

## AGENDA

**Regional Transportation Council  
Thursday, December 14, 2023  
North Central Texas Council of Governments**

**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 November 9, 2023, Minutes**  
 Action       Possible Action       Information Minutes: 5  
Presenter: Gyna Bivens, RTC Chair  
Item Summary: Approval of the November 9, 2023, 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. **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 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 3.1.1](#) and are posted on the NCTCOG website for public review and comment as part of the November 2023 online public outreach opportunity. Additional information is provided in [Electronic Item 3.1.2](#). The Surface Transportation Technical Committee is scheduled to take action at its December 8, 2023, meeting.

Performance Measure(s) Addressed: Administrative

3.2. **Dallas-Fort Worth High-Speed Rail Additional Funding for National Environmental Policy Act Consultant**

Presenter: Brendon Wheeler, NCTCOG

Item Summary: Staff will request Regional Transportation Council approval of additional funding (as a “not to exceed” amount) for a consultant contract to complete preliminary engineering and environmental documentation required by the National Environmental Policy Act (NEPA). Additional funding provision requested not to exceed 10 percent of original contract budget; Surface Transportation Block Grant (STBG) funds are requested for this purpose; the approval is for \$1,099,657 million.

Background: In April 2020, North Central Texas Council of Governments staff began work on the Dallas-Fort Worth High-Speed Transportation Connections Study with consultant assistance. The project is divided into two phases, the first being an alternatives analysis of high-speed modes and corridors, which was completed in late 2022. The second phase includes conceptual and preliminary engineering and a NEPA effort resulting in a federal government action identifying the project’s next steps; this phase is expected to be complete in late 2024. Public and stakeholder input as well as constraints resulting from conceptual engineering analysis required development of additional alignment alternatives than originally anticipated and inclusion of tunneling expertise for preferred alignment in the NEPA process. [Electronic Item 3.2](#) provides additional information.

Performance Measure(s) Addressed: Safety, Transit

3.3. **Regional Transportation Council Local Funds for North Texas Innovation Alliance Urban Resilience Fellowship Program**

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of \$18,000 in RTC Local funds to support three problem statements submitted through the North Texas Innovation Alliance (NTXIA) Urban Resilience Fellowship Program.

Background: During the summer of 2023, NTXIA initiated the Urban Resilience Fellowship Program. This program connects teams of students from higher education institutions across Dallas-Fort Worth with a community partner from local governments or industry to develop innovative solutions to pressing local issues. North Central Texas Council of Governments (NCTCOG) Transportation staff submitted the following three problem statements:

- Municipal Broadband Deployment Related to the Enhancement of Roadway and Residential Connectivity
- Development of an Integrated Network Design and Demand Estimation of Advanced Air Mobility
- Evaluating the Change to Electric Aircraft Fleets, Developing Strategies, Benchmarking and Modeling the Market for Electric Aircraft Costs

NCTCOG has partnered with the University of Texas at Arlington to address these problem statements. The program will begin in the 2024 Spring semester and will start with introductions of the community partner and student teams, along with the development of a baseline understanding of the problems and a path forward towards solutions. Then, students move into a four-week sprint of prototyping and development, with a final close out of project outcomes and presentations. Each problem statement cost \$6,000, for a total not to exceed \$18,000. Staff is requesting RTC approval of \$18,000 in RTC Local funds to participate in this program.

Performance Measure(s) Addressed: Safety and Transit

1:20 – 1:35

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

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

1. High Speed Rail News ([Electronic Item 4.1](#)); KERA article ([Transportation director tells Arlington city leaders getting a high-speed rail stop isn't free | KERA News](#))
2. 2024 Regional Transportation Council and Surface Transportation Technical Committee Meeting Schedules ([Electronic Item 4.2](#))

3. Status of Texas Department of Transportation Rule Making for Metropolitan Planning Organizations ([Electronic Item 4.3](#))
4. Local Elected Officials Meeting with Texas Department of Transportation Commissioners ([Electronic Item 4.4](#))
5. Transportation Development Credit Annual Report and Regional Transportation Council Local funds ([Electronic Item 4.5](#))
6. Approval of North Central Texas Council of Governments Executive Board Action on Advertising and Introduction of Risk Analysis
7. Transportation Alternatives Call for Projects Obligations Notice ([Electronic Item 4.6](#))
8. Broadband as a Transportation Service Update ([Electronic Item 4.7](#))
9. North Central Texas Council of Governments Invited to Participate in the Texas Department of Transportation Working Group on Medium-and Heavy-Duty Truck Charging Infrastructure ([Electronic Item 4.8](#))
10. Air Quality Brochure (Handout)
11. High Occupancy Vehicle Subsidy Report ([Electronic Item 4.9](#))
12. Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
13. Air Quality Funding Opportunities for Vehicles ([www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding))
14. Local Clean Air Spotlight ([Electronic Item 4.10](#))
15. Air North Texas Partner Awards and Dallas-Fort Worth Clean Cities Fleet Recognition ([Electronic Item 4.11](#))
16. December Online Input Opportunity Notice ([Electronic Item 4.12](#))
17. November Online Input Opportunity Minutes ([Electronic Item 4.13](#))
18. Public Comments Report ([Electronic Item 4.14](#))
19. Recent Correspondence ([Electronic Item 4.15](#))
20. Recent News Articles ([Electronic Item 4.16](#))
21. Recent Press Releases ([Electronic Item 4.17](#))

