Downtown Carrollton is a regional rail hub, with 15 rail crossings in a small area, ten of which will not be in a designated quiet zone once the current rail transit projects are completed. In this regard, Downtown Carrollton is unique in the Metroplex. The cost to create quiet zones on such a large scale in a small Downtown area is expected to be expensive. The City is in the process of selecting a consultant for a City-funded project to study the Downtown railroad crossings and identify mitigations necessary to meet FRA quiet zone requirements and determine associated construction costs.

For context, about one-third of the existing railroad crossings in or adjacent to Carrollton are currently in quiet zones. The planned quiet zone conversions as part of the Silver Line project and future extension of DCTA into Downtown will increase that amount to over 70 percent of the crossings being in quiet zones. The conversion of the 10 crossings in Downtown will result in over 90 percent of the railroad crossings in or adjacent to Carrollton being in quiet zones.

The rail transit hub that is being created in Carrollton not only benefits our City but the entire Metroplex. However, the burden of nightly train horn noise will fall solely on the residents of our Downtown. As a result, we are looking for partnership opportunities to complete the implementation of a quiet zone for the entirety of Downtown Carrollton when the DART Silver Line opens in 2026, rather than having continued train horn noise throughout Downtown even when the Silver Line is completed, and a partial quiet zone is implemented.

I would like to discuss partnership opportunities with you at your convenience.

Sincerely,



Steve Babick
Mayor



**North Central Texas
Council of Governments**

June 24, 2024

Mr. Jerry Ducay
City Manager
City of Colleyville
100 Main Street
Colleyville, Texas 76034

Re: State Highway 26 Memorandum of Understanding

Dear Mr. Ducay:

On February 28, 2024, we transmitted a request to the City of Colleyville to honor its commitment in the SH 26 Memorandum of Understanding and enter into a formal Turnback Agreement with the Texas Department of Transportation (TxDOT). Although we have informally heard that staff had or intended to brief the city council, we have not received any formal response.

We understand that Colleyville may be concerned about the maintenance costs associated with the Turnback Agreement. We encourage you to meet with TxDOT staff to better understand these costs and other requirements of the Turnback Agreement. These requirements may not be as onerous as Colleyville anticipates. This information may help you as you brief your council.

We have received a funding request from Colleyville related to Cheeks-Sparger Road. Before staff can make a recommendation to the Regional Transportation Council (RTC) regarding Cheeks-Sparger, there needs to be closure to the SH 26 matter.

We highly encourage you to schedule a meeting with TxDOT staff to review the estimated maintenance costs and other Turnback Agreement requirements.

Sincerely,

David M. Salazar, P.E.

Michael Morris, P.E.

DocuSigned by:
David M Salazar, P.E.

Fort Worth District Engineer, TxDOT

DocuSigned by:
Michael Morris

North Central Texas Council of Governments

cc: Tim O'Hare, Judge of Tarrant County
Gary Fickes, Tarrant County Commissioner Precinct 3

Attachments



Texas Department of Transportation
2501 Southwest Loop 820
Fort Worth, Texas 76133
(817) 370-6500
www.txdot.gov



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



North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

Dallas County Judge Clay Jenkins Elected Regional Transportation Council Chair

Johnson County's Bailey, Lewisville's Jones also named officers

June 13, 2024 (Arlington, Texas) – Dallas County Judge Clay Jenkins was elected chair of the Regional Transportation Council on Thursday and will lead the 45-member transportation policymaking body for the next year. Jenkins takes over from Fort Worth Mayor Pro Tem Gyna Bivens who chaired the RTC for the past 12 months.

Jenkins will preside over the RTC during the 89th Texas Legislature, which begins in January. Before his election to lead the RTC, Jenkins served one-year terms as secretary and vice chair. Jenkins has served as Dallas County judge since 2011, the same year he was appointed to the RTC. Johnson County Commissioner Rick Bailey was elected vice chair for 2024-2025 after serving the previous year as Secretary. Bailey was appointed to the RTC in July 2022. Lewisville Councilmember Brandon Jones will assume the duties of secretary for the next year.

The RTC includes local elected or appointed officials from the Dallas-Fort Worth area and representatives from the region's transportation providers. As the transportation policymaking body for the 12-county Dallas-Fort Worth area, the RTC oversees transportation planning for the fourth-largest metropolitan area in the country, which has a current population of more than 8 million people.

The RTC guides the development of roadway, rail and bicycle-pedestrian plans and programs; allocates transportation funds; and recommends projects to the Texas Transportation Commission for other programs. The policymaking body also ensures transportation services are coordinated throughout the region and the metropolitan area complies with federal air quality standards.

As the transportation policymaking body for one of the fastest-growing metropolitan areas in the country, the RTC often has taken an innovative approach to moving people to ensure that as the population continues to grow, the transportation system can meet the demand. High-speed rail is one current example. The North Central Texas Council of Governments is studying a potential high-speed rail line that could connect Fort Worth, Arlington and Dallas to the planned Dallas-to-Houston line.

NCTCOG also recently kicked off Regional Transit 2.0, an effort intended to help transportation managers, board members and elected officials develop a next generation transit system for a region whose population is expected to eclipse 11 million within two decades. Additionally, the public and community engagement process for the next long-range transportation plan, Mobility 2050, is underway, and the RTC is expected to take action on it next year.

The new officers will serve in their positions through June 2025. For more information, visit www.nctcog.org/rtc.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 19 school districts and 27 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

###



North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

NCTCOG to Launch Public Input Opportunity

Residents are encouraged to submit comments and questions on proposed modifications to the FY2024 and FY2025 Unified Planning Work Program

June 10, 2024 (Arlington, TEXAS) – The North Central Texas Council of Governments (NCTCOG) is hosting an online input opportunity from June 10 to July 9. This opportunity will allow residents to learn more about and participate in the regional transportation planning process.

To submit comments and questions to NCTCOG, email nctcogJune24@publicinput.com or visit www.publicinput.com/nctcogJune24.

The UPWP provides a summary of transportation and related air quality planning activities to be conducted in the region over a two-year period. Proposed modifications to the FY2024 and FY2025 UPWP will be posted in the files tab near the bottom of the page. For more details on the UPWP, visit nctcog.org/upwp.

Information will also be provided about the following initiatives and programs: Interactive Public Input: Map Your Experience, the NCTCOG Spatial Data Cooperative Program, the Dallas-Fort Worth Air Quality Improvement Plan, and Dallas-Fort Worth Clean Cities.

For special accommodation due to disability or language interpretation, contact Jackie Castillo at 817-695-9255 or jcastillo@nctcog.org.

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###



NCTCOG TRANSPORTATION
DEPARTMENT

FTA Transit-Oriented Development Pilot Grant FY2024: Trinity Railway Express Transit-Oriented Development Strategic Plan

Regional Transportation Council | 7.11.2024

FTA TOD Planning Pilot Grant

- Federal Transit Administration Pilot Program for Transit-Oriented Development (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
- As required by statute, plans must:
 - Study improving economic development and enabling mixed-use near transit stations
 - Plan to increase ridership potential
 - Examine multimodal connectivity, accessibility, and pedestrian and bicycle transit access
 - Engage the private sector
 - Identify infrastructure needs
- Must have partnership between transit agencies and cities to be eligible
- NEW in 2024 – Planning for affordable housing is highly encouraged (no project won in 2023 without this as part of their application)



TRE TOD Strategic Plan Proposal

Trinity Railway Express (TRE) Transit Oriented Development (TOD) Strategic Plan

Goal: Increase TOD, density, mixed-income, economic development and ridership on the TRE.

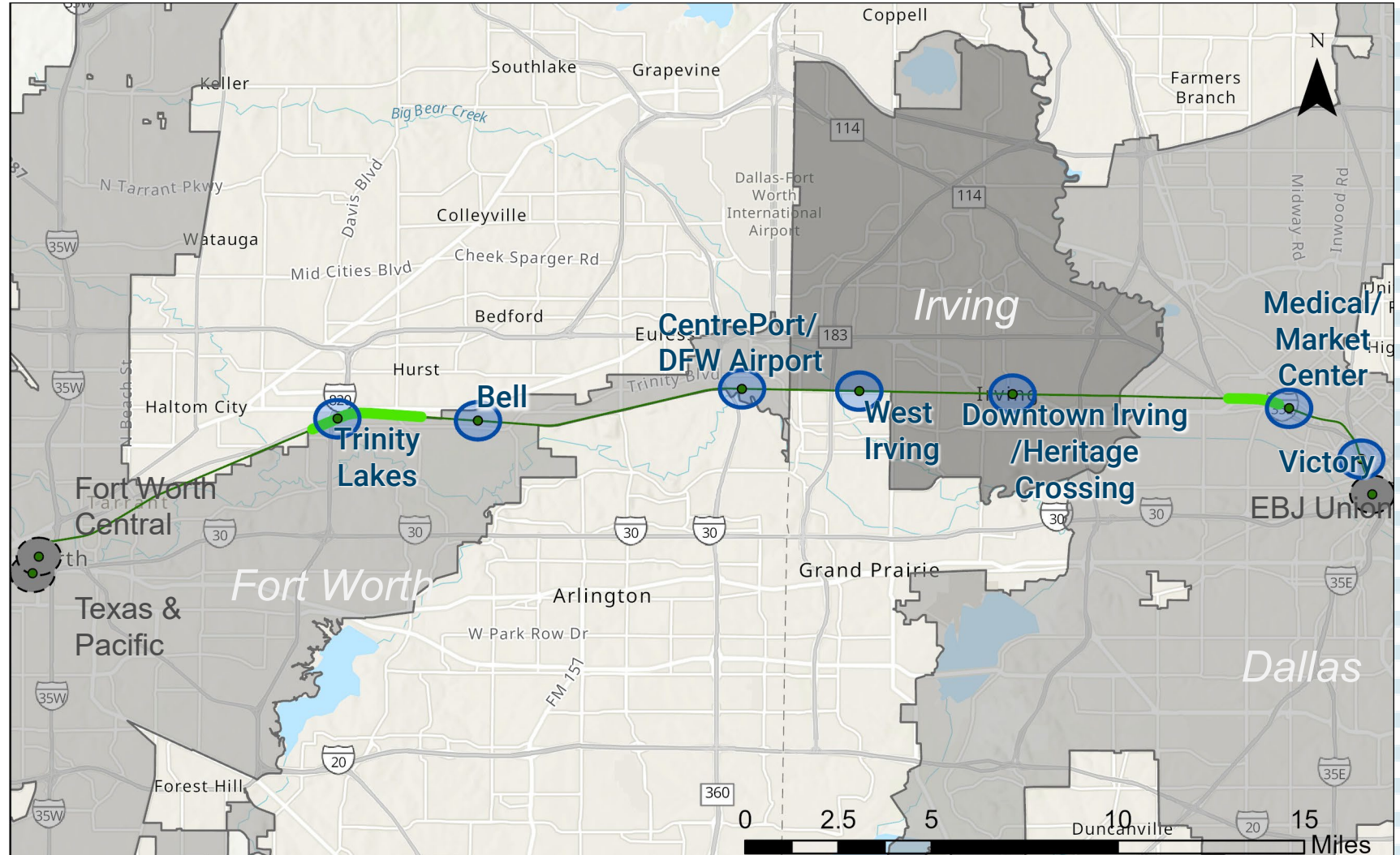
Tasks:

1. Routes to Rail study to identify and plan for improved pedestrian and bicycle connection to stations.
2. Market Study & Land Use Redevelopment Plan to determine how to increase density, economic development, and affordable housing within context of each station and the region.
3. Public/ Private Financing/ Funding Plan to create guidance for leveraging federal funding and loans and best use of local public/private partnership for TOD.



TRE Stations Included in Pilot Grant

- TRE Stations
- TRE BUILD
- Grant Double Track
- TRE Line
- 1/2 Mile Radius
- Excluded Stations



Next Steps

Grant application deadline is July 22, 2024

NCTCOG is coordinating with cities and transit agencies to have letter of intent for partnership signed by all entities.

- Dallas Area Rapid Transit
- Trinity Metro
- Trinity Railway Express
- City of Fort Worth
- City of Irving
- City of Dallas



Requested Action

Seeking Regional Transportation Council (RTC) Approval to:

- Submit the FY 2024 Federal Transit Administration FTA 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.
- 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.



Contact Us



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Principal Transportation Planner

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Application to the Environmental Protection Agency Clean Heavy-Duty Vehicles Grant Program

Savana Nance

Regional Transportation Council

7.11.2024

Program Overview and Eligibility

Environmental Protection Agency (EPA) Clean Heavy-Duty Vehicles (CHDV) Grants Program

Sub-Programs	<u>School Bus Sub-Program</u> : Replace school buses <u>Vocational Vehicles Sub-Program</u> : Replace vocational* Class 6 and 7 heavy-duty vehicles with zero-emission (ZE) vehicles	
Eligible Applicants	States, municipalities**, nonprofit school transportation associations, Indian Tribes	
Available Funding	\$932 million in funding; \$400 million for nonattainment areas \$500,000 to \$60 million per award (includes infrastructure and workforce)	
Vehicle Eligibility for Vocational Vehicles Sub-Program	Replacement Vehicle: Non-zero emission vehicle*** with Gross Vehicle Weight Rating (GVWR) of 19,501 to 33,000 lbs	New Vehicle: <ul style="list-style-type: none"> • 2023 or newer Class 6/7 hydrogen fuel cell or battery-electric vehicle • Subject to Build America, Buy America

* Any vehicle that is equipped for a particular industry, trade or occupation (construction, refuse, heavy hauling trucks).

** Defined as “a city, town, borough, county, parish, district, or other public body created by or pursuant to state law.”

