

NCTCOG PRESENTATION

FUNDING FOR KLYDE WARREN PARK PHASE 2

Regional Transportation Council | November 13, 2025

BACKGROUND

- Expansion of existing Klyde Warren Park to west of Akard Street
- Project is part of 2023 Reconnecting Communities and Neighborhoods (RCN) grant award from US DOT
- Letting scheduled for June 2026



RECENT DEVELOPMENTS

- US DOT rescinded a portion of the RCN grant (Lower 5 Plaza in McKinney); Rest of projects, including Klyde Warren Park, are unaffected
- Klyde Warren Park Foundation secured a State Infrastructure Bank (SIB) loan from the Texas Department of Transportation in June 2025
- Costs have increased since last update to the STTC and RTC in spring 2024 as project design approaches completion (\$79.8M to \$111.25M)
- Need to finalize funding plan to permit Advance Funding Agreement amendment to be executed by end of 2025 so project can let in June 2026



PROPOSED FUNDING PLAN (\$ IN MILLIONS)

Phase	STBG (Federal) ¹	RCN Grant (Federal)	Dallas ²	Dallas County	SIB Loan ³	Private ⁴	Total
Engineering						<u>\$11.13</u> \$12.24	<u>\$11.13</u> \$12.24
Utilities ⁵			<u>\$0</u> \$0.40				<u>\$0</u> \$0.40
Construction/ TxDOT Admin Fees ⁵	<u>\$44.65</u> \$36.80	\$20.00	<u>\$16.85</u> \$16.10	\$1.30	<u>\$21.35</u> \$21.60	<u>\$7.10</u> \$16.20	<u>\$111.25</u> \$112.00
Total	<u>\$44.65</u> \$36.80	\$20.00	<u>\$16.85</u> \$16.50	\$1.30	<u>\$21.35</u> \$21.60	<u>\$18.23</u> \$28.44	<u>\$122.38</u> \$124.64

Notes

¹ RTC funds for deck structure only; \$10M of those funds to be paid back over time; RTC funds will be capped in the event of further cost overruns; Includes \$1,396,408 of funding to cover signal improvements that were originally included in a separately funded project (TIP 14070.1/CSJ 0196-07-036) and will be transferred to this project

² Includes \$349,102 from the City of Dallas to match funding for signal components (moving from TIP 14070.1/CSJ 0196-07-036)

³ SIB loan approved at June 2025 TTC meeting for up to \$21,595,000, but a portion is for administrative overhead

⁴ Construction funding being reduced from amount in last TIP action, which assumed local/private funds would fill gap; \$8,845,600 for construction previously committed to in RCN grant application & letter of support from Klyde Warren Park Foundation

⁵ Utilities and TxDOT Admin Fees combined into construction at TxDOT's request; Utilities may be covered by the private sector



REQUESTED ACTION – FUNDING FOR KLYDE WARREN PARK PHASE 2 COST OVERRUN

- RTC approval of:
 - \$7.85 million of STBG funds (\$6.45 million of new funds plus \$1.4 million to be transferred from signal project) and changes to non-federal funding as detailed in slide 4 and the funding table in the RTC packet
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate these changes

RTC Action Item – November 13, 2025



QUESTIONS?



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Road Hand Award Recipients



Last Name	First Name	TxDistrict, Area or Entity	Year Honored
Dwelle	R.E. "Dick"	Dallas	1973
Marchman	E.R. "Gene"	Azle	1973
Wright	Jim	Fort Worth	1973
Clemons	Heywood	Fort Worth	1974
Meacham	Guy E.	Ft. Worth	1974
Stemmons, Sr.	John M.	Dallas	1974
Worley	John Davis	Richardson	1992
Kirkham	Charles D.	Cleburne	1993
Vandergriff	Tom	Arlington	1993
Raines	Katherine	Cleburne	1994
Griffin	David	Pottsboro	1995
Morris	Michael	Arlington	1996
Harris	Ron	McKinney	1997
Lerma	Carlos	Celina	1997
Humann	Walter J.	Dallas	1999
Jacobs	Sandy	Carrollton	2001
Harmon	Ron	Burleson	2002
Fickes	Grover Garland	Hurst	2004
Hatchell	Jack	McKinney	2005
Lewis	Gibson D.	Fort Worth	2006
Laughlin	Russell	Fort Worth	2007
Smithey, Jr.	Grady W.	Duncanville	2007
Horn	Mary	Denton	2008
Price	John Wiley	Dallas	2008
Short	Gene	Pottsboro	2008
Jackson	Lee	Dallas	2009
Ingle	Kathy	Dallas	2010
Wageman	Paul N.	Dallas	2010
Moncrief	Mike	Fort Worth	2011
Jordan	Jungus	Fort Worth	2014
Whitley	B. Glen	Hurst	2015
Cantrell	Mike	Richardson	2017
Hilton	W.D. "Dee"	Hunt County	2023
Webb	Duncan	Collin County	2023
Eads	Andy	Denton County	2025



PROPOSED TRAFFIC SIGNAL PROGRAM FUNDING PROCESS

REGIONAL TRANSPORTATION COUNCIL
NOVEMBER 13, 2025

OVERVIEW OF REGIONAL TRAFFIC SIGNAL PROGRAM

Traffic Signal Equipment + Traffic Signal Performance = Identify Need

1. Signal Retiming
2. Signal Equipment
3. Signal Software
4. Roadway Capacity Improvement



PROPOSED TRAFFIC SIGNAL PROGRAM FUNDING REQUIREMENTS

To be eligible, agencies must:

1. Develop and maintain a Traffic Signal Maintenance Standard Operating Procedures and Replacement Strategy (all 22 elements).
City Develop or NCTCOG Support
2. Monitor traffic signal performance through INRIX platform.
3. Participate in regional data sharing efforts consistent with Traffic Management Data Dictionary (TMDD) standards for Center-to-Center communication.
4. Participate in NCTCOG Traffic Signal Committee and Peer-to-Peer subject matter experts.



EVALUATION PROCESS FOR SIGNAL FUNDING REQUESTS

1. Review Equipment Inventory Assessment
 - Review age, condition, and availability of key components (e.g., controllers, detection, cabinets).
2. Review Signal Performance Measures
 - Use of INRIX Signal Analytics to evaluate delay, arrivals on green, split failures, coordination issues.
3. Identify / Prioritize Improvements
 - Identify upgrades aligned with improvement categories and available funding.



#1 Transit Signal Priority

#2 Emergency Vehicle Pre-emption

#3 Central Software

#4 GPS Clocks, #6 Controller and #9 Wiring

#5 Communication (Wireless/Fiber) #15 New Signal

#7 Radar Detection

#8 Ped Signal

#8 Ped Pushbutton

#10 and #13 Video Detection/CCTV

#11 Flashing Yellow Arrow

#12 Dynamic Lane Assignment

#16 Battery Backup

#18 Backplate

#18 Foundation

#20 LED

#21 Signal Head

#22 Mast Arm

Note #14 Signal Retiming, #17 Mid-Block Crossing are not on the diagram.