1:35 – 1:45

5. **Safety Program Implementation of Innovative Ideas to Reduce Youth Fatalities Due to Motor Vehicle Crashes**

Action       Possible Action       Information      Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval for \$4 million in Regional Toll Revenue (RTR) funds to be added to the RTC Safety Program for the implementation of innovative ideas to reduce youth fatalities due to motor vehicle crashes.

Background: In 2021, only 12 percent of licensed drivers within the State of Texas are under the age of 25 years old and account for nearly 19 percent of fatalities in motor vehicle crashes. This disproportionate risk can be explained by several causes including inexperience, critical errors in driving decisions,

distracted driving, speeding, as well as substance abuse. NCTCOG would like to partner with industry experts to implement innovative ideas to reduce youth fatalities associated with motor vehicle crashes. Staff are requesting RTC approval for \$4 million in RTR funds to be utilized to implement ideas that are generated through a Call for Partners. Additional information regarding this item can be found in [Electronic Item 5](#).

Performance Measure(s) Addressed: Safety

1:45 – 1:55

6. **Additional Professional Services for the Cotton Belt Trail**

Action       Possible Action       Information      Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff will request approval of funds for additional design services associated with the Cotton Belt Trail.

Background: The Dallas Area Rapid Transit (DART) Silver Line rail project is coordinating an approximate 26-mile parallel regionally significant Cotton Belt Regional Veloweb Trail that will provide pedestrian and bicycle access to rail stations in seven cities across three counties. Construction of the Cotton Belt Trail is being managed by DART and will occur in phases as funding is available. Engineering design for the Trail initiated in January 2021. Additional design services, which were not anticipated with the initial negotiated consultant scope of work, are required to integrate the trail with the Silver Line Rail project and to adequately complete the plans that will be issued for construction. Staff will request \$4 million of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds with 800,000 Regional Transportation Development Credits for contingency funding of additional professional design services. An overview of the proposed funding request is contained in [Electronic Item 6](#).

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

1:55 – 2:05

7. **Update on Dallas-Fort Worth Air Quality Improvement Plan**

Action       Possible Action       Information      Minutes: 10

Presenters: Lori Clark, NCTCOG

Item Summary: Staff will provide an update on NCTCOG's efforts to develop a Dallas-Fort Worth Air Quality Improvement Plan, including the status of a regional greenhouse gas emission inventory and stakeholder engagement to identify and prioritize regional strategies.

Background: NCTCOG received a \$1 million planning grant from the Environmental Protection Agency's (EPA) Climate Pollution Reduction Grant (CPRG) program, which was created by the Inflation Reduction Act. CPRG planning grants support development and implementation of plans for reducing greenhouse gas emissions and other harmful air pollution of local concern. NCTCOG is using this funding to develop a Dallas-Fort Worth Air Quality Improvement Plan that will outline strategies to reduce emissions of ozone-forming pollutants, fine particulate matter, and greenhouse gases across all 16 counties of the

NCTCOG planning area. Work is being done collaboratively between NCTCOG’s Transportation, Environment and Development, and Workforce Solutions departments. The first major deliverable due to EPA under this grant is a Priority Climate Action Plan, which must be submitted by March 1, 2024. This plan must include a greenhouse gas emission inventory and a quantified list of strategies that will be implemented to improve air quality throughout the NCTCOG region. NCTCOG is currently seeking input on potential strategies from stakeholders across the region through two surveys, one for organizations who would be in a role to implement projects, and one for residents to convey areas of greatest interest and concern. This feedback will assist staff in prioritizing strategies for quantification and inclusion in the plan submitted to EPA. A series of “open house” style public meetings is underway. Upon plan submittal, NCTCOG intends to begin drafting a grant proposal to seek funding from the EPA CPRG Implementation Grants program, which can be used to help pay for implementation of strategies included in the Priority Climate Action Plan. The Implementation Grants application is due by April 1, 2024. [Electronic Item 7](#) provides additional details. Surveys, the meeting schedule and materials, and other information is available at: <https://nctcog.publicinput.com/v2733#0>.