*** Vehicles that emit tailpipe emissions or exhaust; includes any fuel type except for electricity and hydrogen.



Program Benefits

New opportunities for the region, including:

Increased funding levels for hydrogen fuel cell vehicles and electric vehicles

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

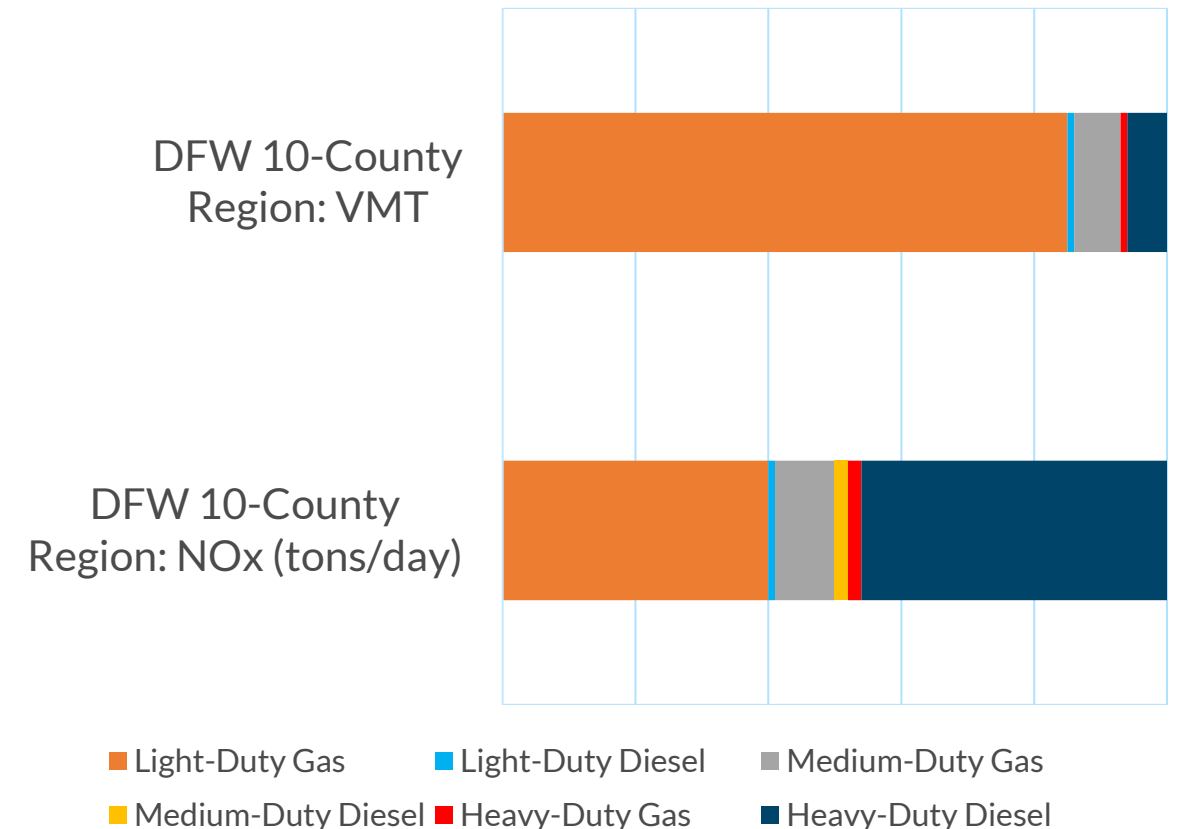
Supports the Clean Vehicles and Equipment Measure in the Dallas-Fort Worth Air Quality Improvement Plan

(www.publicinput.com/dfwAQIP)



Current Ozone design value of 78 ppb continues to exceed the EPA standard

Vehicle Miles Traveled Versus Nitrogen Oxides Contribution by On-Road Vehicle Type in Dallas-Fort Worth



Emissions Impact of Heavy-Duty Diesel is Disproportionately High Compared to Miles Traveled

Value of an NCTCOG Proposal

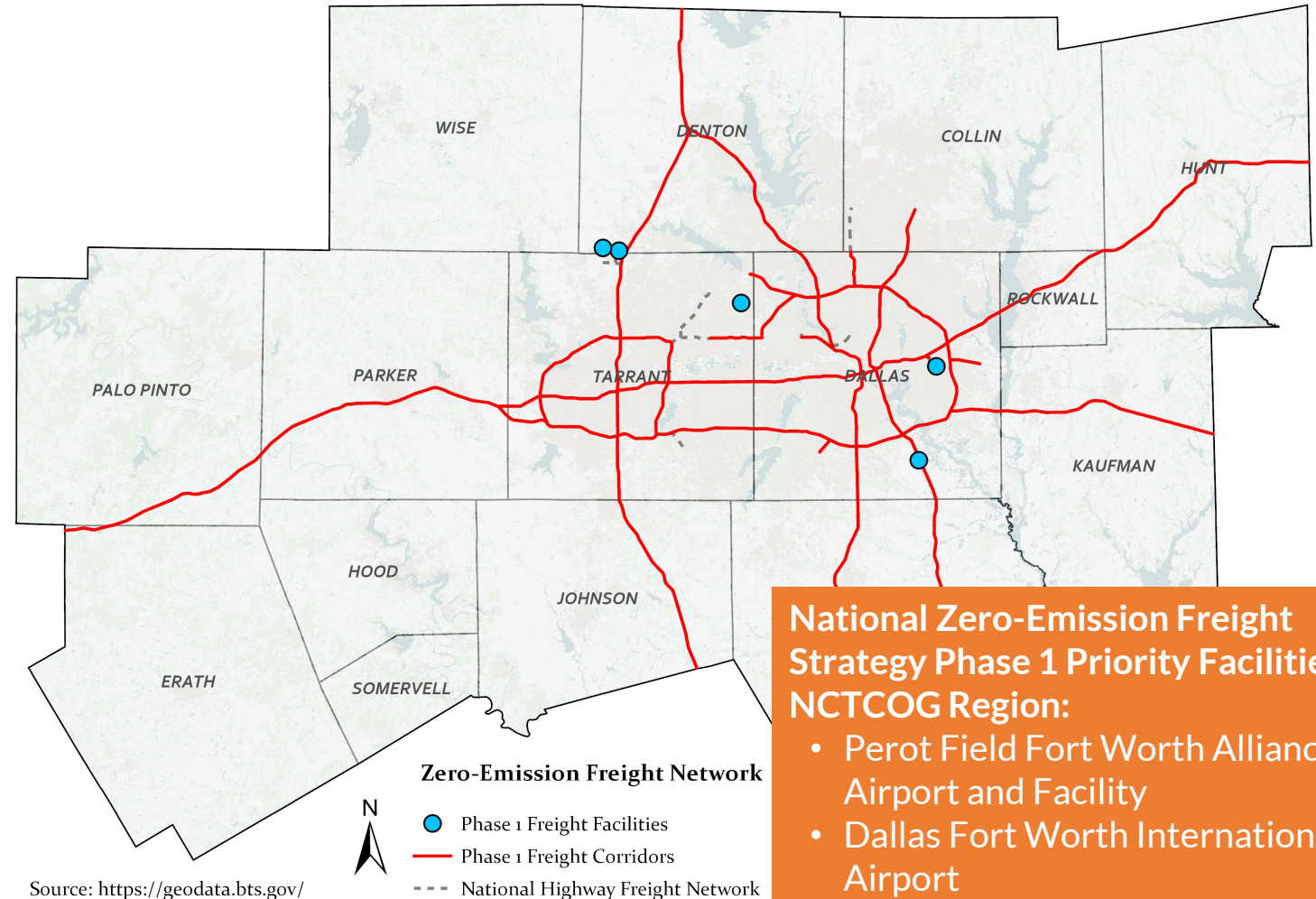
Enables private sector projects and ZEV pilot projects of 1-2 vehicles

Positions the region to leverage EPA criteria:

Nonattainment issues

Freight hubs and highways prioritized for federal investment as part of National Zero-Emission Freight Corridor Strategy*

* [zef-corridor-strategy.pdf \(driveelectric.gov\)](https://www.driveelectric.gov/zef-corridor-strategy.pdf)



National Zero-Emission Freight Strategy Phase 1 Priority Facilities in NCTCOG Region:

- Perot Field Fort Worth Alliance Airport and Facility
- Dallas Fort Worth International Airport
- Mesquite Rail Facility
- Dallas Intermodal Terminal



Proposed NCTCOG Application

Request up to \$60 million from EPA CHDV Grant Vocational Vehicle Sub-Program on behalf of the region

Reserve all EPA funds for project implementation by using NCTCOG Grants Management and RTC Initiative Fund to fund project administration/grant management

Eligible Projects

Battery-electric or hydrogen fuel cell vocational vehicles and supporting infrastructure

Operation within or frequently traveling through NCTCOG service area*

Public and private entities eligible**

Workforce development activities (e.g., technician or first responder training)

Project Selection

Call for Projects or other Selection Process upon EPA award

Funding Level

Maximum federal share allowed by EPA***

33% to 65% per battery-electric vehicle

60% to 80% per hydrogen fuel cell vehicle

Remaining cost paid by program participants

Workforce and implementation costs not subject to maximum federal share

* May prioritize projects located in the nonattainment area; ** Must adopt Clean Fleet Policy; *** Funding cap applies only to vehicles and infrastructure



Schedule

Milestone	Date
STTC Recommendation of RTC Approval	June 28, 2024
NCTCOG Clean Vehicle Funding Survey Due	June 28, 2024
RTC Approval	July 11, 2024
Executive Board Approval	July 25, 2024
EPA Application Deadline	July 25, 2024
Anticipated Notification of Selection	November 2024
Anticipated Awards	February 2025
If Awarded, NCTCOG Opens Call for Projects	April-May 2025

For more information go to www.nctcog.org/AQfunding



Action Requested

Regional Transportation Council Approval of:

**NCTCOG Application to the EPA CHDV Program
for up to \$60,000,000***

**Amendment of the Unified Planning Work
Program and any Other Planning/Administrative
Documents as Necessary If Awarded**

* Final number to be based on survey feedback and other stakeholder input; \$60 million could fund 75-375 vehicles depending on vehicle type, allowable funding caps, and any funding allocated to workforce activities



Contact Us



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**Dallas-Fort Worth
CLEAN CITIES**



dfwcleancities.org



cleancities@nctcog.org



CHDV Per Vehicle Funding Cap

EPA will fund cost share percentage of the new vehicle, up to the per-vehicle funding cap

Project implementation costs are not included or subject to the per-vehicle caps listed on the table

Ex: Personnel/benefits, contractual services, consulting on vehicle deployments, travel, supplies, etc.

Vehicle Type	Battery-Electric Vehicles (BEVs)		Hydrogen Fuel Cell Vehicles (FCEVs)	
	EPA Cost Share Percentage of New Vehicle Price	Per-Vehicle Funding Cap (Vehicle + Infrastructure)	EPA Cost Share Percentage of New Vehicle Price	Per-Vehicle Funding Cap (Vehicle + Infrastructure)
School Bus	75%	\$280,000*	N/A	N/A
Straight/Box Truck	65%	\$190,000	80%	\$400,000
Step Van		\$160,000		\$340,000
Septic/Bucket Truck		\$330,000		\$670,000
Other		\$355,000		\$720,000
Refuse Hauler		\$260,000		\$600,000
Street Sweeper	50%	\$315,000	70%	\$720,000
Transit Bus	33%	\$265,000	60%	\$780,000

* ADA-compliant school buses are eligible for an additional \$20,000 per-vehicle funding cap





Blue-Green-Grey Applications for New Ideas – Round 4

Regional Transportation Council | July 11, 2024

Karla Windsor, Senior Program Manager

*Hatcher Station Community Garden, BGG Round 2 Award (2018)
Image courtesy of DART*

Applications for New Ideas

Funding: \$250,000 total; no local match required

Anticipated awards: ~3

Call opens: July 15, 2024

Pre-application workshop: July 17, 2024

Call closes: August 16, 2024 at 5PM



Farmers Branch Green Bus Stop Designs BGG Round 1 Award (2017)
Images courtesy of City of Farmers Branch



UTA Engineered Media for Biofiltration Swales BGG Round 3 Award (2021)
Image courtesy of University of Texas-Arlington



Program Overview

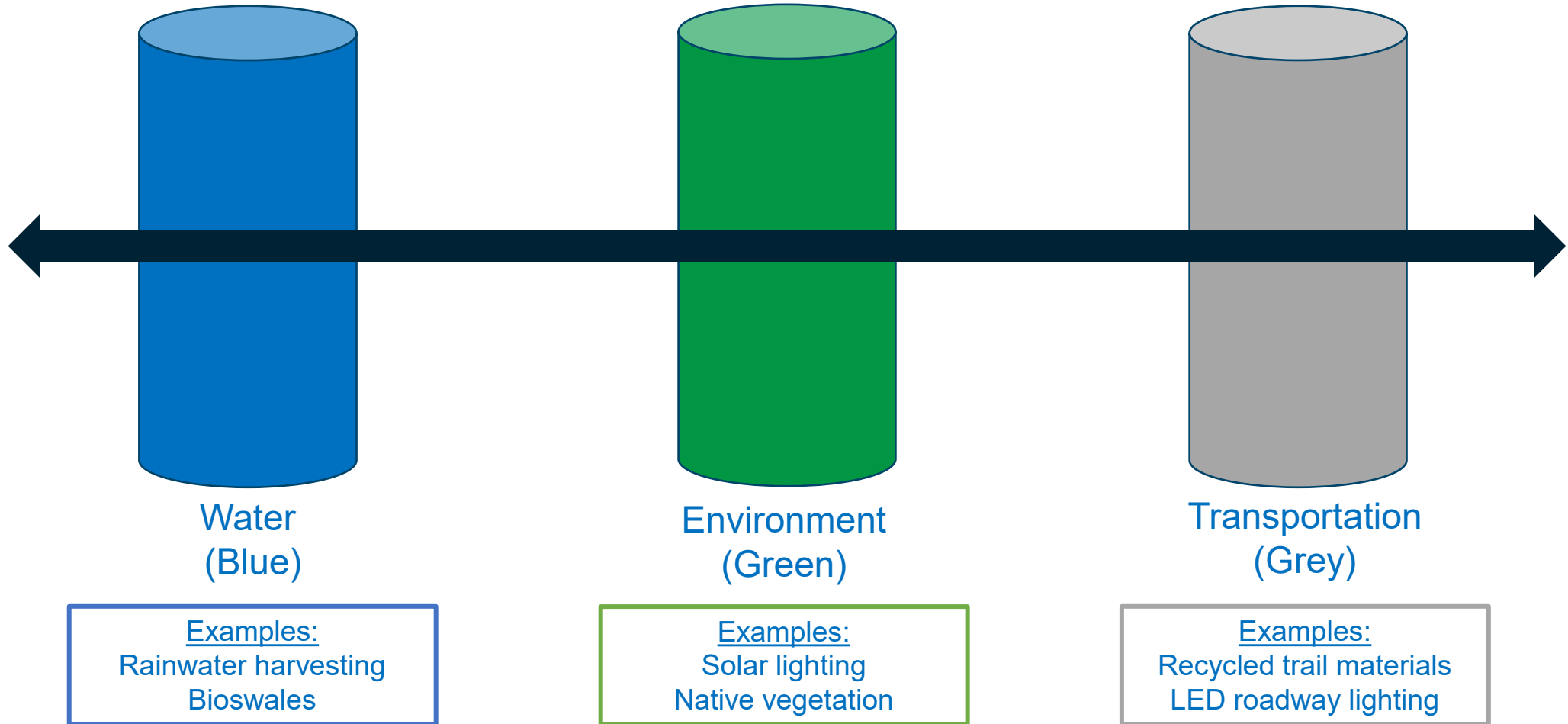
The purpose of the Blue-Green-Grey (BGG) program is to promote the planning and construction of green or sustainable infrastructure in the region

Advance small projects with innovative outcomes that can be scaled and/or replicated regionally

Focus on all three elements:



What is Blue-Green-Grey?