STEP 1. REVIEW EQUIPMENT INVENTORY ASSESSMENT (BEGAN 2022; UPDATED 2024)

Projects are evaluated based on the type of improvement and corridor characteristics.

Improvement Category: Central Software, Coordination Equipment, Operations and Physical Equipment.

Corridor Characteristics: Located on transit, freight, or special event corridors or documented safety concerns or crash history.



STEP 2. REVIEW SIGNAL PERFORMANCE MEASURES (BEGAN 2024)

Evaluate Average Control Delay/Vehicle

24 hour
AM peak
PM peak
Weekend

A ≤ 10 seconds

B > 10 - 20 seconds

C > 20 - 35 seconds

D > 35 - 55 seconds

E > 55 - 80 seconds

F > 80 seconds



STEP 3: CATEGORIZING IMPROVEMENTS

#	Types of Improvements	Cost Sharing (Federal / Match)
1	Transit Signal Priority / Transit Signal 2.0	80/20
2	Emergency Vehicle Pre-Emption	80/20
3	Central Software	80/20
4	GPS Clocks	80/20
5	Communication (Fiber or Wireless)	80/20
6	Controllers	80/20
7	Vehicle Detection (No Loops)	80/20
8	Bike / Ped Equipment / Low and High-End Volume Warrant	80/20
9	Wiring	80/20
10	Freight Signal Optimization	80/20
11	Flashing Yellow Arrows	80/20



STEP 3: CATEGORIZING IMPROVEMENTS (CONT.)

	Types of Improvements	Cost Sharing (Federal / Match)
12	Dynamic / Reversible Lane Assignments	80/20
13	CCTV / Camera for Operations (Non-Scheduled Events)	80/20
14	Signal Retiming / Safety / High Volumes	80/20
15	New Signals (Warrants 4,5,6,7,and 9)	80/20
16	Battery Back-Up	80/20
17	Mid-Block Crossing	0/100
18	Backplate	0/100
19	Cabinets / Foundations	0/100
20	LEDs	0/100
21	Signal Head Replacement	0/100
22	Span Wire to Mast Arm / Poles	0/100



SCHEDULE

Action	Meeting	Date
Information – Traffic Signal Program	STTC	June 27, 2025
Information – Traffic Signal Program	RTC	September 11, 2025
Action – Traffic Signal Program	STTC	October 24, 2025
Action – Traffic Signal Program	RTC	November 13, 2025



REQUESTED ACTION – PROPOSED TRAFFIC SIGNAL FUNDING PROCESS

- **RTC approval of:**
 - Approve eligibility requirements, evaluation criteria for funding requests, categorization of traffic signal improvements, and cost-sharing.
 - Develop funding program through RTC to implement traffic signal needs identified as part of this process.
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the program.

RTC Action Item – November 13, 2025



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Approval of Dallas-Fort Worth Air Quality Improvement Plan- Transportation Elements

Chris Klaus

Regional Transportation Council

November 13, 2025

Comprehensive Air Quality Planning

Dallas-Fort Worth Air Quality Improvement Plan: Comprehensive Action Plan (CAP)*

Outlines through 2050:

- Comprehensive Emissions Inventory and Projections
- Targets and Measures to Improve Air Quality in All Sectors

Includes:

- Comprehensive Stakeholder Engagement
- Air Quality Planning for All Emissions of Local Concern
- Integrating NCTCOG Regional and Statewide Efforts**

Potential Impact of Regional Growth:



Nonattainment and
Conformity Lapse



Section 185 Fees (*Failure to
Attain Fees*)



Constrained Resources and
Lacking Infrastructure



Health Impacts

*The DFW AQIP development is supported by funding from Environmental Protection Agency's (EPA) Climate Pollution Reduction Grants (CPRG): Planning Grants

**TCEQ's Comprehensive Roadmap to Reduce Emissions: <https://www.tceq.texas.gov/agency/climate-pollution-reduction-grants>



Establishing a Future Target

Transportation Conformity

Required by the Clean Air Act section 176(c) (42 U.S.C. 7506(c))

Ensures Metropolitan Transportation Plans (MTP) align with air quality goals in the State Air Quality Plan

State Air Quality Plan emphasizes **Nitrogen Oxides** reductions

Impacts of Failing Conformity

Significant Project Delays - building or expanding roadways

Planning Disruptions – MTP and TIPs must be revised - Increased administrative burden

Proposed Multi-Pollutant Emissions Reduction

Nitrogen Oxides (NO_x), Volatile Organic Compounds (VOC), Particulate Matter (PM_{2.5}), and Carbon Dioxide Equivalent (CO₂e)

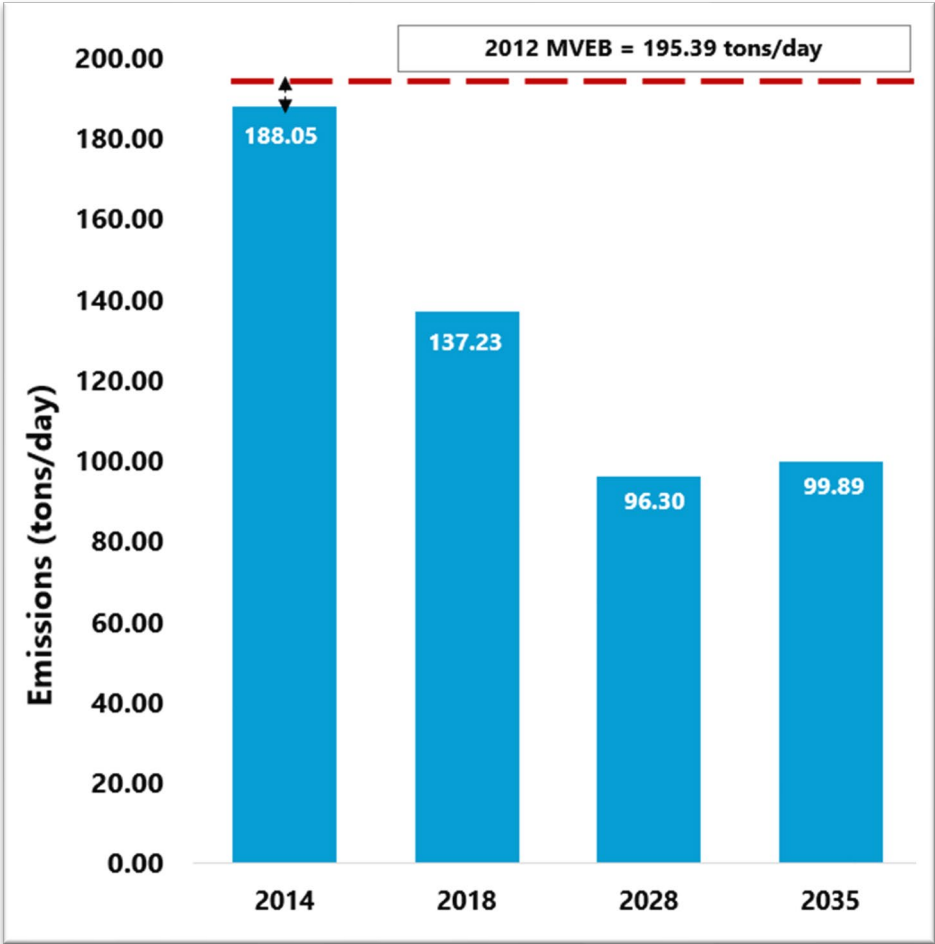
25% **Nitrogen Oxides** reduction by 2050 Horizon Year