Performance Measure(s) Addressed: Air Quality

2:05 – 2:15

8. **Advanced Transportation Technology and Innovation Program**

Action       Possible Action       Information      Minutes: 10

Presenters: Natalie Bettger, NCTCOG

Item Summary: Staff will provide an overview of the grant and possible project opportunities for a regional application for the 2023-2024 Advanced Transportation Technology and Innovative (ATTAIN) Program.

Background: In November 2023, the United States Department of Transportation (USDOT) issued an announcement for the ATTAIN program proposals that deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. The USDOT will provide funding of up to \$12 million per grant. A 20 percent local match is required. The link to the Notice of Funding Opportunity that details the grant program for Fiscal Year 2023-2024, as well as the application requirements are located at: [grants.gov/search-resultsdetail/351055](https://grants.gov/search-resultsdetail/351055). Applications are due to the USDOT by February 2, 2024. Staff will provide a summary and a brief overview of possible regional project opportunities.

Performance Measure(s) Addressed: Goods Movement, Safety

2:15 – 2:25

9. **End of Ozone Season Recap**

Action       Possible Action       Information      Minutes: 10

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will provide a summary of the 2023 ozone season activity and other air quality updates for the Dallas-Fort Worth (DFW) region. The ozone season is from March 1 to November 30.

Background: The end of November concluded another ozone season for the DFW region. The region continues to work towards compliance for both the 2008 and 2015 ozone National Ambient Air Quality Standards (NAAQS). Staff has been tracking the exceedance days at each monitor and will provide a summary of the 2023 ozone season data for the North Central Texas 9- and 10-county nonattainment areas, compare against previous ozone seasons and what the state has modeled. Further information is provided as [Electronic Item 9.1](#). [Electronic Item 9.2](#) is a letter from Governor Greg Abbott to the Environmental Protection Agency, dated October 12, 2023, requesting a voluntary reclassification from moderate to serious nonattainment for the 2015 ozone standard. Likely a result of the regions 2023 design value landing significantly higher than the required 70 parts per billion. [Electronic Item 9.3](#) is a letter from the Texas Commission on Environmental Quality (TCEQ) announcing a public hearing and comment period on the proposed DFW State Implementation Plan revisions for severe nonattainment and a 2026 attainment year to be at or below 75 parts per billion.

Performance Measure(s) Addressed: Air Quality

10. **Progress Reports**

Action       Possible Action       Information

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

- RTC Attendance ([Electronic Item 10.1](#))

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

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

13. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm on January 11, 2024, in the Transportation Council Room.***

MINUTES**REGIONAL TRANSPORTATION COUNCIL  
November 9, 2023**

The Regional Transportation Council (RTC) met on November 9, 2023, at 1:00 pm in the Transportation Council Room. The following members or representatives were present: Bruce Arfsten, Steve Babick, Dennis Bailey, Rick Bailey, Gyna Bivens, Tandy Boroughs (representing Daniel Alemán), J.D. Clark, Ceason Clemens, Jorga Clemson (representing Ron Jensen), Theresa Daniel, Jeff Davis, Michael Evans, George Fuller, Raul Gonzalez, Barry Gordon, Lane Grayson, Mojoy Haddad, Brandon Jones, Brad LaMorgese, Pham Long (representing Jim Ross), Jon McKenzie (representing Jeremy Tompkins), Cara Mendelsohn, Cesar Molina (representing T.J. Gilmore), Ed Moore, Raj Narayanan, Omar Narvaez, David Salazar, Chris Schulmeister, Gary Slagel, Andy Sommerman (representing Clay Lewis Jenkins), Oscar Trevino, Jr., William Tsao, Duncan Webb, and Chad West.

Others present at the meeting included: Vickie Alexander, Gustavo Bacz, Natalie Bettger, Brandi Bird, David Boski, Jason Brown, Don Carroll, Molly Carroll, Angie Carson, Curt Cassidy, Lori Clark, Diana Colaross, Mike Coleman, Dawn Dalrymple, Clarence Daugherty, Brian Dell, Caryl Devries, Chad Edwards, Kevin Feldt, Laura Freeland, Christie Gotti, Tom Hammons, Tony Hartzel, Irlenia Hermosillo, Amy Hodges, Joel James, Will Janney, Zachary Joseph, Dan Kessler, Jacki Kilgore, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Dan Lamers, Eron Linn, Paul Luedtke, Stanford Lynch, Dillon Maroney, Rich Matyiku, Erin Moore, Michael Morris, Jenny Narvaez, Mark Nelson, Amelia Owre, Paul Paine, Morgan Parish, Donald Parker, Michael Peters, John Polster, James Powell, Vercie Pruitt-Jenkins, Abbas Rastandeh, Tito Rodriguez, Kyle Roy, Aliyah Shaikh, Toni Stehling, Shannon Stevenson, Helena Studmire, Caroline Waggoneer, Noah Walker, Brendon Wheeler, Amanda Wilson, Brian Wilson, and Jared Wright.