Previous Funding Rounds

Round 1 (2017)

53 applications received

3 projects awarded

Total funding allocated:
\$109,170

Round 2 (2018)

8 applications received

3 projects awarded

Total funding allocated:
\$138,500

Round 3 (2021)

9 applications received

3 projects awarded

Total funding allocated:
\$201,410

Total funding: \$449,080 (RTC Local)



Previously Funded Projects

Funding Years

2017

Farmers Branch
Conceptual Bus
Stop Designs

Southlake BioPod –
Burney Lane
Reconstruction

University Park
Micro-Detention
Project

2018

DART Hatcher
Station Community
Garden Pilot
Program

Bishop Arts Bicycle
Parking Retrofitting
Pilot

Watauga
Biofiltration System

2021

City of Allen Inlet
Floatables Filter

City of Dallas Bottom
District Green
Neighborhood
Design Guidelines

University of
Arlington
Biofiltration Swales
Testing

Project reports can be found here: www.nctcog.org/greeninfrastructure



Evaluation Criteria

Team Qualifications (10 points)

- Does the proposed team have the correct mix of experience and expertise?

Impact (20 points)

- Would the project have a long-term effect?
- Does the project have the potential to change future designs?
- Does the project include an educational component?
- Does the project incorporate native vegetation?

Innovation/Significance (25 points)

- Does this project shift current designs or practices by using new or uncommon approaches, design, or methodologies?
- How well does the project include the three elements (water, environment, and transportation infrastructure)?
- Does the project address an important problem or challenge?



Evaluation Criteria (Cont.)

Applicability, Adaptability, Transferability, and Practicality (30 points)

- Could the project be used in other communities or settings?
- Is the project realistic?
- Is the project consistent with eligible funding programs and Regional Transportation Council objectives?

Collaboration with Various Stakeholders (15 points)

- Does the project collaborate with any outside entities?
- Does the project show evidence of buy-in from project partners?

Other Considerations (not formally scored)

- Environmental Justice areas
- Geographic distribution
- Diversity of disciplines



Pre-Application Workshop

SAVE THE DATE: hybrid format pre-application meeting on **July 17 from 1-3pm**

Interested parties can join to learn about the proposal submittal and review process

To register, visit nctcog.org/greeninfrastructure



Save the Date! Blue-Green-Grey Pre-Application Meeting

About BGG

The Blue-Green-Grey (BGG) program, hosted by the North Central Texas Council of Governments (NCTCOG) promotes innovative projects that incorporate water, environment, and transportation elements that can be replicated in the region.

To register, visit www.nctcog.org/greeninfrastructure



July 17
—
Join the hybrid meeting to learn about the BGG proposal submittal and review process.

Left: Design for enhanced bus stop with water quality inlet & bioswale. Farmers Branch Conceptual Bus Stop Designs BGG project, 2020.

Round 4 Schedule

Surface Transportation Technical Committee (STTC) – Action to Open Call	June 28, 2024
Regional Transportation Council (RTC) – Action to Open Call	July 11, 2024
Call for Applications Open (materials available online)	July 15, 2024
Pre-application Workshop	July 17, 2024
Applicants submit questions for FAQ	July 15, 2024 – August 1, 2024
NCTCOG staff available to meet for preliminary application review	July 15, 2024 – August 1, 2024
Applications due	August 16, 2024 @ 5pm
Application review and scoring	September 2024
STTC Action of Recommended Project Awards	October 25, 2024
RTC Action of Recommended Project Awards	November 14, 2024



Requested Action

Regional Transportation Council approval of:

Opening Round 4 of the Blue-Green-Grey Application for New Ideas

Elements related to eligible activities, funding and local match requirements, program rules, and schedule



Contact Us With Questions



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North Central Texas
Council of Governments

Save the Date!

Blue-Green-Grey

Pre-Application Meeting

About BGG

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Join the hybrid meeting to learn about the BGG proposal submittal and review process.



Left: Design for enhanced bus stop with water quality inlet & bioswale.

Farmers Branch Conceptual Bus Stop Designs BGG project, 2020.

2025 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council
July 11, 2024

BACKGROUND

- Texas House Bill (HB) 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 UTP

ACTIVITIES SINCE LAST UPDATE

- TxDOT began developing the 2025 UTP in Fall 2023
- NCTCOG staff has coordinated with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates), and potential new projects, including
 - FY2024 projects that need additional funding to cover cost overruns
 - Projects in the first 2-3 years of the UTP (additional funding still needed for FY2028+ projects)
- To satisfy a February 16, 2024 deadline set forth by TxDOT, a draft project listing was developed that included project revisions and potential new projects
- NCTCOG recently received feedback resulting from TxDOT's evaluation

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

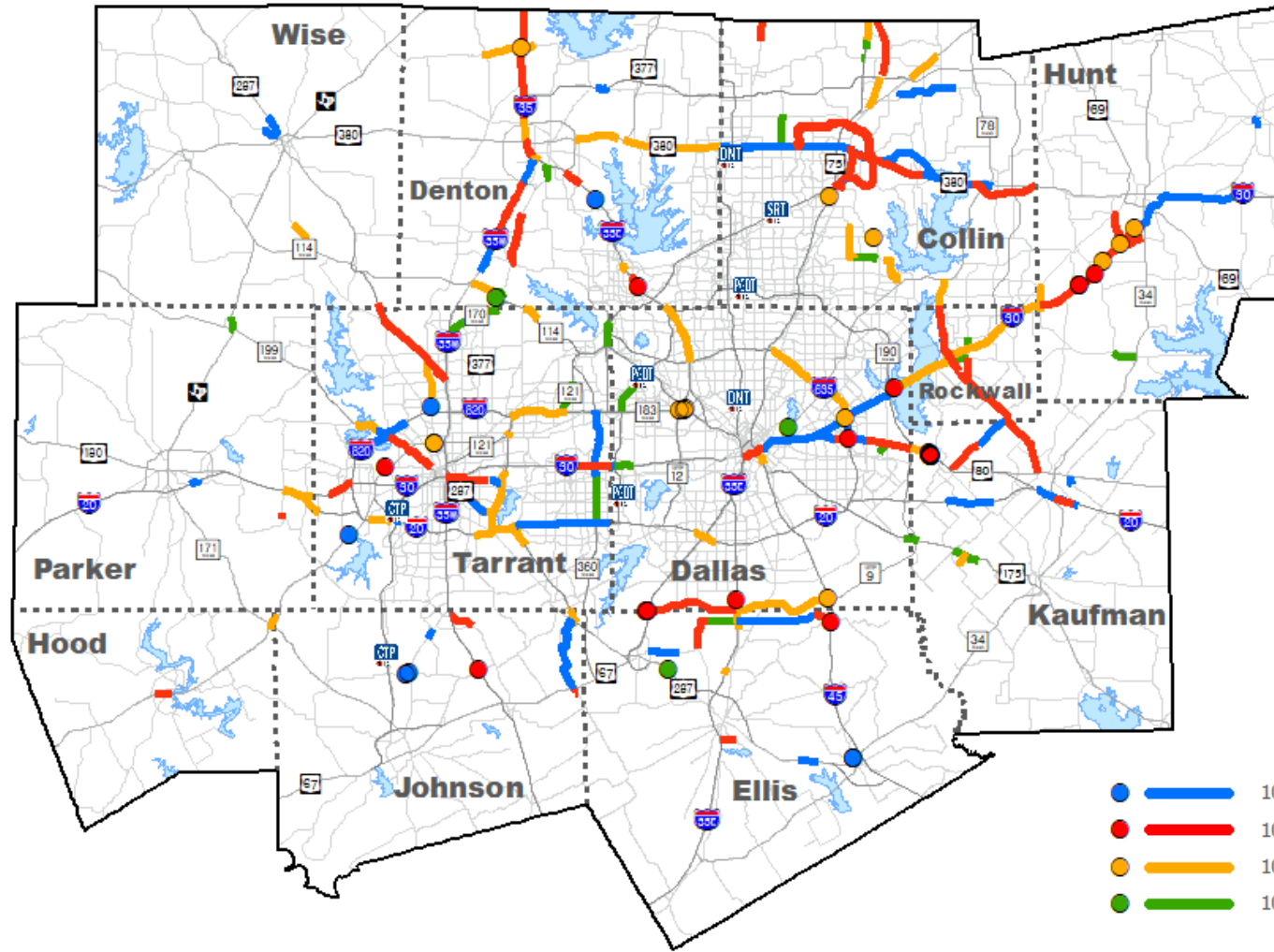
REGIONAL FUNDING ALLOCATIONS FOR 2017-2025 UTPs

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	TBD
Total Allocation	\$5.426	\$7.290	\$6.864	\$8.094	\$7.342	\$6.880	\$7.930	\$9.893	TBD

* Amounts shown in billions

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2034



Dallas CBD

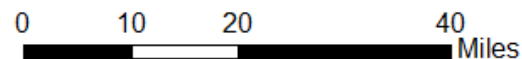


Fort Worth CBD

Legend

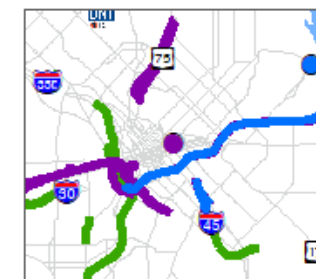
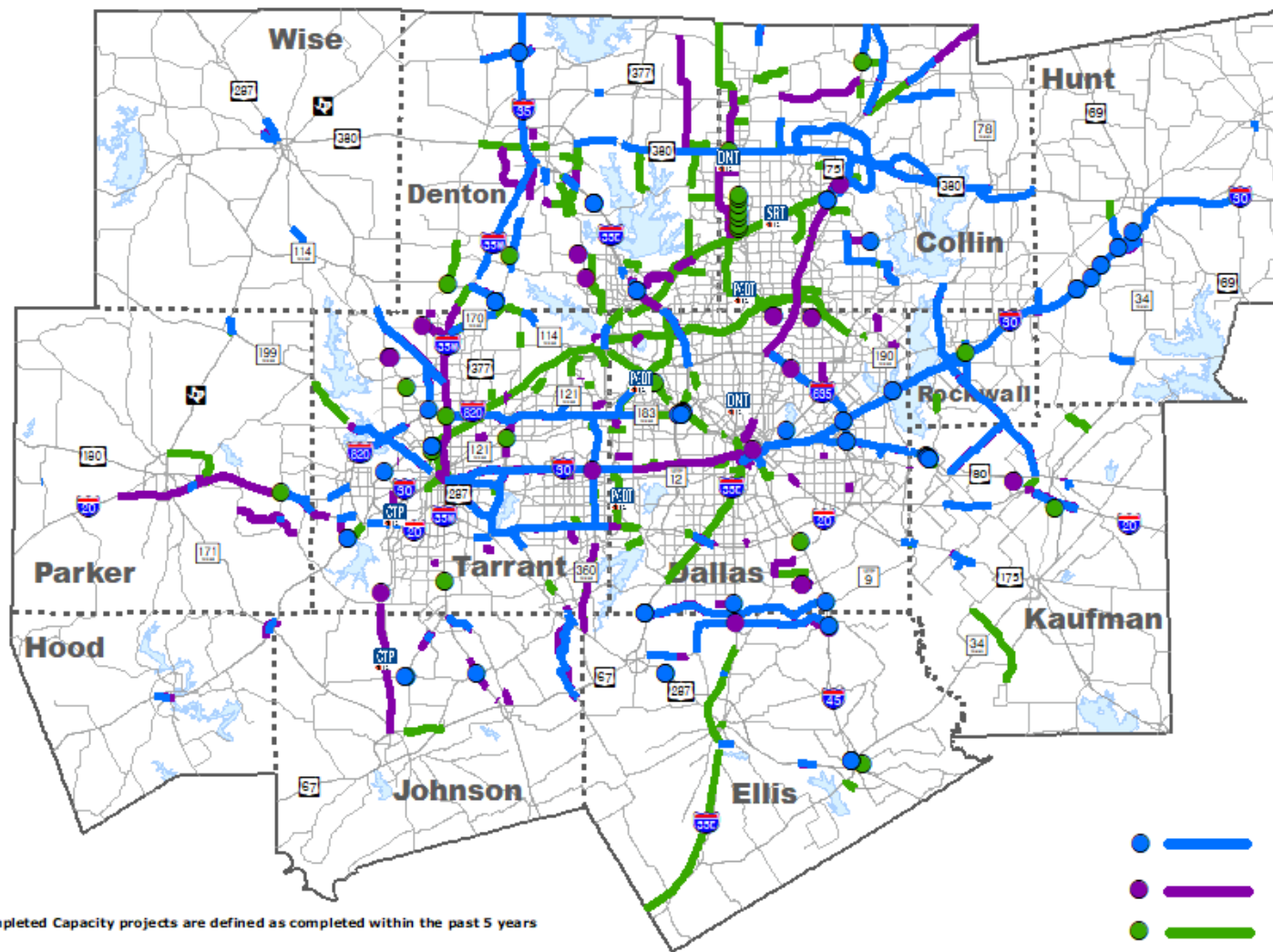
- 10 Year Plan Projects (No Changes)
- 10 Year Plan Projects (New or Changed)
- 10 Year Plan Projects (Under Construction)
- 10 Year Plan Projects (Completed)