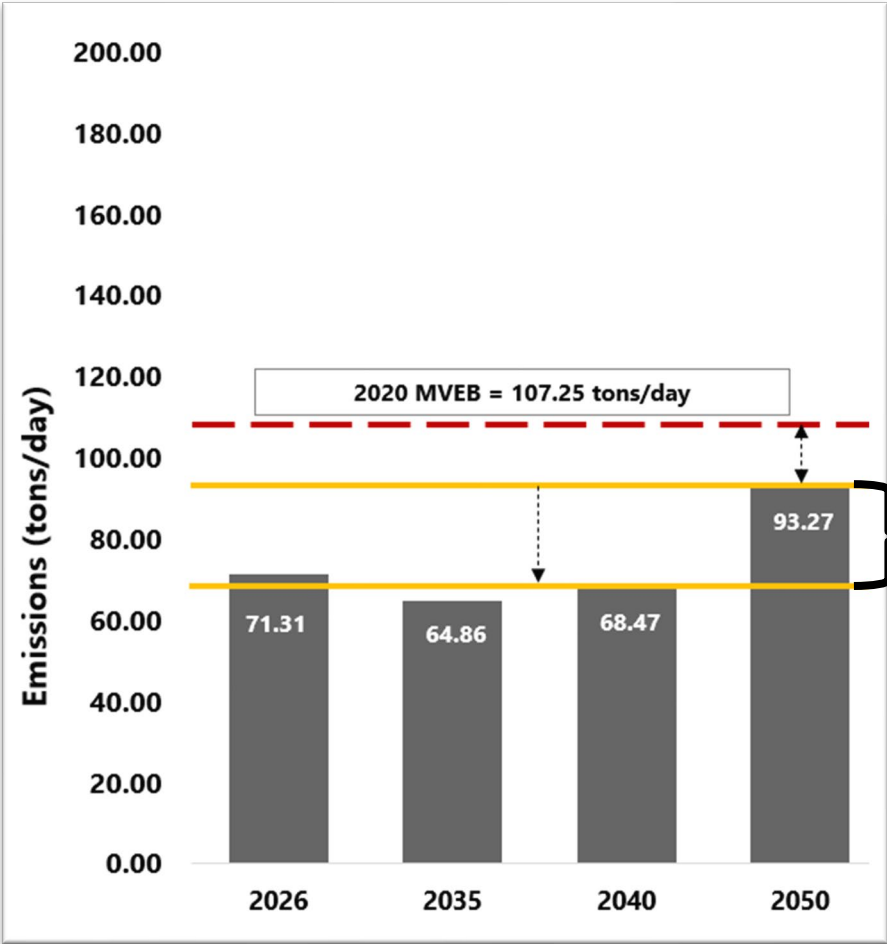
Historical and Modeled Future Nitrogen Oxides (NOx)

On-road, Tons/Weekday, NCTCOG 10-county ozone nonattainment area

Old - Conformity Analysis



New - 2025 Conformity Analysis



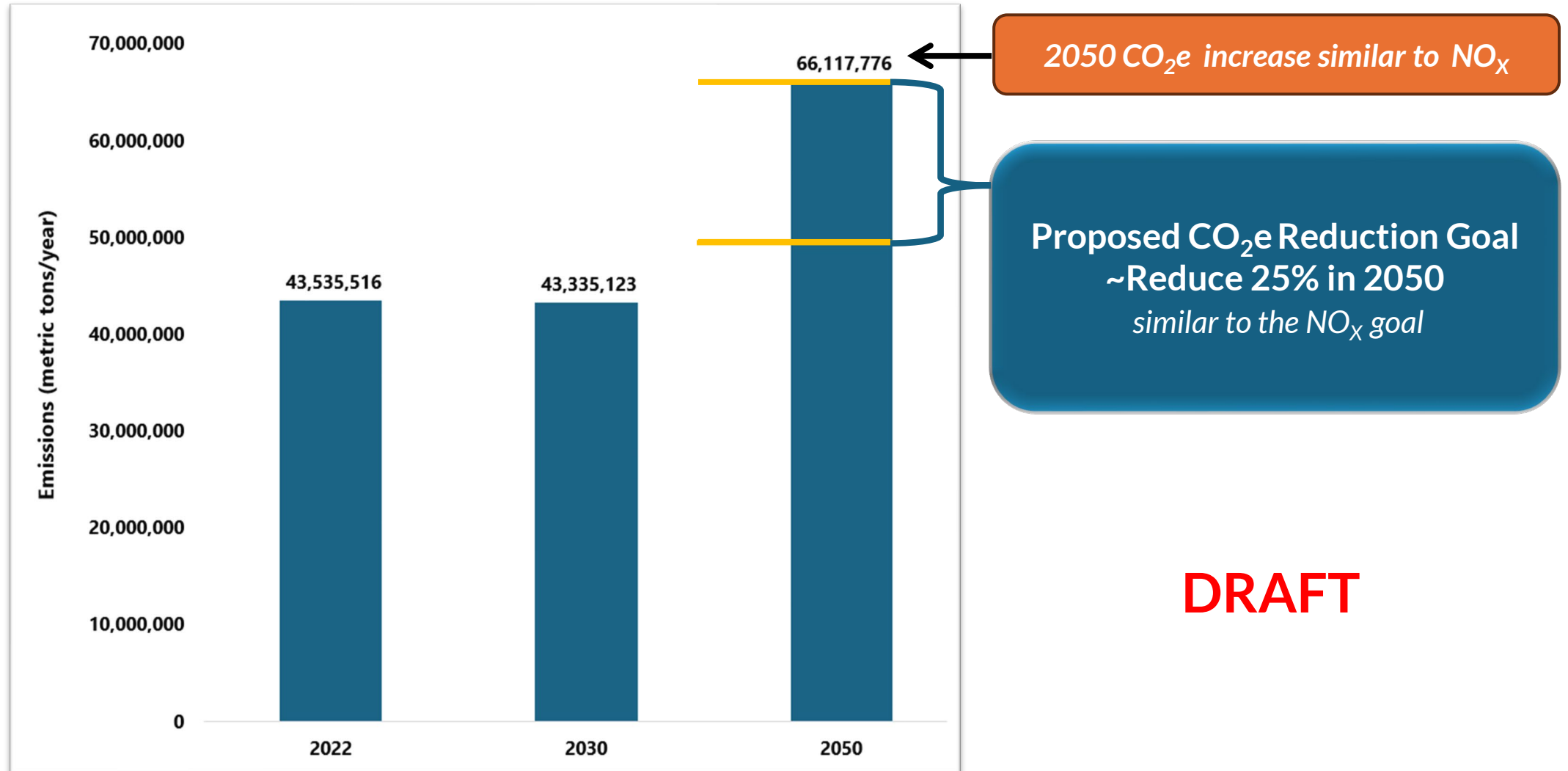
Proposed NO_x Reduction Goal
~**Reduce 25% in 2050**
Align 2050 NO_x emissions with levels around current analysis year (2026)