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 October 12, 2023, Minutes:** The minutes of the October 12, 2023, meeting were approved as submitted in Electronic Item 2. Barry Gordon (M); Theresa Daniels (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 3.1. **Proposed Administrative Amendments to Mobility 2045 – 2022**  
**Update:** Regional Transportation Council (RTC) approval was requested to amend the Mobility 2045 Update with the inclusion of three non-regionally significant roadway projects for Texas Department of Transportation (TxDOT) to advance planning and design activities. 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 Daniels (M); Duncan Webb (S). The motion passed unanimously.



4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris announced North Central Texas Council of Government's (NCTCOG's), Assistant Director, Dan Kessler, had a special presentation and an award from the Regional Coordination Committee's (RCC) to be presented to the Regional Transportation Council. Dan introduced special guests, Mike Coleman, Former Mayor of Westworth Village and Jeff James, RCC Treasurer. A short video was presented on the RCC and the Naval Air Station Joint Reserve Base: <https://youtu.be/cUzOhqdNsrs>. Michael thanked the RCC for the recognition and providing a critical role in coordination with the RTC and Executive Board for meeting the commitment to preserve the installation for Lockheed Martin. Chair Bivens acknowledged Kay Granger as "lifting the sky from falling while putting stars in sky" to make us stronger. Secretary, Rick Bailey led everyone in the pledge to the American and Texas flags, he also acknowledged and honored all the Veteran's for their service. Michael noted a new project for North Texas Center for Mobility Technologies and stated details were provided in Electronic Item 4.1. Michael also noted that the Texas Department of Transportation Statewide Active Transportation Plan is provided in Electronic Item 4.2. Michael thanked the Texas Transportation Commission for awarding the Dallas Area Rapid Transit with \$125 million for the Silverline – Cotton Belt Corridor Project. Michael announced the deadline for the May 2024 Transportation Improvement Program Modifications submittals is December 8, 2023. Michael highlighted that recently local elected officials met with the Texas Department of Transportation Commissioners, Commissioner Meade and Commissioner New, regarding several partnership items, presentation will be provided later. The remaining items under the Director's Report were not presented.
  
5. **Partnerships for Regional Events: Arlington Entertainment District Partnership:** Michael Morris requested Regional Transportation Council (RTC) approval for support of the request from the North Central Texas Council of Governments (NCTCOG) Executive Board to reconsider and approve up to \$595,000 in funding for Education Campaigns for Transportation, instead of the \$866,000 that was previously approved by the RTC in Fiscal Year (FY) 2024 related to Congestion Relief and Air Quality. At the September Executive Board meeting, the request to approve funding for these two categories of paid education campaigns failed and the Executive Board requested RTC to reevaluate the requests. Michael noted, education through advertising is done in some areas to enhance public policy items and safety. This advertising allows for lower media rates, increases awareness to targeted audiences, increases website traffic and engagement, greater public participation, cross communication for campaigns, and improved efficiencies with media outlets. The public's approval is requested through the Public Involvement Process for NCTCOG to receive federal funds. The RTC agreed there is a risk in not proceeding with the Congestion Relief and Air Quality paid education campaigns as originally approved. Additional details were provided in Electronic Item 5.

A motion was made to approve the North Central Texas Council of Governments (NCTCOG) Executive Board request to reconsider accepting the fiduciary responsibility to carry out the Congestion Relief and Air Quality Education Campaigns in the modified amount not to exceed \$595,000. This information was provided in detail on slide six of the presentation. The RTC directed staff to present this request to the NCTCOG Executive Board at their next meeting. Theresa Daniels (M); Ed Moore (S). The motion passed unanimously.