- Mobility 2045 Roadways
- County Boundary
- Lakes

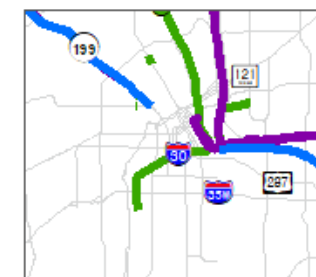


Date: 6/26/2024

Recently Completed & Active Capacity Transportation Projects including 10 Year Plan Projects



Dallas CBD



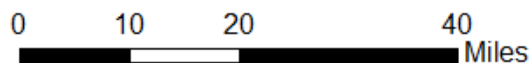
Fort Worth CBD

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



WEST/EAST DISTRIBUTION – CATEGORY 2 AND NON-FORMULA FUNDS

- In coordination with TxDOT, the TIP Team has tracked lettings, change orders, and other charges for Category 2 funding since 2014 to determine carryover for each subregion
- Coordination with TxDOT is also ongoing regarding the region's non-formula (e.g., Category 12) tracking efforts.
- More details on the region's latest Category 2 carryover balance and non-formula tracking will be provided once coordination with TxDOT and funding decisions have been finalized

NEXT STEPS

- Incorporate changes to listings if the region receives any Category 12 funding from the TTC
- Finalize project listings in coordination with the TxDOT Districts and TxDOT Headquarters
- Bring back the listings for approval, including Category 12 amounts and changes to the Let/Completed projects list (e.g., 2024 cost overruns)
- Provide an update on the region's Category 2 carryover balances and latest information on West/East non-formula fund tracking
- Bring back any project changes to the committees if the TTC action is different than proposed project listings

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 2024 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	Environmental Clearance Date	Estimated Let Date	Letting 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 2024	2025	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	2027	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	2028	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. Category 12 decisions by TxDOT HQ and TTC are pending	\$938,159,376	\$891,648,906	\$410,572,142	\$0	\$55,307,745	\$0	\$78,144,397	\$0	\$0	\$277,120,000	\$277,120,000	50.68
TBD	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	TBD	February 2032	2032	New project being proposed for funding; Dallas District requesting Category 12 funding for this project; Category 12 decisions by TxDOT HQ and TTC are pending; RTL: November 2026	N/A	\$193,072,654	\$42,371,957		\$0	\$0	\$42,371,957					TBD
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	2030	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
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: October 2024 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: September 2024 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: September 2024 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 2033	2033	RTL: December 2023 January 2025	\$37,505,048	\$58,404,773	\$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: December 2023 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		\$32,875,158	\$37,331,924	\$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 CSJ 0047-10-005 and TIP 55287/CSJ 0047-10-002; Category 12 decisions by TxDOT HQ and TTC are pending	\$180,320,000	\$645,742,361	\$90,160,000					\$90,160,000	\$90,160,000			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 CSJ 0047-10-005 and TIP 55287/CSJ 0047-10-002; Category 12 decisions by TxDOT HQ and TTC are pending	\$95,536,000	\$267,702,667	\$47,768,000					\$47,768,000	\$47,768,000			72.90

Amounts only include Cat 2, 4, 12 funds
Red text indicates updates since August 2023 RTC meeting

ELECTRONIC ITEM 9.2

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2025 - FY2034

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting 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
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; Category 2 funds previously removed from this project and replaced with Category 12 funds; Funding moved to a portion of the SE Connector project (TIP 55041.1/CSJ 0008-13-250) so it could be advanced prior to February 2023; RTL: June 2027; Dallas District requesting to move Category 12 funding to CSJ 0047-10-005; Category 12 decisions by TxDOT HQ and TTC are pending	\$165,692,800	\$378,147,900	\$120,000,000	\$0	\$0	\$45,692,800	\$0			\$120,000,000	\$120,000,000	69.40
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	September 2023 (Actual)	September 2027	2030	Breakout of US 380 project; Part of the 2022 UTP Southeast Connector funding exchange and received Category 12 funding; \$100,000,000 of Category 12 funding is part of a funding exchange to advance the IH 30 Canyon project in Dallas; \$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 TIP 13070.1/CSJ 0135-15-004; Dallas District proposing to shift Category 12 funding to breakout CSJs 0135-15-005 and 0135-15-006; Category 12 decisions by TxDOT HQ and TTC are pending	\$810,036,080	\$2,709,384,784	\$386,513,136	\$0	\$0	\$94,718,639	\$0	\$0	\$0	\$386,513,136	\$386,513,136	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	TBD	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	N/A	\$1,413,626,944	\$457,944,757	\$0	\$136,775,300	\$0	\$321,169,457					87.62
TBD	0135-15-005	US 380	JCT US 380/West University Drive to US 75	Construct 0 to 4/6 lane frontage roads	TBD	September 2029	2030	Breakout from TIP 13070/CSJ 0135-15-002; Dallas District requesting Category 12 funding for this project; Category 12 decisions by TxDOT HQ and TTC are pending	N/A	\$474,142,925	\$11,141,247			\$0	\$11,141,247					87.62
TBD	0135-15-006	US 380	US 75 to JCT US 380/East University Drive	Construct 0 to 4/6 lane frontage roads	TBD	September 2029	2030	Breakout from TIP 13070/CSJ 0135-15-002; Dallas District requesting Category 12 funding for this project; Category 12 decisions by TxDOT HQ and TTC are pending	N/A	\$338,673,518	\$8,753,838			\$0	\$8,753,838					87.62
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 (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 2023	April 2034	2034	US 380 breakout project; RTL: March 2027; Propose to move Category 2 funding to 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 2023	April 2034	2034	US 380 breakout project; RTL: March 2027; Propose to move Category 2 funding to TIP 13070.1/CSJ 0135-15-004	\$464,290,445	\$958,923,280	\$0	\$1,000,000	\$0					\$0	\$0	50.00
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 2023	March 2029	2029	US 380 breakout project; Staff previously placed Collin County North/South roadway placeholder funding on this section of US 380 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 CSJ 0047-10-005; Category 12 decisions by TxDOT HQ and TTC are pending	\$127,008,000	\$699,957,905	\$40,008,000	\$27,000,000	\$0			\$0	\$0	\$40,008,000	\$40,008,000	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	June July 2023 (Actual)	September October 2032	2033	US 380 breakout project; RTL: July 2026; Propose to move Category 2 funding to 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 July 2023 (Actual)	October 2033	2034	US 380 breakout project; RTL: July 2026; Propose to move Category 2 funding to 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 July 2023 (Actual)	October 2033	2034	US 380 breakout project; RTL: July 2026; Propose to move Category 2 funding to 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 March 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

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2025 - FY2034**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting 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
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 2023 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 2023 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									\$2,137,154,303
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	December 2023	September 2027 March 2024 2027	2024	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
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 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; Project also has \$9,940,011 of local funds from City of Dallas; RTL: December 2023; Trade reduced Category 12 funding on this project and replaced it with Category 2 funding (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 2029 2045	2029	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: April 2024 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	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	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	\$25,000,000					\$25,000,000	\$25,000,000			77.40
55253	0009-11-248	IH 30	at Bass Pro Drive	Reconstruct Interchange	September 2018 (Actual)	September 2026	2027	RTL: December 2023	\$64,878,660	\$79,147,850	\$79,147,850	\$32,439,330	\$39,573,925	\$32,439,330	\$39,573,925					88.84
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	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

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FY2025 - FY2034**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting 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
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) June 2024	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)	TBD	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)	TBD	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
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 CSI 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	2027	Project split out from TIP 55014/CSJ 0261-01-041; RTL: March 2024	\$28,309,411	\$31,790,409	\$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	2029	Project split out from TIP 53109; TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; Category 4 funding reduced and moved to CSJ 2374-02-162; Project awarded \$103,240,838 of Category 12 Clear Lanes funding via the 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 funding received TTC approval through 2024 UTP; <u>Dallas District requesting to shift additional Category 12 funding to this project from TIP 53108/CSJ 0095-10-033; Category 12 decisions by TxDOT HQ and TTC are pending</u>	\$308,600,174	\$366,563,487	\$321,600,174	\$0	\$0	\$49,066,566	\$62,066,566	\$259,533,608	\$259,533,608			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: December 2023 <u>May 2024</u>	\$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	<u>Dallas District requesting to shift Category 12 funding from this project to TIP 53110/CSJ 0095-02-096; Category 12 decisions by TxDOT HQ and TTC are pending; RTL: December 2023 May 2024</u>	\$138,742,391	\$127,902,882	\$69,128,274	\$0	\$0	\$8,000,000	\$0	\$69,128,274	\$69,128,274			75.63
Total Proposed Funding - Dallas County																			\$1,316,338,179	
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	2026	RTL: March <u>October 2024</u>	\$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
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

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2025 - FY2034**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting 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
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 to 4 lane 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: November 2023 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: November 2023 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 May 2028	2045 2028	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: December 2023 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: March 2024 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 August 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 August 2023 (Actual)	September 2035	2036	Improvements called for in the MTP by 2036	\$338,580,457	\$820,389,261	\$0									86.73
TBD	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; Category 12 decisions by TxDOT HQ and TTC are pending RTL: September 2025	N/A	\$446,891,327	\$24,537,247	\$0	\$24,537,247							TBD
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 June 2025	2029 2025	Propose to move Category 2 and 12 funding to CSJ 0081-13-071 from this project; Category 12 decisions by TxDOT HQ and TTC are pending; RTL: September June 2025	\$213,024,000	\$227,696,967	\$188,486,753	\$24,537,247	\$0				\$188,486,753	\$188,486,753	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 August 2023	2028 2023	MPO Milestone Policy Project; RTL: December 2024 2023 ; Project also has \$10,370,168 of RTR funding.	\$135,994,285	\$158,898,975	\$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 June 2023 (Actual)	October 2026 September 2025	2027 2026	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: March 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 2023	August 2030 September 2027	2030 2028	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 December 2024	\$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 September 2024	\$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	2028	Breakout of TIP 13035.1/CSJ 1051-01-051; RTL: January 2024 July 2023	\$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	2028	RTL: January 2024 July 2023	\$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

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2025 - FY2034**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting 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
13076	2921-01-010	Spur 394	IH 35E to FM 877	Construct 0 to 4 lane roadway on new location	TBD	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							TBD
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	2027	RTL: March 2024	\$48,260,662	\$49,310,617	\$49,310,617	\$48,260,662	\$49,310,617							64.93
Total Proposed Funding - Ellis County																			\$444,194,323	
Kaufman County Projects																				
13074.1	0697-07-002	FM 429	US 80 to South of US 80	Reconstruct, widen, and realign 2 lane to 4 lane roadway with shoulders	February 2024	August 2029 2028	2028 2028	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	Reconstruct, widen, and realign 2 lane to 4 lane roadway with shoulders	February 2024	August 2028	2028	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 October-2024	\$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 East of CR 138 (Wilson Road)	Construct 0 to 4 lane continuous frontage roads	April 2020 (Actual)	August 2033	2033	RTL: August May 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 June 2023 (Actual)	September 2026	2027	Project also has \$3,000,000 of Category 6 funding; RTL: September 2024	\$8,459,450	\$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 June 2023 (Actual)	September 2026	2027	Project also has \$7,000,000 of Category 6 funding; RTL: September 2024	\$12,810,607	\$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 June 2023 (Actual)	September 2026	2027	Project also has \$4,700,000 of Category 6 funding; RTL: September 2024	\$11,376,881	\$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 June 2023 (Actual)	September 2026	2027	Project also has \$3,600,000 of Category 6 funding; RTL: September 2024	\$10,266,737	\$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 June 2023 (Actual)	September 2026	2027	Project also has \$9,800,000 of Category 6 funding; RTL: September 2024	\$19,132,276	\$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 June 2023 (Actual)	September 2026	2027	Project also has \$7,300,000 of Category 6 funding; RTL: September 2024	\$15,884,959	\$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 June 2023 (Actual)	September 2026	2027	RTL: September 2024	\$9,080,212	\$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 June 2023 (Actual)	September 2026	2027	RTL: September 2024	\$12,260,082	\$16,688,562	\$16,688,562			\$12,260,082	\$16,688,562					77.42
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 October-2024	\$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 August-2023	2026 2023	RTL: December 2022	\$34,252,875	\$46,019,486	\$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 2026	2027 2026	Project split out from TIP 55074; RTL: June March 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 April-2026	2045 2026	RTL: March 2024	\$9,988,490	\$9,988,490	\$0	\$9,988,490	\$0							88.75

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2025 - FY2034**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting 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
<u>55074.1</u>	<u>0451-04-025</u>	<u>SH 205</u>	<u>JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)</u>	<u>Reconstruct and widen 2 lane to 4 lane roadway (6 lane ultimate)</u>	<u>January 2020 (Actual)</u>	<u>April 2027</u>	<u>2027</u>	<u>Project split out from TIP 55074; Project also has \$400,000 of Cat 1 funding; Cat 2 and Cat 1 funding was transferred from TIP 55074/CSJ 0451-04-021</u>	<u>N/A</u>	<u>\$9,988,490</u>	<u>\$9,988,490</u>	<u>\$0</u>	<u>\$9,988,490</u>							<u>88.75</u>
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	RTL: June 2024	\$146,822,331	\$132,731,313	<u>\$132,731,313</u>	\$44,046,699	\$44,046,699	\$102,775,632	<u>\$88,684,614</u>					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											\$6,097,806,000	\$1,840,065,767	\$2,168,601,642	\$1,120,393,862	\$1,564,709,892	\$560,432,371	\$560,432,371	\$1,804,062,095	\$1,804,062,095	