Combination of Federal, State, and Local efforts needed



DFW AQIP Emissions Inventory and Projections

On-road, Carbon Dioxide Equivalent (CO₂e), Metric Tons/Year, NCTCOG 16-county area

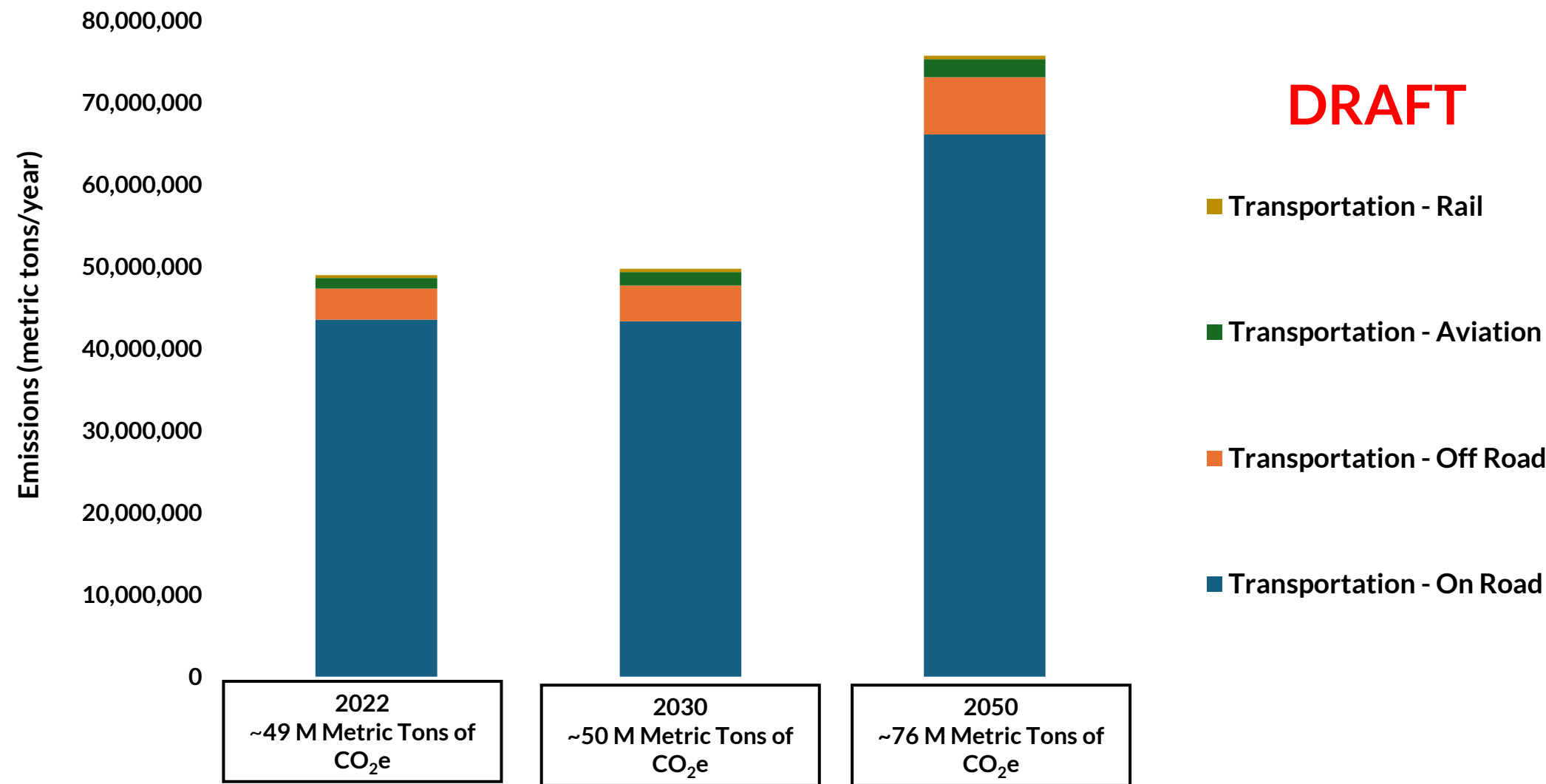


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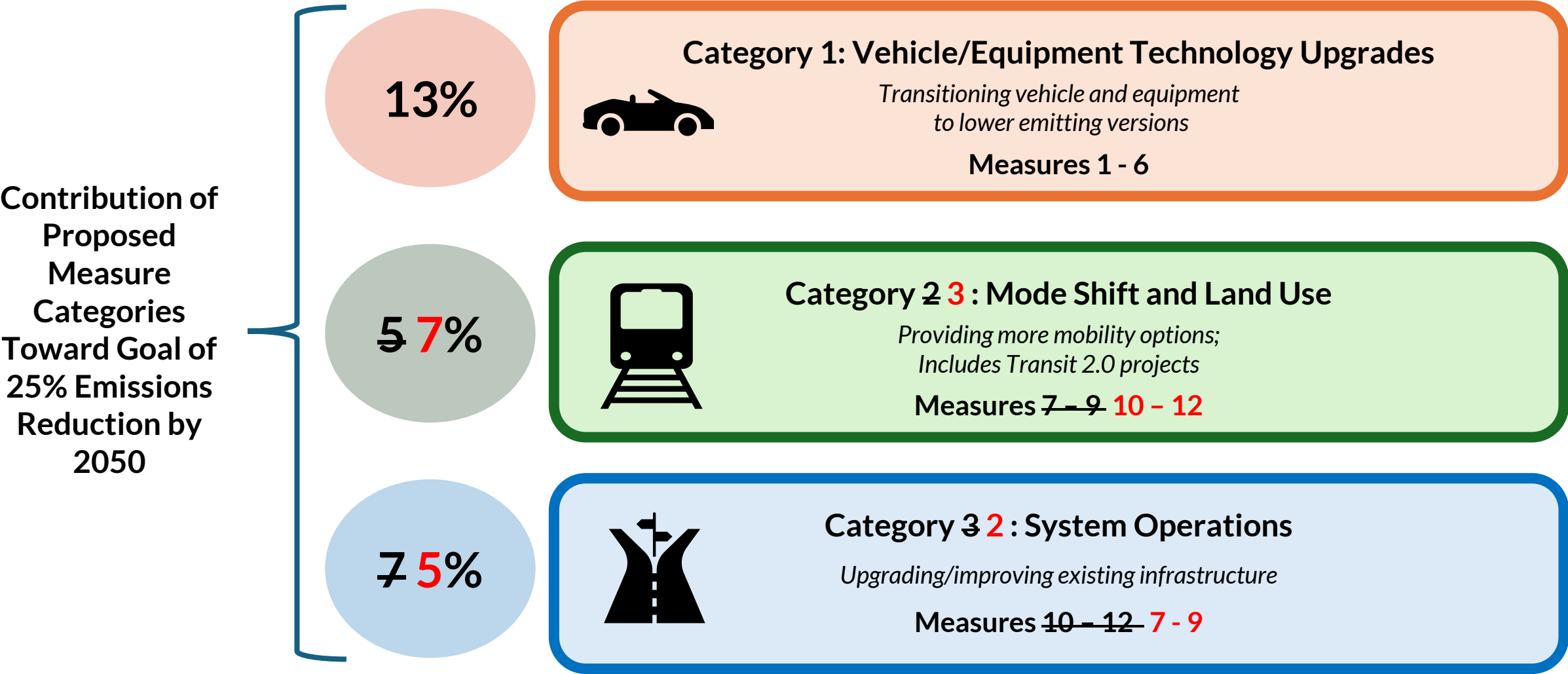


DFW AQIP Emissions Inventory and Projections

Transportation, Carbon Dioxide Equivalent (CO₂e), Metric Tons/Year, NCTCOG 16-county area



Path to 2050 Goals and Measures



Measures Support Policy and Programs within Mobility 2050



Schedule

Process	Proposed Milestone	Date
Draft Emissions Inventory and Transportation Projections	STTC Information	June 27, 2025
	RTC Information	August 7, 2025
	Executive Board Status Report	October 23, 2025
Final Plan	STTC Action – Transportation Elements Only	October 24, 2025
	RTC Action – Transportation Elements Only	November 13, 2025
	Executive Board Action – Final Plan	November 20, 2025
	Submit Plan to EPA	No Later Than December 1, 2025
Status Report	Status Report to EPA	December 2027

Other Sectors (Water/Wastewater, Energy, Materials Management, Agriculture/Forestry/Land-Use, and Fugitive Emissions) being reviewed/approved by other subject matter expert committees/working groups



REQUESTED ACTION – Dallas-Fort Worth Air Quality Improvement Plan

RTC Approval of:

- DFW AQIP: Comprehensive Action Plan - Transportation Elements
 - Emissions Inventories
 - 2030 and 2050 Transportation Emissions Projections
 - 25% Emission Reduction Goal
 - Transportation Measures
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed.

RTC Action Item – November 13, 2025



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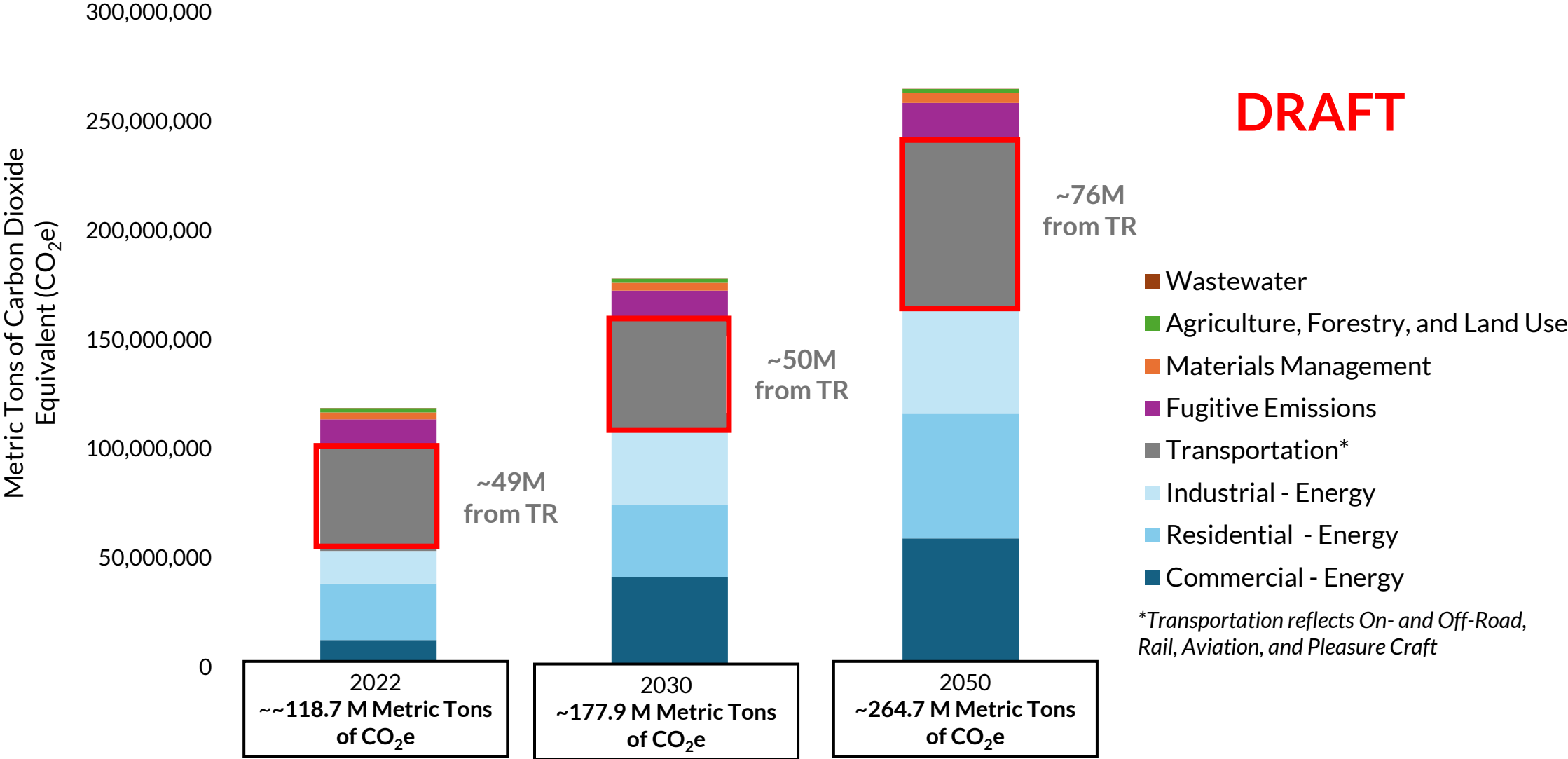
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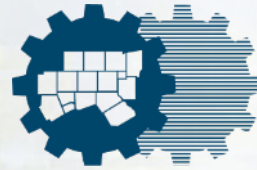
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DFW AQIP Emissions Inventory and Projections