Future Project Lettings (FY 2025-FY 2034)			
	Category 2	Category 4	Category 12
2025-2034	\$2,168,601,642	\$1,564,709,892	\$2,364,494,466
Total	\$2,168,601,642	\$1,564,709,892	\$2,364,494,466

**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	Environmental Clearance Date	Estimated Let Date	Letting 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	May 2024 (Actual) October 2023	September 2027 2026	2028 2026	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 November 2024	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 November 2024	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 April 2024	November 2028 October 2027	2029 2028		\$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 2023	September 2029 2026	2029 2027		\$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 2023	September 2029 2026	2029 2027		\$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 August 2025	2029 2027	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) October 2023	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	August 2023	June 2025 2024	2025 2024	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	
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) March 2024	September 2025	2026	Part of the 2022 SE Connector Category 2/STBG exchange; Project also has \$1,400,000 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 March 2024	September 2027 2028	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	2034 2035	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 September 2028	2029 2028	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 June 2023	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

**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	Environmental Clearance Date	Estimated Let Date	Letting 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	
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 October 2023	November 2028 September 2026	2029 2027	\$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	
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 January 2024	October 2032 September 2027	2033 2028	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 2032 2032	2033 2023	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, convert 2 concurrent managed lanes to 2/3 concurrent managed lanes, and reconstruct existing 4/6 lane discontinuous to 4/6 lane discontinuous frontage road	January 2026 December 2023	June 2028 September 2027	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 2023	September 2032 2027	2033 2028	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 2028	2030 2028	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 September 2027	2027 2028	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 September 2027	2027 2028	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	
13064	0094-05-070	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal	August 2024	March 2029 January 2027	2029 2027		\$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 August 2023	TBD 2023	Project to be funded by the private sector as part of the North Tarrant Express CDA; 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 & existing 4 lane to 4 lane collector distributor from SH 360 to International Parkway	April 2023	TBD August 2023	TBD 2023	Project to be funded by the private sector as part of the North Tarrant Express CDA; 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 2028	2030 2028	\$20,000,000 of Category 2 funds previously moved to CSJ 0008-14-132 (part of the SH 199 improvements); Project funding previously reduced by \$110 million 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 and local governments on the project scope; Once scope has been agreed upon, funding will be re-programmed in future 10-Year Plan Updates; \$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	\$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 2024	September 2028 June 2026	2029 2026	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 lane to 4/8 lane continuous frontage roads	November 2017 (Actual)	December 2028 2027	2029 2028	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 June-2024	March 2029 September 2026	2029 2027		\$20,000,000	\$330,000,000	\$20,000,000	\$20,000,000	\$20,000,000							77.49	

**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	Environmental Clearance Date	Estimated Let Date	Letting 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
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 January 2027	2029 2027	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	\$82,739,912	\$12,638,436	\$12,638,436	\$12,638,436							73.82
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 2023	April 2029 September 2026	2029 2027		\$174,280,000	\$450,280,000	\$194,280,000	\$96,600,000	\$116,600,000	\$77,680,000	\$77,680,000					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 May 2025	2025	Part of the 2022 SE Connector Category 2/STBG exchange; Project also includes \$1,653,702 of local funding; STBG funds on this project 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	\$38,000,000	\$38,000,000			\$0	\$38,000,000					TBD
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 2024	April 2029 September 2024	2029 2025	Part of the 2022 SE Connector Category 2/STBG exchange; Existing STBG funds on this project were exchanged for Category 2 funding (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	\$5,842,298	\$47,842,627	\$5,000,000	\$5,000,000	\$5,000,000							77.66
Total Proposed Funding - Tarrant County																			\$1,261,568,493	
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 September 2027	2029 2028		\$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 September 2023	October 2028 September 2028	2029 2028		\$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 September 2029	2029 2028	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 November 2023	December 2027	2028		\$40,000,000	\$81,400,000	\$81,400,000	\$0	\$41,400,000	\$40,000,000	\$40,000,000					61.99
Total Proposed Funding - Wise County																			\$115,000,000	
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; 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											\$1,884,590,008	\$612,785,218	\$788,708,493	\$476,320,000	\$645,981,515	\$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	\$645,981,515	\$449,900,000
Total	\$788,708,493	\$645,981,515	\$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	Environmental Clearance Date	Estimated Let Date	Letting 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 2026	2028 2027	Hunt County is doing environmental clearance	\$22,400,000	\$38,000,000	\$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		\$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 TBD	August 2034 May 2028	2034 2028	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 TBD	August 2034 May 2028	2034 2028	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 TBD	August 2034 May 2028	2034 2028	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 2026	2034 2026	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	Estimated 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	\$8,426,353	\$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	<u>Project completed in January 2024</u>	\$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; <u>Project completed in January 2024</u>	\$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 and \$1,202,000 CMAQ; Project completed in April 2021	\$16,867,792	\$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		\$31,480,213	\$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	\$19,863,387	\$22,000,000	\$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 May 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														\$371,066,899

ELECTRONIC ITEM 9.3

Amounts only include Category 2, 4, 12 funding.

Red text and strikethroughs indicate changes since August 2023 RTC 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	Estimated 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	\$24,549,664	\$26,460,236		\$26,460,236		
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	\$13,601,005	\$30,182,264	\$7,827,157		\$22,355,107	
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 April 2024 (Actual)	2024	Project also has \$583,000 of STBG funds	\$22,719,613	\$17,657,092	\$17,657,092			
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			
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	

**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	Estimated 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
55075.2	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 split out from TIP 55075.1/CSJ 2374-02-053; 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	\$20,927,948	\$20,927,948		\$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 Swap; Project completed in August 2022	\$11,599,215	\$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 \$2,000,000 of Category 1 funding for potential cost overruns	\$194,356,319	\$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			
53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020		\$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)	May July 2024	2024		TBD	\$193,068,308		\$129,245,388	\$63,822,920	

Amounts only include Category 2, 4, 12 funding.
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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	Estimated 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
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)	May July 2024	2024	TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; \$10,350,386 previously moved to TIP 53110/CSJ 2374-02-162	TBD	\$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	<u>Project completed in December 2021</u>	\$907,339	\$907,339	\$907,339			
Total Approved Funding - Dallas County														\$2,837,778,206
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 \$23,052,037 of Category 1 funding	\$70,480,395	\$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	<u>Project completed in March 2024</u>	\$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; <u>Project completed in April 2024</u>	\$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)	November 2023 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)	November 2023 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		\$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)	November 2023 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, \$12,465,854 4P1, & \$2,901,189 CMAQ; Project completed in May 2021	\$18,441,508	\$1,098,811	\$1,098,811			
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; <u>Project completed in April 2024</u>	\$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 \$4,690,906 of Category 1 funds; Project completed in May 2021	\$10,207,204	\$1,500,000	\$1,500,000			

**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	Estimated 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
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														\$1,059,272,130
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 & \$15,173,331 STBG; Project completed in June 2021	\$28,247,127	\$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 April 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 \$100,000 of STBG funding	\$34,602,495	\$28,715,389	\$28,715,389			
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			
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 \$976,621 of Category 11 funding; Project completed in December 2021	\$27,616,577	\$26,700,000		\$26,700,000		
Total Approved Funding - Ellis County														\$191,669,815

Amounts only include Category 2, 4, 12 funding.

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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	Estimated 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
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			
TBD	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	\$6,723,349	\$6,443,588		\$6,443,588		
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	\$112,819,452	\$133,000,000		\$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	\$12,972,961	\$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	\$1,238,789	\$2,163,200	\$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														\$200,977,148
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 \$859,000 of CMAQ & \$733,798 Category 11; Project was completed in August 2021	\$9,250,063	\$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	
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	

**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	Estimated 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
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 \$1,658,000 of CMAQ and \$699,442 of Category 1; Project was completed in February 2021	\$16,957,442	\$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 was 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; Project was awarded \$1,696,500 of Category 12 Strategic Priority funds in the 2022 UTP	\$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	August 2024	2024	Additional funds paying for a proposed expansion of this program; Includes \$4,575,000 of STBG; Project was awarded \$2,013,000 of Category 12 Strategic Priority funds in the 2022 UTP	TBD	\$2,013,000				\$2,013,000
Total Approved Funding - Various County										\$3,709,500				
Total Category 2, 4, and 12 Funding										\$5,115,617,976	\$1,945,164,388	\$1,220,455,834	\$1,583,698,975	\$366,298,779

Project Lettings			
	Category 2	Category 4	Category 12
2016	\$0	\$2,746,785	\$0
2018	\$79,243,039	\$58,388,184	\$0
2019	\$547,894,686	\$201,700,000	\$442,115,800
2020	\$88,735,687	\$0	\$315,230,340
2021	\$423,397,476	\$176,584,658	\$252,010,693
2022	\$221,390,598	\$182,793,299	\$26,862,296
2023	\$434,235,603	\$71,525,589	\$421,438,305
2024	\$150,267,299	\$526,717,319	\$492,340,320
Total	\$1,945,164,388	\$1,220,455,834	\$1,949,997,754

**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	Estimated 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	Additional Category 2 and 4 funding proposed to cover anticipated cost increases	\$57,093,262	\$90,000,000	\$27,500,000 \$27,500,000	\$62,500,000 \$62,500,000		

Amounts only include Category 2, 4, 12 funding.
Red text and strikethroughs indicate changes since August 2023 RTC 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	Estimated 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; <u>Additional Category 2 and 4 funding proposed to cover anticipated cost increases</u>	\$40,390,214	\$62,000,000	\$26,500,000 <u>\$29,150,000</u>	\$21,500,000 <u>\$32,850,000</u>		
Total Approved Funding - Parker County														\$192,293,108
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	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	TBD	\$272,000,000	\$60,000,000 <u>\$66,000,000</u>	\$135,000,000 <u>\$156,000,000</u>	\$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	
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			

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**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	Estimated 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
54088	3559-02-007	SH 170	IH 35W to Denton County Line	Construct 0 to 4 mainlanes	May 2020 (Actual)	June 2020 (Actual)	2020	<u>Project completed in March 2024</u>	\$98,999,997	\$155,000,000				\$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		\$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	\$53,391,000	\$55,000,000	\$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; <u>Project also has \$1,000,000 of Category 1 funds</u>	\$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
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			

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**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	Estimated 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
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	November 2023 <u>December 2023 (Actual)</u>	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	<u>November 2023 (Actual)</u>	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														\$2,800,855,697
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	<u>August 2023 (Actual)</u>	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	<u>December 2022 (Actual)</u>	2023	Additional funds paying for a proposed expansion of this program; Includes \$2,567,500 of STBG; Project was awarded \$812,500 of Category 12 Strategic Priority funding via 2022 UTP	\$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	September 2023 <u>November 2023 (Actual)</u>	2024	Additional funds paying for a proposed expansion of this program; Includes \$6,037,000 of STBG; Project was awarded \$875,000 of Category 12 Strategic Priority funding via 2022 UTP	\$7,812,000	\$1,775,000				\$1,775,000
Total Approved Funding - Various County														\$2,587,500
Total Category 2, 4, and 12 Funding										\$3,025,686,305	\$1,328,890,313	\$636,276,492	\$849,602,000	\$210,917,500

Project Lettings			
	Category 2	Category 4	Category 12
2017	\$0	\$0	\$0
2018	\$58,950,000	\$0	\$370,000,000
2019	\$12,000,000	\$0	\$0
2020	\$78,006,400	\$113,993,000	\$155,000,000
2021	\$0	\$0	\$0
2022	\$535,313,171	\$223,000,000	\$482,932,000
2023	\$521,970,742	\$47,933,492	\$812,500
2024	\$122,650,000	\$251,350,000	\$51,775,000
Total	\$1,328,890,313	\$636,276,492	\$1,060,519,500

**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	Estimated 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	<u>Project completed in August 2023</u>	\$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



North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES

Invitation to Participate in the Charging Smart Program

Amy Hodges
Principal Air Quality Planner

Regional Transportation Council

July 11, 2024



Charging Smart Background

Funded by US Department of Energy Vehicle Technologies Office

Led by Interstate Renewable Energy Council with key project partners

- Local Government Engagement: Clean Cities Coalitions (DFW Clean Cities + 6 Others) and Metropolitan Mayors' Caucus
- Industry: EV Charging Station Companies and Edison Electric Institute
- Technical Leads: Rocky Mountain Institute and Great Plains Institute

Provides best practices and policies to streamline planning, permitting, and inspections to support development of EV infrastructure

- Modeled after SolSmart, which designates “solar-friendly” communities
- Recognition provided through Bronze, Silver, and Gold designation levels
- Focus on equitable adoption
 - Targeting local governments with Justice40 communities
 - Specific “EVs for All” actions within best practices



Charging Smart Program Benefits

Signal to EV service providers and project developers that communities are open to EV charging development

Chargers throughout the community – serves residents, businesses, facilitates economic development

Chargers on owned property to facilitate staff adoption of EVs

Access to technical assistance at no cost (provided by NCTCOG/DFW Clean Cities staff)

Improve efficiency of local government processes

Showcase community achievements



Charging Smart Framework

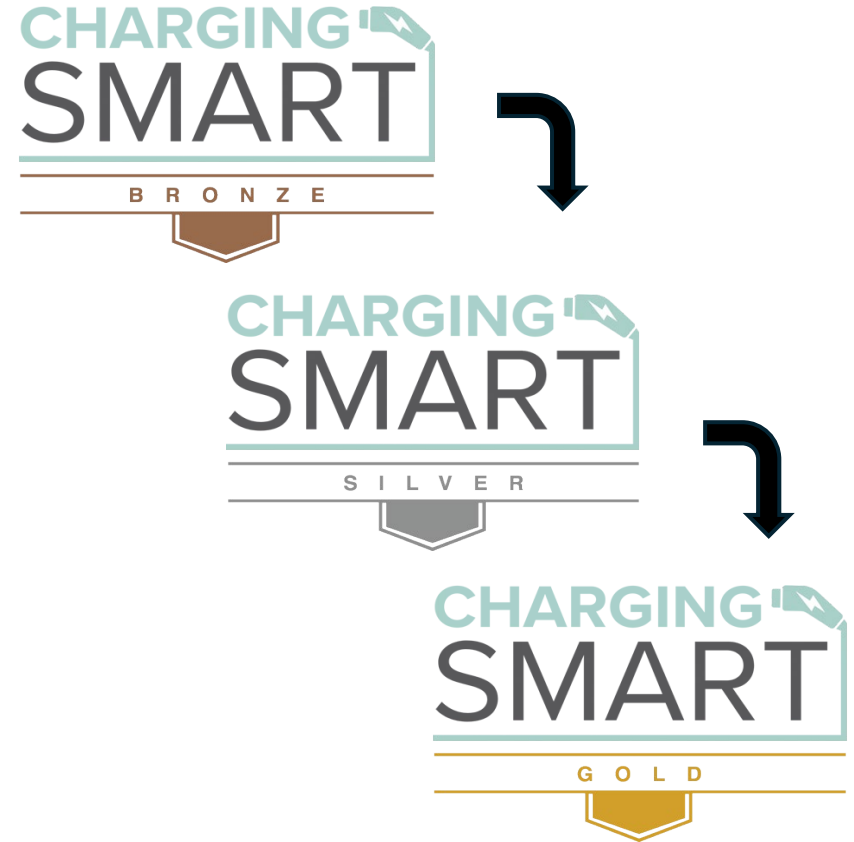
Action Categories

1. Planning
2. Regulation
3. Utility Engagement
4. Education and Incentives
5. Government Operations
6. Shared Mobility

EVs for All

Point System: Actions within each category have assigned points. As actions are completed, the points count towards the total amount of points needed for designation levels. An additional opportunity for points, "EVs for All", focuses on benefitting underserved communities.