All sectors, Carbon Dioxide Equivalent (CO₂e), Metric Tons/Year NCTCOG 16-county area



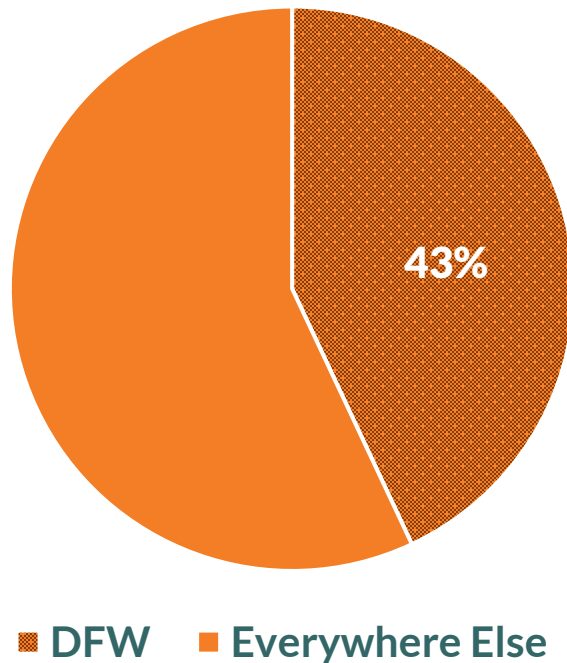


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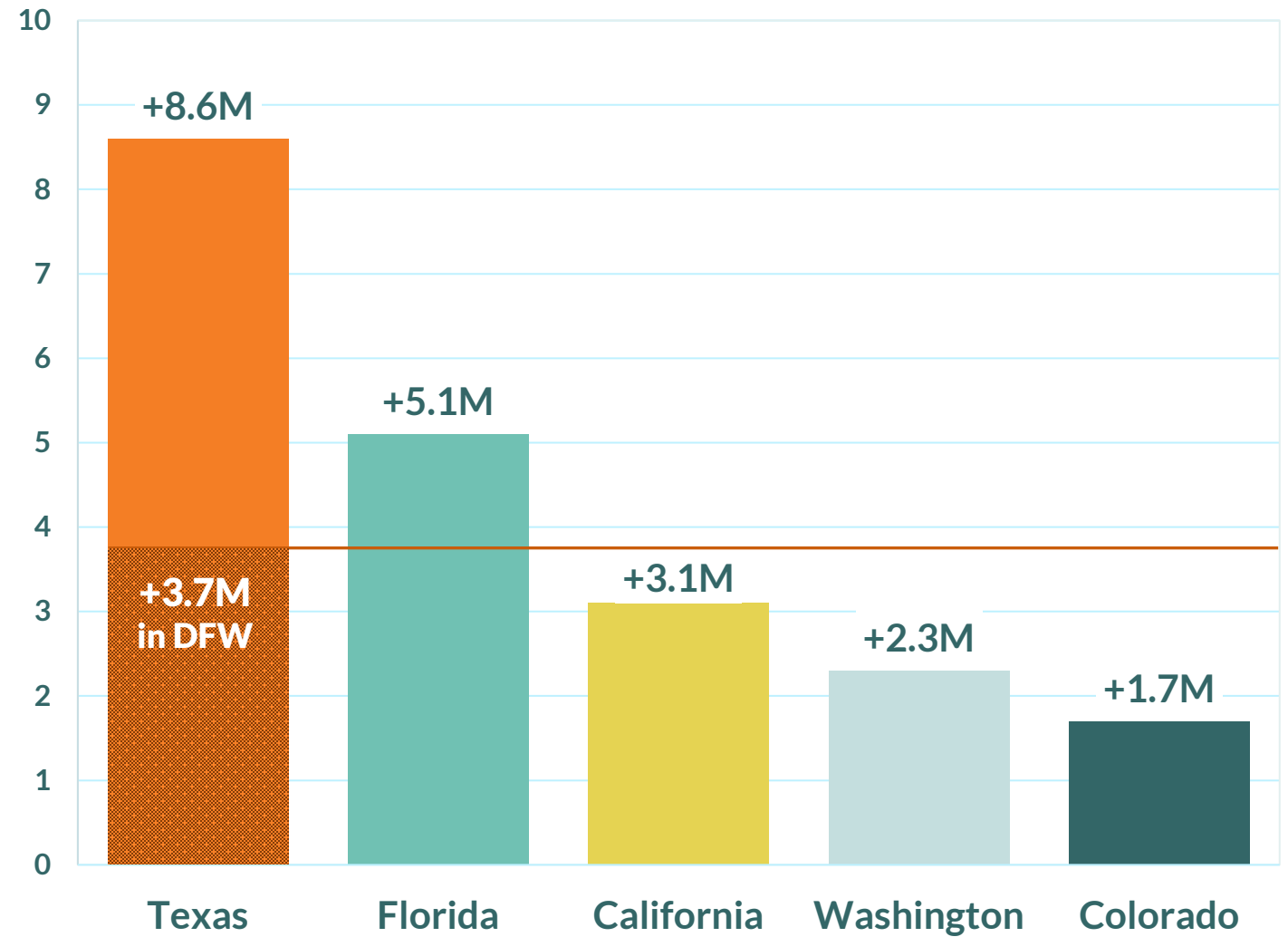
Advance Fort Worth to Houston High-Speed Rail Corridor Identification and Development Program, Dallas-Fort Worth High- Speed Rail NEPA Study, and McKinney Passenger Rail Corridor Study

DAN LAMERS, PE | RTC | 11.13.2025

DFW Growth as a Share
of TX Projected Growth



Projected Population Change by 2050



State Population Projections source: Cooper Center projections, University of Virginia (2024)
DFW Population Projections source: NCTCOG



Federal Transit Administration Process

NCTCOG Focus:
Public-Private Partnerships

**Alternatives
Analysis
(2 years)**

**Pre-NEPA
Refinement
(2 years)**

NEPA

**Explore
Opportunities
for Funding &
Implementation**

2020

2021

2022

2023

2024

2025

2026

2027

We are here

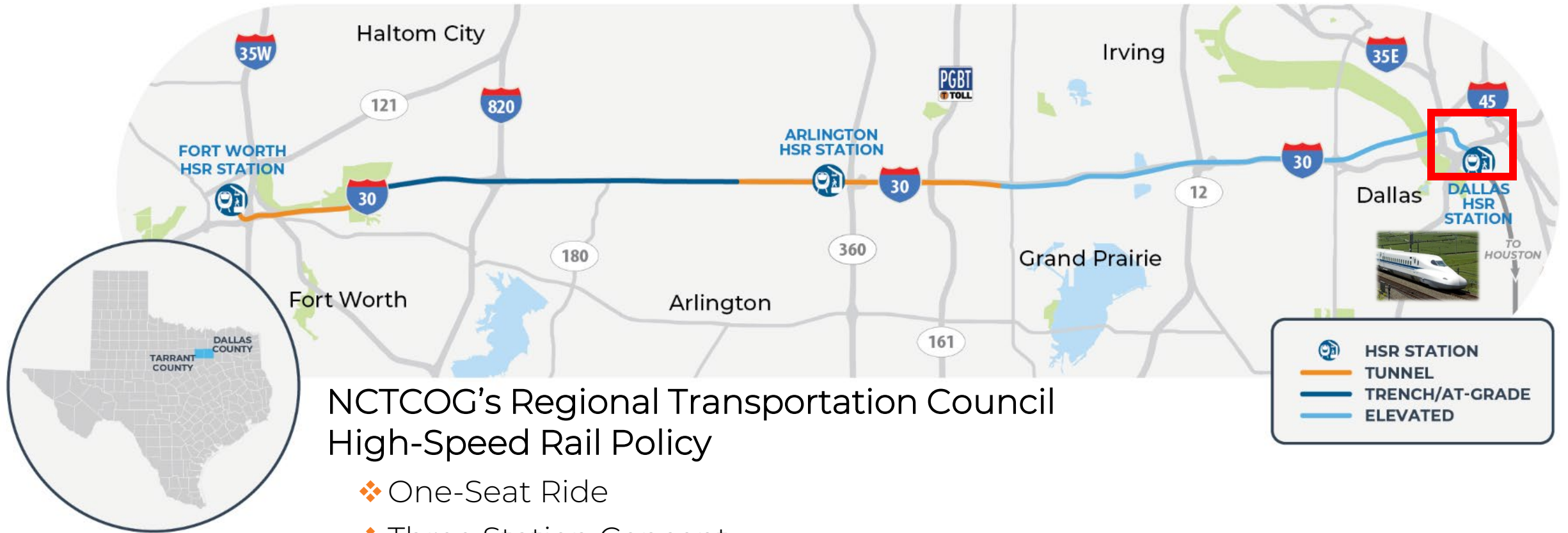
Federal Railroad Administration Process

NCTCOG Focus:
Federal Funding

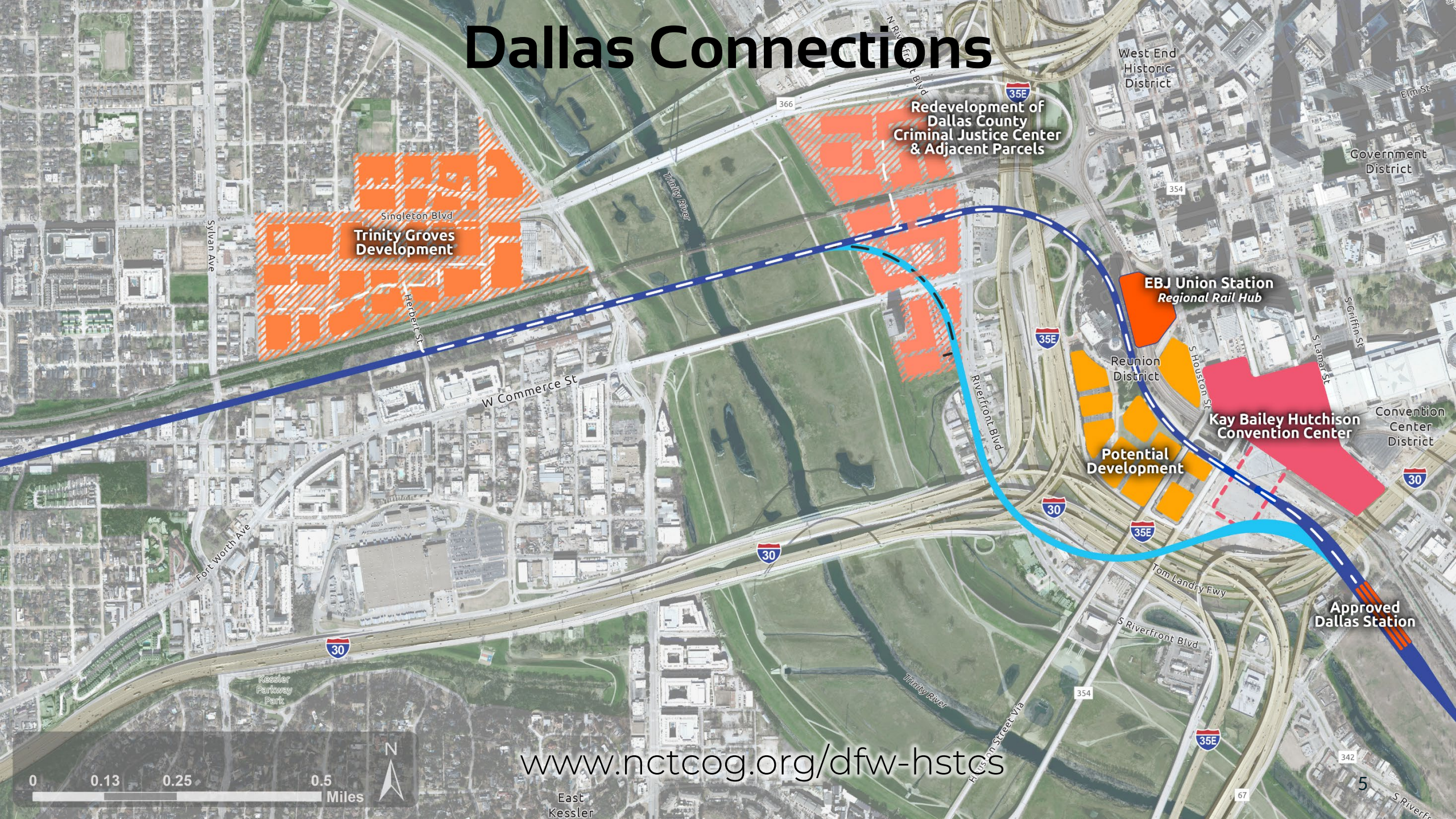
**Corridor Identification
and Development Program**

NEPA: National Environmental Policy Act

Dallas-Fort Worth Alignment for NEPA Review (Early 2024)



Dallas Connections



Trinity Groves Development

Redevelopment of Dallas County Criminal Justice Center & Adjacent Parcels

EBJ Union Station
Regional Rail Hub

Potential Development

Kay Bailey Hutchison
Convention Center

www.nctcog.org/dfw-hstcs

Recent Developments Related to High-Speed Rail Initiatives

Fort Worth to Houston Corridor ID Program

October 2025 NCTCOG Executive Board “tabled” consultant contract for Federal Railroad Administration Corridor Identification and Development Program