Designation Levels



Get Involved!

Contact cleancities@nctcog.org by **Wednesday, July 15** to join cohort of peer participants

Current Cohort Participants	
Dallas	Plano
Duncanville	Red Oak
Frisco	Southlake
Irving	

Initial steps will include:

- Self-Assessment
- Commitment Letter

Learn more at <https://www.dfwcleancities.org/charging-smart>



Contact Us



Lori Clark
Senior Program Manager and
DFW Clean Cities Director
lclark@nctcog.org
817-695-9232



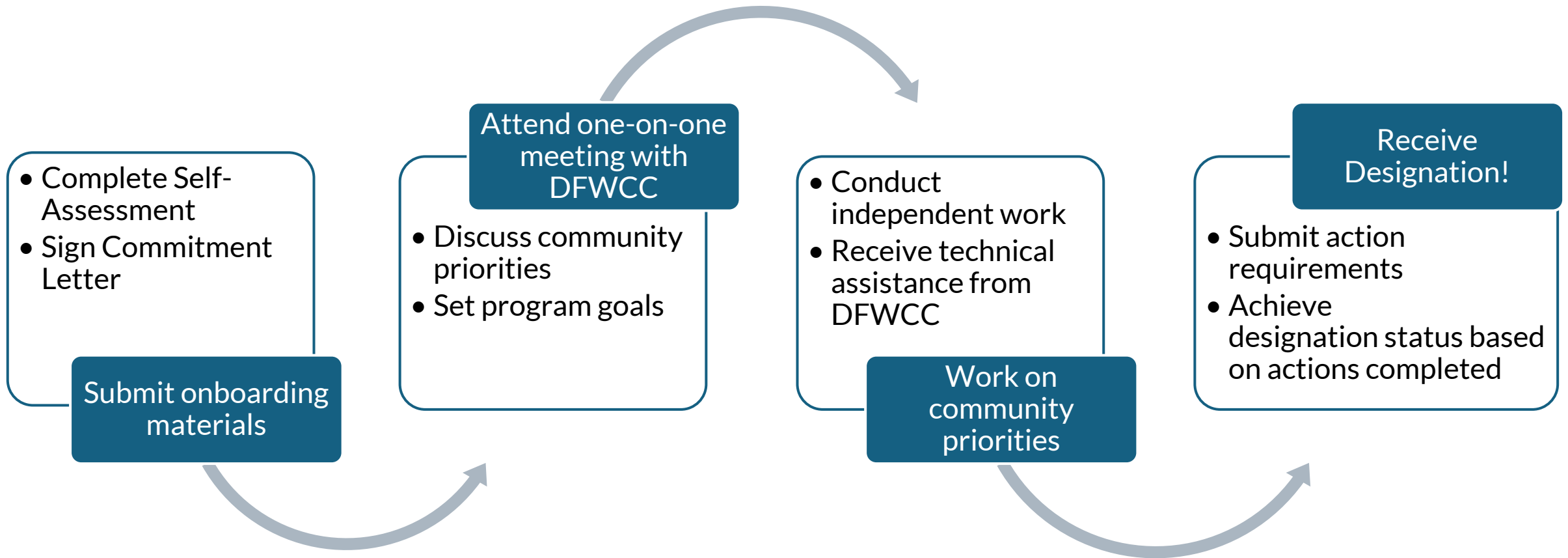
Amy Hodges
Principal Air Quality Planner
ahodges@nctcog.org
817-704-2508



Carolyn Burns
Air Quality Planner
cburns@nctcog.org
817-704-5682



Steps Toward Designation



Relevance to Regional Planning

Air Quality Emphasis Areas



High-Emitting Vehicles/Equipment



Idling

Hard Accelerations

Low Speeds

Cold Starts

Vehicle Miles of Travel



Energy and Fuel Use

Federal Performance Measure:

Air Quality

Mobility 2045:

Air Quality Policy AQ3-004:

Support and implement strategies that promote energy conservation, reduce demand for energy needs, reduce petroleum consumption, and/or decrease greenhouse gas emissions

Mobility 2045 Chapter 4 – Environmental Considerations

Appendix C – Environmental Considerations



Invitation to Participate in Charging Smart

Regional Transportation Council Attendance Roster
June 2023 - May 2024

RTC MEMBER	Entity	7/13/23	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
Daniel Alemán Jr (01/22)	Mesquite	P	E	E(R)	P	E(R)	P	P	P	P	A	P	P
Arfsten, Bruce (07/23)	Addison	P	P	P	P	P	P	P	E(R)	P	P	P	P
Steve Babick (06/22)	Carrollton	P	A	P	P	P	P	P	P	P	E(R)	E(R)	P
Dennis Bailey (02/21)	Rockwall County	E(R)	P	A	P	P	A	E	P	P	P	A	P
Rick Bailey (07/22)	Johnson County	P	P	E	P	P	P	P	P	P	P	P	P
Adam Bazaldua (09/21)	Dallas	E	P	P	P	A	P	P	A	P	E	P	E
Elizabeth M. Beck (08/21)	Fort Worth	P	P	A	A	E	P	E(R)	P	E	P	A	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	P	A	P	E	P	P	P	P	P	A	P
J. D. Clark (07/22)	Wise County	A	P	A	E(R)	P	P	E(R)	E(R)	P	P	A	A
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	P	A	P	P	P	E(R)	P	P	E(R)
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	E(R)	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	A	P	P	P	P	P	E(R)	P	E(R)	P
Andy Eads (1/09)	Denton County	E	P	P	P	E	P	E	P	P	P	P	P
Michael Evans (2/23)	Mansfield	P	E(R)	P	P	P	P	P	P	P	P	P	P
Vernon Evans (4/24)	DFW Airport	--	--	--	--	--	--	--	--	--	A	P	E
Gary Fickes (12/10)	Tarrant County	E(R)	P	E(R)	E	E	P	P	P	P	E	P	E(R)
George Fuller (07/17)	McKinney	P	P	P	E(R)	P	E	E	P	E	P	P	A
T.J. Gilmore (11/23)	DCTA	--	--	--	--	E(R)	P	P	P	P	A	A	A
Raul H. Gonzalez (09/21)	Arlington	E(R)	P	P	P	P	P	E(R)	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	E	E	P	P	P	E	P	A	P	P	P	E
Mojoy Haddad (10/14)	NTTA	P	P	E	P	P	P	P	E	A	P	P	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	P	E(R)	E(R)	P	P	E	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	E(R)	P	E(R)	P	E	P	E(R)	P	P	E(R)
Brandon Jones (05/21)	Lewisville	P	P	A	P	P	P	P	A	A	P	P	P
John Keating (12/19)	Frisco	A	A	A	A	A	A	A	A	P	A	A	A
Brad LaMorgese (07/22)	Irving	P	A	E	P	P	P	E	E	E	E	P	E
Stephen Mason (05/24)	Cedar Hill	--	--	--	--	--	--	--	--	--	--	P	E(R)
Cara Mendelsohn (07/20)	Dallas	P	E(R)	P	A	P	P	P	P	P	P	P	P
Ed Moore (07/22)	Garland	E(R)	P	P	P	P	E	P	P	E	P	E	P
John Muns (6/23)	Plano	A	P	P	P	E	P	A	A	A	P	P	P
Omar Narvaez (09/21)	Dallas	E	P	E	P	P	A	P	P	P	P	P	E
Manny Ramirez (1/23)	Tarrant County	P	P	E	P	E	P	E	E	P	P	P	P
Tito Rodriguez (03/24)	Nrth Rch Hills	--	--	--	--	--	--	--	--	P	P	E	P
Jim R. Ross (07/21)	Arlington	P	P	P	P	E(R)	P	P	P	P	E(R)	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
June 2023 - May 2024

RTC MEMBER	Entity	7/13/23	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
David Salazar (10/22)	TxDOT, FW	E(R)	P	P	P	P	P	P	P	P	P	P	P
Chris Schulmeister (07/20)	Allen	A(R)	P	P	E(R)	P	A	P	P	P	P	P	P
Gary Slagel (11/23)	DART	--	--	--	--	P	P	P	P	P	P	P	P
Jeremy Tompkins (10/19)	Eules	P	P	P	P	E(R)	P	P	P	P	P	P	P
William Tsao (3/17)	Dallas	E(R)	P	P	P	P	P	P	P	P	E	P	P
Webb, Duncan (6/11)	Collin County	E(R)	E(R)	P	P	P	A	P	P	P	P	P	P
Chad West (11/22)	Dallas	E	P	A	E	P	P	P	E	P	A(R)	P	E

Note: Date in parenthesis indicates when member was
1st eligible to attend RTC meetings

P= Present
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jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
June 2023 - June 2024

STTC MEMBERS	Entity	06/23/23	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
Joe Atwood	Hood County	P	P	A	A	A	A	P	A	P	P	P	A
Melissa Baker	Irving	P	P	P	R	P	P	P	R	R	E	P	P
Micah Baker	Dallas County	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	P	P	P	P	P	A	P	P	A	R	R	A
Shon Brooks	Waxahachie	A	A	P	P	A	P	P	P	P	P	A	P
Tanya Brooks	DART	A	P	A	A	P	P	P	P	P	P	P	P
Matt Bryant	City of Duncaville	--	--	--	--	--	--	--	--	--	--	P	A
Daniel Burnham	Arlington	R	P	P	P	A	P	R	P	P	P	R	P
Farhan Butt	Denton	--	--	--	--	--	--	--	P	P	P	P	P
Brenda Callaway	Rockwall County	--	--	--	--	--	--	--	P	P	P	P	P
Travis Campbell	TxDOT Dallas	--	P	P	P	P	P	E	P	P	P	P	P
Robert Cohen	Southlake	A	A	A	A	P	A	A	A	P	A	A	A
John Cordary, Jr.	TxDOT FW	A	E	P	P	A	P	E	P	P	A	P	A
Clarence Daugherty	Collin County	P	P	R	P	R	A	P	P	P	P	R	P
Chad Davis	Wise County	P	P	P	A	A	P	P	A	P	A	A	P
Arturo Del Castillo	Dallas	P	P	P	A	P	R	R	P	P	P	P	A
Pritam Deshmukh	Richardson	P	P	P	P	P	P	P	P	P	P	E	P
Caryl DeVries	Grand Prairie	P	P	P	P	P	P	P	P	P	P	P	P
Greg Dickens	Hurst	A	R	P	A	A	R	R	A	A	A	R	A
Phil Dupler	FWTA	P	P	P	P	R	P	P	P	P	P	P	P
Chad Edwards	Trinity Metro	P	P	P	E	P	R	P	R	P	P	P	P
Martiza Figy	Dallas	--	--	--	--	A	A	A	A	A	A	A	A
Eric Fladager	Fort Worth	A	P	P	P	P	A	A	P	A	P	P	P
Chris Flanigan	Allen	P	P	A	A	P	P	P	P	P	P	P	P
Austin Frith	DCTA	--	--	--	--	--	--	P	P	P	P	R	A
Ricardo Gonzalez	TxDOT FW	P	P	P	P	P	P	P	P	P	P	P	P
Gary Graham	McKinney	A	P	P	P	R	P	P	P	R	P	R	A
Scott Hall	Tarrant County	--	--	--	--	--	--	--	--	--	--	--	P
Tom Hammons	Carrollton	A	A	P	P	A	P	P	P	P	P	P	P
Ron Hartline	The Colony	P	A	A	A	P	A	A	A	P	P	A	R
Barry Heard	Kaufman County	A	A	P	P	P	P	P	A	P	P	P	P
Shannon Hicks	Addison	R	P	A	A	A	A	A	A	P	A	A	R
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	P	P	P	P	P	A
John Hudspeth	TxDOT Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Jeremy Hutt	Cleburne	A	P	A	P	A	P	P	P	A	P	P	P
Thuan Huynh	McKinney	A	P	P	P	P	P	P	P	P	P	R	A
Joseph Jackson	Tarrant County	P	P	P	P	P	P	P	P	E	P	A	P
Joel James	NTTA	A	P	P	P	P	A	A	A	P	R	P	P
William Janney	Frisco	P	A	P	P	A	P	A	A	P	P	P	P

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Surface Transportation Technical Committee Attendance Roster