Dallas-Fort Worth Alignment for NEPA Process

- August 2024 RTC direction (motion by Councilmember Omar Narvaez; council vote was unanimous): advance engineering and stakeholder coordination for Western Concept
- Project Team advanced western concept to same level of engineering and analysis as eastern downtown alternative (2B); stakeholder coordination included Trinity Park Conservancy and City of Dallas Kay Bailey Hutchison Convention Center project team

Economic Impact Studies for Dallas-Fort Worth High-Speed Rail

- Hunt’s Study (The Perryman Group) complete Spring 2025
- City of Dallas Study (Boston Consulting Group) complete Spring 2025
- Cities of Fort Worth and Arlington Study (AECOM) expected complete by end of 2025

RTC Next Steps: High-Speed Rail Initiatives

Fort Worth to Houston Corridor ID Program

Advance consultant contract to complete Step 1: Scope of Work development by April 2026

Dallas-Fort Worth Alignment for NEPA Process

- Advance Western Dallas Alignment Alternative with the rest of the IH 30 Integrated High-Speed Rail Corridor
- Continue stakeholder coordination
- Continue FRA and FTA coordination
- Complete engineering and environmental analysis/documentation for Dallas to Fort Worth HSR corridor to deliver an environmentally cleared high-speed rail corridor

McKinney Passenger Rail Study Context – Current Initiatives

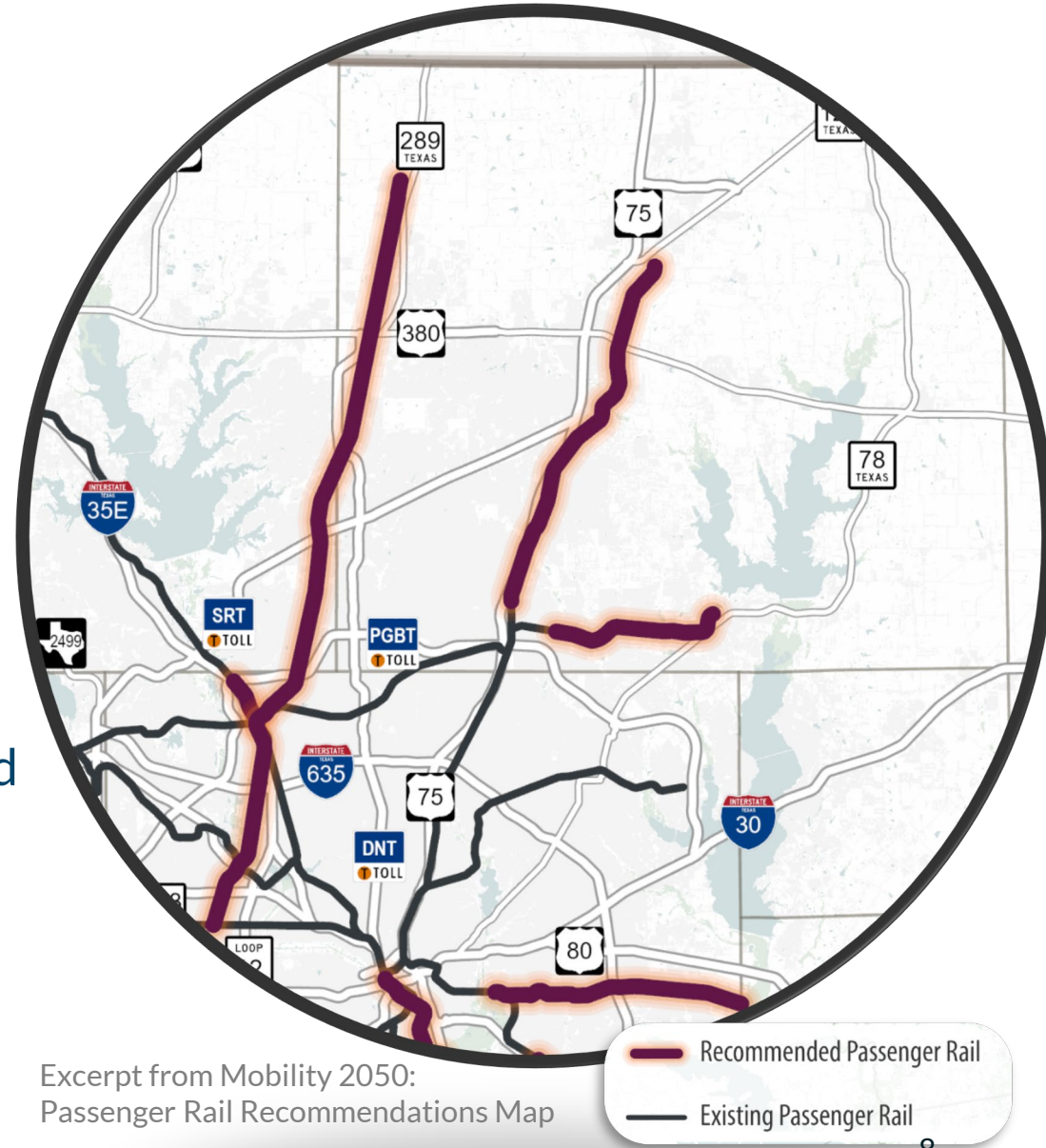
McKinney Passenger Rail Corridor Study

- Focus: transit need, public interest, and technical solution
- Builds on Collin County Transit Study (2021) and McKinney Line Conceptual Engineering and Funding Study (2010)
- Scope structured in Phases to be responsive to interest

Transit Vision Subcommittee

Focus: regional transit vision, including governance and funding

Cities of Plano, Irving, Farmers Branch, and Highland Park set to hold DART withdrawal elections



Requested Final Action to Advance High-Speed Rail Initiatives

RTC approval to:

- Request NCTCOG Executive Board and direct Project Team to proceed with Federal Railroad Administration led **Corridor Identification and Development Program** for Step 1: Scope of Work development for the **Fort Worth to Houston High-Speed Rail Corridor**.
- Request NCTCOG Executive Board and direct Project Team to proceed with Federal Transit Administration's **National Environmental Policy Act (NEPA)** initiative for **Dallas-Fort Worth High-Speed Rail Study**, including direction to advance Western Dallas Alignment Alternative with the IH 30 Integrated High-Speed Rail Corridor through the NEPA process.
- Request the city of Fort Worth and city of Arlington to complete their high-speed rail Economic Impact Study for evaluation, along with completed economic impact study efforts.

Requested Action – Advance McKinney Passenger Rail Corridor Study

RTC approval to:

- Add city of Plano withdrawal election from Dallas Area Rapid Transit (DART) to Go/No-Go decision point between Phase 1 and Phase 2 of **McKinney Passenger Rail Corridor Study**.
- Administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and update any administrative and/or planning documents as needed to incorporate the above actions.

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