June 2023 - June 2024

STTC MEMBERS	Entity	06/23/23	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
Kelly Johnson	NTTA	P	A	A	P	A	P	P	A	A	A	A	A
Major L. Jones	Eules	P	P	P	P	A	P	P	A	A	P	A	P
Gus Khankarli	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Alonzo Liñán	Keller	A	A	P	A	A	A	A	A	A	A	P	A
Eron Linn	DART	P	E	P	P	P	P	P	P	E	P	E	P
Clay Lipscomb	Plano	P	P	P	A	P	A	R	P	P	P	A	P
Paul Luedtke	Garland	P	P	P	P	P	A	P	P	P	P	E	P
Stanford Lynch	Hunt County	A	A	P	R	P	R	P	P	A	R	P	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	P	A	P
John Mears	Mesquite	--	--	--	--	--	--	--	--	--	--	--	P
Brian Moen	Frisco	A	P	P	P	P	P	P	P	P	P	P	A
Mark Nelson	Richardson	P	P	R	P	P	P	P	P	P	P	P	P
Jim O'Connor	Irving	P	P	P	P	P	P	P	P	P	P	P	P
Alfredo Ortiz	Dallas	--	--	--	--	--	--	P	P	P	A	A	P
Cintia Ortiz	Parker County	A	A	A	A	A	A	A	A	P	P	P	A
Dipak Patel	Lancaster	P	P	P	A	P	P	P	P	P	A	P	R
Martin Phillips	Fort Worth	P	P	R	E	E	P	P	E	P	E	P	E
John Polster	Denton County	A	A	P	P	P	A	P	P	P	A	A	P
Kelly Porter	Fort Worth	P	P	P	P	E	P	P	P	P	P	P	E
Tim Porter	Wylie	P	P	P	P	P	P	P	A	R	R	P	A
Elizabeth Reynolds	Grapevine	--	P	P	P	P	P	P	P	P	P	P	P
James Rogge	City of Mansfield	--	--	--	--	--	--	--	--	--	--	--	A
Jahor Roy	Mesquite	--	--	P	P	A	P	P	P	P	P	P	A
Greg Royster	DFW Int. Airport	P	A	P	P	P	P	P	P	P	A	P	A
Kathryn Rush	Dallas	A	A	A	P	A	A	P	R	P	P	A	A
David Salmon	Lewisville	P	R	P	R	P	R	P	P	R	A	R	P
Brian Shewski	Plano	P	P	P	P	P	P	P	P	P	R	P	P
Walter Shumac, III	Grand Prairie	P	E	P	P	P	A	P	P	E	P	P	P
Ray Silva-Reyes	Farmers Branch	--	--	--	--	--	--	--	--	--	--	P	P
Randy Skinner	Tarrant County	P	A	P	P	P	P	P	A	E	--	--	P
Chelsea St. Louis	Fort Worth	--	--	--	--	--	--	--	P	P	P	P	A
Cheryl Taylor	Bedford	A	A	A	A	P	P	P	P	A	A	A	A
Errick Thompson	Burleson	--	--	--	--	--	A	P	P	P	P	P	P
Caleb Thornhill	Plano	P	P	A	R	P	A	P	P	A	P	P	P
Press Tompkins	Greenville	A	A	A	A	A	A	A	A	A	A	A	A
Dave Trimbrell	Garland											E	A
Jennifer VanderLaan	Johnson County	P	A	A	P	P	P	P	P	P	P	P	P
Gregory Van	Haltom City	P	P	P	P	P	P	P	P	P	R	P	R
Daniel Vedral	Irving	P	R	P	R	P	P	P	P	P	E	P	R
Caroline Waggoner	North Richland	P	P	A	A	A	A	P	P	P	P	A	P
Jana Wentzel	Arlington	P	R	P	P	P	P	P	P	P	P	P	R

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Surface Transportation Technical Committee Attendance Roster
June 2023 - June 2024

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Robert Woodbury	Cedar Hill	P	P	P	P	A	P	A	P	A	R	P	A
Larry Wright	Colleyville	A	A	A	A	A	A	A	A	A	A	A	A
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

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MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE May 24, 2024

The Surface Transportation Technical Committee (STTC) met on Friday, May 24, 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: Joe Atwood, Melissa Baker, James Rogge (representing David Boski), Tanya Brooks, Matt Bryant, Jim Chin (representing Daniel Burnham), Farhan Butt, Brenda Callaway, Travis Campbell, John Cordary, Jr., Bridell Miers (representing Clarence Daugherty), Arturo Del Castillo, Caryl DeVries, Duane Hengst (representing Greg Dickens), Phil Dupler, Chad Edwards, Eric Fladager, Chris Flanigan, Karina Maldonado (representing Austin Frith), Ricardo Gonzalez, Robyn Root (representing Gary Graham), Tom Hammons, Barry Heard, Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Kathleen Bednarz (representing Thuan Huynh), Joel James, William Janney, Gus Khankarli, Alonzo Liñán, Stanford Lynch, Chad Marbut, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Cintia Ortiz, Dipak Patel, Martin Phillips, Kelly Porter, Tim Porter, Elizabeth Reynolds, Jahor Roy, Greg Royster, Jeff Kelly (representing Davis Salmon), Brian Shewski, Walter Shumac, III, Ray Silva-Reyes, Chelsea St. Louis, Errick Thompson, Caleb Thornhill, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Daniel Vedral, Jana Wentzel, and Robert Woodbury.

Others present at the meeting were: Gustayo Baez, Taylor Benjamin, Natalie Bettger, Chris Bosco, Carolyn Burns, Mohammad Butt, Jackie Castillo, Chandra Muruwandham, Lori Clark, Dina Colarossi, Amber Ellis, Kevin Feldt, Nathan Fishman, Rebekah Gongora, Christie Gotti, Amy Hodges, Jeremy Hutt, Dhaval Jariwala, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kokes, Siddhesh Kudale, Dan Lamers, Kurt Lehan, James McLane, Anthony Moffa, Michael Morris, Gopindra Nair, Jeff Neal, Quang Nguyen, Dylan Niles, Vercie Pruitt-Jenkins, Maggie Quinn, Jackson Reasoner, Minesha Reese, Rylea Roderick, Kyle Roy, Gwen Schaulis, Toni Stehling, Kimberlin To, Daniela Tower, Brendon Wheeler, Jeff Whitacre, Amanda Wilson, Brian Wilson, Hua Yang, and Alexander Young.

1. **Approval of the April 26, 2024, Minutes:** The minutes of the April 26, 2024, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); Mark Nelson (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda:
 - 2.1. **Proposed Amendments to the Mobility 2045 – 2022 Update:** A recommendation was requested for the Regional Transportation Council (RTCs) approval to amend the Mobility 2045: the Metropolitan Transportation Plan for North Central Texas – 2022 Update for the Texas Department of Transportation (TxDOT) to advance planning and design activities with the inclusion of one and the removal of two non-regionally significant roadway projects.

A motion was made to recommend the Regional Transportation Council's approval of Item 2.1 on the Consent Agenda. Gus Khankarli (M); Daniel Vedral (S). The motion passed unanimously.

3. **Air Quality and Safety Demonstration Projects:** Anthony Moffa requested a recommendation for Regional Transportation Council (RTC's) approval of funding and implementing three demonstration projects, including vehicle safety components, metal license plate readers, and a heavy-duty diesel vehicle emission tampering assessment. The first one is the car care safety integration project. He mentioned there's an existing car care awareness program with emphasis on emissions and wants to integrate safety into that to be more holistic. North Central Texas Council of Governments (NCTCOG) wants to reduce vehicle crashes although the safety program is being eliminated on January 1, 2025, so the timing is critical on this also aligns with the Texas Department of Transportation (TxDOT) Vision Zero or End The Streak with no roadway deaths by 2050. The second project is the vehicle emissions and license plate project. Last month it was known as the license plate reader project that will be moving to metal plates, so this project would do some research to observe what fraud trends may exist with metal plates. The connection to air quality was these vehicles circumventing what they did with the paper plates, and they may be doing it with the metal plates, circumventing the mandatory emissions inspection. The third project, the truck assessment goods movement program has elements of emissions tampering with heavy duty trucks. Anthony mentioned an Environmental Protection Agency (EPA) initiative project assessed potentially tampered trucks at an auction site in Fort Worth and found that nearly half of the trucks had either their emissions tampered with or removed completely. Anthony mentioned there aren't any diesel emissions testing requirements in the state, and the problem is there's a disconnect between the air chemistry modeling and the regional air quality monitors. He briefly went through the budget and the funding sources; the car care safety integration with a \$200,000 budget utilizing RTC local funds as an education campaign. NCTCOG's partnering with vendors to coordinate replacement of certain safety components if they were deemed bad or inoperable. These are the vehicle inspection license plate project with the budget of \$200,000 utilizing regional Toll Revenue (RTR) funds for the assessment of potential license plate fraud. In the truck assessment goods program, with a budget of \$600,000 with RTR funds. Anthony mentioned the remaining schedule; requesting approval during the June RTC meeting, the Executive Board meeting in July; and with anticipation to implement the projects in early Fiscal Year 2025. An overview of the proposed projects was contained in Electronic Item 3.

A motion was made to recommend Regional Transportation Council (RTC) approval of funding and implementing demonstration projects, Car Care Safety Integration - \$200,000 RTC Local, license plate readers - \$200,000 Regional Toll Revenue (RTR), truck assessment and goods movement program - \$600,000 RTR, and administratively amend Transportation Improvement Programs (TIP) and Statewide TIP, along with other planning and administrative documents to include the amended funding. Kelly Porter (M); Robert Woodbury (S). The motion passed unanimously.

4. **2025 – 2028 Transportation Improvement Program Development:** Christie Gotti requested a recommendation of the Regional Transportation Council (RTC's) approval of the 2025 – 2028 Transportation Improvement Program (TIP) document, including the final listing of RTC commitments. Christie referred to it as an inventory of all the funded projects in our region, whether they are funded with federal, state or local dollars, if they are of regional significance, they have to be listed correctly in the TIP in order to proceed for implementation. The TIP is updated every two years. The TIP in general has approximately \$8.5 billion of transportation improvements. Christie noted, the split of federal, state, regional funding, which are Regional Toll Revenue (RTR) funds, local funding, and the separate transit formula funding is a category on its own. There were over 1,100 active projects. Of those 1,100, approximately half of them will be within the four-year window or in the

environmental clearance section of the new TIP. The others are either under construction or underway at this time. Christie mentioned that the North Central Texas Council of Governments (NCTCOG) has been coordinating with 75 implementing agencies to review these projects. Christie presented two maps that show all projects in the TIP by project type and which projects have engineering, right-of-way acquisition, or utility type of work funded only at this time versus the ones that have construction funding. Christie noted NCTCOG's reviewing, as requested by our federal and state partners, which have reflected that the TIP is huge and asked if there is any way it can be made smaller without removing projects. In response, NCTCOG is proposing to treat some projects as grouped projects and explained that a grouped project is not shown individually in the TIP but can proceed as part of a "grouped listing." Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects cannot be grouped. The activities proposed to be grouped are exempt from the conformity process. This is one-way NCTCOG is trying to reduce the number of entries that go into the state listing. However, it does not reduce what the RTC will be asked to approve.

A motion was made to approve the recommendation of the Regional Transportation Council's approval of the 2025-2028 Transportation Improvement Program (TIP) document, including the final TIP listings to be included in the STIP, and amending the Unified Planning Working Program (UPWP) and other planning/administrative documents as needed. Kelly Porter (M); Chad Marbut (S). The motion passed unanimously.

5. **Active Transportation Infrastructure Investment Program Grant Application**

Partnership for the Cotton Belt Trail: Kevin Kokes requested a recommendation of the Regional Transportation Council (RTC's) approval of a partnership with Dallas Area Rapid Transit (DART) to submit a grant application for funding to construct Phase 3a of the Cotton Belt Trail along with the Silver Line rail project. This grant opportunity is from the Federal Highway Administration (FHWA) and focused specifically on active transportation. The DART/North Central Texas Council of Governments (NCTCOGs) proposal under this grant program is to fund the next phase of construction for Phase 3A for the Cotton Belt Trail Corridor. As mentioned in previous meetings, this is a regionally significant trail corridor and has been in the mobility plan for nearly 30 years. Engineering design and the first two phases of construction are occurring as a part of DART's construction of the Silver Line. DART has been a fantastic partner in this process coordinating with NCTCOG, the seven cities, and the three counties in which this trail is located. Kevin noted overall, it will be more than 24 miles of trail construction. The engineering is nearly complete and was funded by the RTC. Plans have been issued for construction for most of the corridor and is nearly complete in the rest of the corridor. However, since planning level costs were prepared many years ago the current construction costs are much higher than what we initially anticipated. Kevin mentioned that's why NCTCOG is continuously pursuing these federal grant opportunities and other sources of funds to help implement this project. The first two phases of construction of the trail are fully funded. Phase one consists of critical bridges in Dallas and Plano as well as grade rail crossings in various locations being constructed by the Silver Line contractor. Phase two has 11 miles of trail corridor, and solicitation for a second DART contractor is anticipated to begin later this year. Phase two was funded through a variety of actions by the RTC as well as the Rebuilding American Infrastructure and Sustainability and Equity (RAISE) grant awarded last year. Kevin mentioned another grant awarded by the Texas Department of Transportation (TxDOT) through the statewide call for projects. There are two strategic locations targeted for this current grant application in phase 3a. Kevin highlighted under this program through the FHWA, there are areas of emphasis for the grant program priorities. There is a significant emphasis on rail with trail

type projects as well as projects that improve safety, efficiency, reliability of the transportation network, and connections to communities. The Cotton Belt connects directly to rail stations throughout this corridor. The grant program also prioritizes projects to improve the quality of life of disadvantaged communities and the ability to expand mobility. NCTCOG staff has been strategically targeting sections of this trail through the federal grant opportunities for those places where the Trail connects disadvantaged populations and improves their access to the rail stations in this corridor. Kevin mentioned there are two trail sections of phase three targeted for construction with this application. The first is a half-mile extension of the Phase 2 trail segment in Addison to the Carrollton city limits. This trail section is significant since it will provide access for a workforce housing area to the immediate north in Carrollton, and that community will gain access via the trail to the Addison rail station further to the east. The second area to be included in this application is on the border of Dallas and Coppell in the Cypress waters area, consisting of 2.4 miles of trail. This area has a significant amount of employment and housing under development and planned around this rail station. The budget prepared by the project engineer identifies Phase 3a total project cost of approximately \$22.6 million. There are \$6.2 million funds programmed in the Transportation Improvement Program (TIP), with a combination of federal and local funds being provided by Dallas County and the City of Coppell. As such there is a funding gap. The federal grant application funding request will be for \$12 million, which is the maximum amount that can be submitted for this grant program. Staff is requesting \$4.3 million of Regional Toll Revenue (RTR) funds to apply towards the local match requirements. Kevin provided the schedule to proceed forward for the grant application. The Notice of Funding Opportunity was released in March. NCTCOG staff prepared the grant application, and DART will submit the application on behalf of the cities. RTC action will be requested at the June meeting for approval of this partnership, the funding requests, and then the grant application will be submitted by the June 17, 2024, deadline. Electronic Item 5 provided more details.

A motion was made to approve the recommendation of the Regional Transportation Council's approval to support the partnership with Dallas Area Rapid Transit (DART) to submit the Federal Highway Administration (FHWA) 2024 Active Transportation Infrastructure Investment Program grant application for the Cotton Belt Trail Phase 3a construction requesting \$12 million in federal funding, the contribution of \$4.3 million Regional Toll Revenue 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 along with other planning/administrative documents to incorporate these changes, if awarded funding. Tanya Brooks (M); Gus Khankarli (S). The motion passed unanimously.

6. **Director of Transportation Report on Selected Items:** Michael Morris announced the Regional Transportation Council (RTC) will pick their new officers between now and June where the subcommittees recommendations will be announced, and then presented to the Executive Board for approval. Michael highlighted Transit 2.0, flagging seven of the nine tasks work program with two major consultants. Of the seven specific projects going on, he wanted to ensure there is active involvement in this particular project, task 2. North Central Texas Council of Governments (NCTCOG) is trying to determine what legislation we may need or what legislation we don't want to have in the future. Amanda Wilson and Rebekah Gongora are the staff leads on that particular topic. Rebekah is slotted to bring the legislative program in the August, September time frame to the RTC and the consultants. Michael noted task 3, to develop strategies to increase Transit Authority membership. Michael noted Dan Kessler's presentation mentioned control totals and regard to how much

growth in the future will be inside or outside transportation authorities. Task 4 is developing collaborations between the existing transit authorities with two areas of focus. The first area of focus was on the demand side where the transit service touches the boundaries. He noted that task also has a cost component or a supply side component. He also noted this committee will be asked the question when it comes to the regional Van Pool program and do we need three different transportation authorities, each running a vanpool program? Michael briefly went through task 5. Task 6 is largely for the cities requesting more information on why there isn't more economic development around our rail stations that are underutilized. Michael requested for anyone within the communities wanting to get more involved, to send an e-mail to him, Ken Kirkpatrick, or April Leger. Michael announced that Taylor Benjamin, Kyle Roy, and Amanda Wilson were conducting a survey to obtain results in regard to a previous idea Michael mentioned during the April meeting. He requested all of the Surface Transportation Technical Committee (STTC) members to vote with electronic pads that were provided for the survey questions. The first question was a fun one and the second question was more on a serious note, if STTC meetings were to be held virtually, how many meetings per year should be virtual? The choices were: zero – STTC meetings should only be held in-person; two – every six months, four – once a quarter; and six – every other month. Michael mentioned he will review the results and implement what works best for all of the STTC members. Michael mentioned the RTC's reviewing of their cluster representatives. Vercie Pruitt-Jenkins has sent corresponding letters out that are due at the end of June. Michael noted there is a hold on the RTC policy of the temporary suspension of dynamic pricing of managed lanes during reconstruction as requested by Ceason Clemons with the Texas Department of Transportation (TxDOT), until we receive further direction from the districts. Kelly Porter asked if there are any updates on high-speed rail? Michael highlighted that he and Brendan Wheeler went to the high-speed rail conference and gave a presentation as a session on Texas High-Speed Rail. He provided an example about the Japanese high-speed train not having a fatality in 55 years. Michael compared high-speed rail to the fatalities on Interstate 45 between 30 in Houston. High-speed rail would not just be a convenience, but a safety initiative. Michael also mentioned the Friends of the Safety Committee meeting in Austin was scheduled for the following week with Natalie Bettger and Michael as hosts. Michael responded to the second part of the question in regard to the High-Speed Rail workshop being planned in July. Michael was waiting to hear from some City Councilmembers of their availability to attend the workshop in July to determine when it would be scheduled. Michael noted that a major economic development study of high-speed rail with the intention of the report being completed by the end of the year.

7. **2050 Demographics for New Mobility Plan:** Dan Kessler highlighted the process for developing 2050 Regional Population and Employment Control Totals for guiding the development of the upcoming Mobility 2050 Transportation Plan. This effort is being carried out by North Central Texas Council of Government's (NCTCOG) Research and Information Services and Transportation Department, led by Donna Coggeshall, the agency's lead demographer. Federal regulations require that demographic forecasts be reviewed and updated every four years in conjunction with development of the metropolitan transportation plan. One of the first steps in this process is the development of our regional control totals for population and employment. A long-standing practice of the Council of Governments is to rely on national economists to provide data to support this process who will analyze the competitiveness of the Dallas-Fort Worth metropolitan area relative to other economic regions across the state, and the nation. Dan highlighted the different forecasts that have been evaluated including data from Woods & Pool and Perryman and Associates. As part of this assessment staff looked closely at a number of variables including Dallas-Fort Worth's share of the State's activity, population to employment ratios, and annual compound growth

rates. Results of the analysis supported the use of the Perryman & Associates estimates of 2050 population and employment for the Dallas-Fort Worth Metropolitan Planning Area in 2050. This forecast anticipates that the 2050 population will exceed 12.4 million persons, employment will reach 8.6 million, with a resultant population to employment ratio of 1.43. Dan highlighted the next step in the 2050 demographic forecast process, is the allocation of activity to more than six thousand traffic survey zones in the region which is now nearing completion. The data is being reviewed internally and will be provided to local governments and agencies in July for review and comment. Dan introduced NCTCOG staff working on this project and expressed his appreciation for their dedication toward completion of this project.

8. **Updates on Dallas-Fort Worth Clean Cities Coalition:** Lori Clark briefed the Committee on the Dallas Fort Worth Clean Cities coalition. North Central Texas Council of Governments (NCTCOG) is designated as the host agency for Dallas-Fort Worth Clean Cities by the Department of Energy (DOE). Lori mentioned we're one of around eighty coalitions nationwide, working at the local grassroots level in our local context to advance goals of the national program. Lori highlighted a few key words from the national mission statement: prosperity, environmental, economic, and energy security; partnerships; and deployment of clean transportation solutions. Lori shared the spectrum of Clean Cities technologies, which includes all types of transportation, rail, aviation, construction equipment; all alternative fuels (anything that's not gasoline or diesel); idle reduction and fuel efficiency; and looking at the system as a whole to determine how to make it as efficient as it can be. At the local level, staff focuses on the technologies that help achieve our air quality goals, related to ozone nonattainment and particulate matter, which means technology solutions to get us to as close to zero emissions as possible. Lori referenced the previous presentation on demographics and suggested that with more people in the region, if all those people are driving conventional vehicles, that will concentrate the air pollution that much more. Again, Lori underscored the need to shift transportation to cleaner burning technologies and that Clean Cities is a highly impactful program. Lori presented the graphs that were provided in Electronic Item 8. Lori mentioned recent reporting that is done every year with a lot of organizations submitting data to us, including 45 fleets. Based on the reported information, she highlighted that had it not been for the alternative fuel and efficiency activities happening in those fleets, there would have been 65 tons more ozone forming nitrogen oxides (NO_x) emissions over calendar year 2023. Impacts on greenhouse gas (GHG) and petroleum displacement were also noted. Lori highlighted a couple of things that NCTCOG started doing the last couple of years in its work as Clean Cities staff. First, they developed a Clean Cities Technical Advisory Committee, in collaboration with people representing a cross-section of organizations. Lori presented membership of that Advisory Committee meeting and invited more involvement through nominations being accepted over the next couple of months. The Advisory Committee recently developed a Strategic Plan to give focus over the next four years, which Lori shared. There is a process with the DOE every five years to get redesignated where DOE goes through an assessment talking to our stakeholders, working to determine if NCTCOG should continue to host the Clean Cities Coalition, etc. The process with the DOE has begun. There will be a stakeholder meeting by the end of June or the beginning of July. The meeting is designed to discuss the local mission statement and how does that relate to the national mission, looking for partnership agreements from organizations, support the work that we're doing in this area, and involved with NCTCOG. Partnership agreements are due by September 30, 2024. Templates are provided on the website at www.dfwcleancities.org.

9. **Invitation to Participate in the Charging Smart Program:** Amy Hodges provided a brief update to invite local governments to participate in Charging Smart, a new designation program that provides recognition to municipalities for electric vehicle (EV) readiness. Charging Smart is a technical assistance and designation program that aims to remove barriers to the deployment of electric vehicle charging infrastructure. It is for local governments and provides nationally recognized best practices and policies for communities to streamline their planning, permitting and inspection processes to support the deployment of EV infrastructure. Amy noted an important aspect of this program provides the opportunity for local governments to receive recognition for their efforts to achieve EV readiness. The program also supports the Justice 40 initiative which means that 40 percent of the program's benefits will go to underserved communities. The of role Dallas Fort Worth Clean Cities as a subrecipient to the organization that developed this program, the Interstate Renewable Energy Council, will be to provide no cost technical assistance to help participating local governments achieve their EV-readiness goals. The framework of the program is very similar to another program, SolSmart, which was also developed by the Interstate Renewable Energy Council. SolSmart removes barriers to solar deployment, whereas Charging Smart removes barriers to EV charging deployment and makes internal local government processes more efficient. The recognition part of the program provides the opportunity for the community to showcase on their website and through social media their achievements toward EV readiness. In addition to providing the opportunity to help underserved communities, this program aligns with Mobility 2045 and our regional planning, by supporting three of our air quality emphasis areas, high emitting vehicles, idling, and energy and fuel use. Amy provided a high-level overview of the steps a city would go through to achieve designation. First, a city would complete a self-assessment and sign a commitment letter and then provide those to the North Central Texas Council of Governments (NCTCOG). Amy briefly provided an overview of the framework process-with additional detail provided in Electronic Item 9. Amy mentioned an informational webinar will be held on June 5, 2024, to provide more detail on the program and introduce an upcoming cohort which will provide the opportunity for a peer group of local governments to progress through the program together.

10. **Fast Facts:** The following fast facts were provided by NCTCOG staff:

Brian Wilson provided the Connecting North Texas handbooks for each member. A new publication that explains our role, the role of the Transportation Department, and the Regional Transportation Council as the Metropolitan Planning Organization by looking at several elements of the planning process, transportation, safety, air quality, military planning, and more. Please let Brian know if additional copies are needed for your upcoming meetings and presentations or for your organization.

Gwen Schaulis mentioned the Mobility 2050 Outreach Toolkit is available at www.nctcog.org/M50. The toolkit is for committee members to disseminate information to your respective communities, and contains templates such as an article, slides, social media posts, and public input tools in both English and Spanish. We appreciate you helping spread the word about mobility 2050 input opportunities. More information on outreach efforts was sent along with the presentations following the meeting.

Maggie Quinn briefed the Committee for air quality planning, air quality funding, the Environmental Protection Agency (EPA's) heavy duty, clean heavy-duty vehicle grant program that just opened up a program as part of the Inflation Reduction Act. It offers funding to replace class six and seven vehicles with eligible zero emission class six and

seven vehicles with approximately a billion dollars in funding. The program will close at the end of July. Additionally, the Texas Volkswagen Environmental Mitigation Program is still open and continues to accept applications that replaces diesel powered freight class four to eight vehicles with all electric vehicles and for local governments that grant program covers 100 percent of the incremental costs for electric trucks and refueling. Details provided at www.nctcog.org/aqfunding. For the Dallas-Fort Worth (DFW) clean cities, events on the EPA clean heavy duty vehicles program, North Central Texas Council of Governments (NCTCOG) hosted a webinar and educational webinar on June 10, 2024, from 2:00 pm to 3:00 pm virtually. To register for events, visit: <https://www.dfwcleancities.org/events>. On June 11, 2024, the North Central Texas Hydrogen User Forum was at the University of Texas at Arlington. For the information item we have on a hydrogen fueling planning project, a project partner under GTI Energies Houston to Los Angeles I-10 Corridor study, NCTCOG hosted a local project advisory group, urban, and rural groups to gain community input on hydrogen specifically in the Texas Triangle. when it comes to hydrogen refueling. For more information on Air Quality project spotlight: Hydrogen Planning Project, details were provided in Electronic Item 10.1.

Daniela Tower provided the 2024 ozone season update with almost three months or more into the ozone season. As of Tuesday, May 14, 2024, we were at 75 parts per billion. On the 2008 standard, there have been three exceeding days starting about two weeks ago. More details were provided in Electronic Item 10.2.

Jackie Castillo announced a hybrid public meeting was held here on Tuesday, April 9, 2024, staff presented information related to Mobility 2050, the Department of Energy, multimodal delivery project, regional roadway safety update bridging highway divides for Dallas-Fort Worth communities, federal grant program or grant award, and vehicle emissions reduction initiatives. Details provided in Electronic Item 10.3. A collection of comments received on the mentioned topics, additionally, will be hosting an online input opportunity on June 10, 2024, staff will have information related to transportation planning and their quality initiatives. The comment period will end on July 9, 2024. More information was provided in Electronic Item 10.4. The public comments report is a collection of general comments received or submitted by members of the public from Tuesday, March. 20, 2024 through Tuesday, April 19, 2024. Comments related to Mobility 2050 and Transit were the majority. More information was provided in Electronic Item 10.5.

Written Progress Reports were provided in Electronic Item 10.6.

11. **Other Business (Old or New):** Walter Shumac, III, announced Wes McClure's retirement of 30 years and moving to Oklahoma.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on June 28, 2024.