6. **Federal/Local Funding Partnership with Collin County on US 380:** Christie Gotti requested Regional Transportation Council (RTC) approval of a proposed federal/local partnership with Collin County on US 380. The North Central Texas Council of Governments (NCTCOG) would like to expand the pool of RTC local funds to allow the RTC to expedite projects and programs and to address these needs, a federal/local funding partnership is being proposed between the RTC and Collin County. To further increase the amount of non-federal funding available to the RTC, staff proposed to build upon the original two-project partnerships with Collin County that were approved in November of 2020. The two-projects were funded by the RTC because Collin County Bond funds were ineligible, yet Collin County had an interest in participating financially in the Panther Creek Parkway (Frisco) - \$30 million Surface Transportation Block Grant (STBG) and McKinney National Airport Runway Extension (McKinney) - \$30 million Regional Toll Revenue. In exchange for the \$60 million of RTC-selected Category 2 funds that were taken off the US 380 project and replaced with \$60 million of Collin County Bond funds. The current proposed trade with Collin County has committed \$60 million in local bond program funds to US 380 to complete the existing partnership agreement. Collin County is willing to send its \$60 million of local funds to the RTC, if the RTC will place the same amount of new Category 2 funds on US 380. The \$60 million of County funds would be added to the RTC local pool. The approval timeline is: Collin County Commissioners County approved this request at its March 27, 2023, meeting; a recommendation for RTC approval was received from the Surface Transportation Technical Committee on October 27, 2023; RTC approval was received on November 9, 2023; and Executive Board approval will be sought on November 16, 2023. Electronic Item 6 contained additional details on the partnership.

A motion was made to approve the proposed US 380 federal/local partnership with Collin County, program \$60 million in Category 2 funds on US 380, receive \$60 million in local funds for placement in the Regional Transportation Council local pool, amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP), and update any administrative and/or planning documents as needed to incorporate the project funding. Duncan Webb (M); George Fuller (S). The motion passed unanimously.

7. **Proposed Regional Transportation Council Comments Regarding Texas Department of Transportation Rule Making for Metropolitan Planning Organization-Selected Funding:** Christie Gotti briefed the Regional Transportation Council (RTC) on the Texas Department of Transportation's (TxDOT's) proposed policy/rule change for Metropolitan Planning Organization (MPO)-selected funding categories and requested action regarding public comments to be submitted to TxDOT. Christie presented some background information stating TxDOT's intention to reduce carryover balances in MPO selected categories across the state. In 1991, federal law established MPO selection authority for Surface Transportation Planning – Metropolitan Mobility funds, which were later renamed Surface Transportation Block Grant (STBG) Program funds. Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are allocated to nonattainment areas and for decades, TxDOT has delegated selection authority to MPOs. TxDOT is proposing that if MPO carryover balances in STBG exceed 200 percent of a given year's annual allocation, they would remove the amount over the 200 percent threshold from the MPO's Category 2 allocation. TxDOT is only allowing two years of use (the year of apportionment plus one) versus the federal rule of year of apportionment plus three. Since TxDOT cannot reallocate STBG funds, they are proposing to reallocate other MPO-selected funds via the Category 2 program. TxDOT is proposing a rule change for

CMAQ funds which states that if MPO carryover balances exceed 200 percent, the amount over the threshold will be reallocated to TxDOT Districts. In addition, TxDOT is proposing that MPOs must obtain District concurrence on all CMAQ funds, not just funds reallocated to Districts. TxDOT Headquarters has been focused on the reduction of carryover balances in MPO-selected categories for years, which led to the creation of the RTC's Ten-Year Milestone Policy and annual project tracking efforts implemented by NCTCOG staff. Removal of funds from MPO to TxDOT selection authority is proposed to happen at the staff level versus by the Texas Transportation Commission (TTC). Comments are due by November 13, 2023, and will be transmitted by letter, signed by the RTC Chair. Electronic Item 7.1 provided additional information. Electronic Item 7.2 included the draft language of the proposed rulemaking.

A motion was made to approve the following proposed changes: request that rulemaking effort be abandoned, a "carve out" to exempt the Dallas-Fort Worth Metropolitan Planning Organization (MPO) from this rule given: 1) our longstanding history of partnerships with the Texas Department of Transportation (TxDOT)/Texas Transportation Commission (TTC); 2) our carryover balances are in compliance; 3) our longstanding history allowing TxDOT to use our funds for obligation authority from other states; request an additional year, still allowing TxDOT time to meet obligation requirements if the funds are not obligated by MPOs after three years; any reallocation of MPO funds should be defined as a "Major Change" that requires TTC approval; formal notification should be submitted to MPOs and MPO policy boards at least 90 working days in advance of any potential loss of carryover balances; an appeal process is needed since the proposed TxDOT information system may be incomplete or have errors; selection authority for all Category 2 funds should remain just with MPOs, alternately suggest that "districts" only be added to any Category 2 funds allocated to a District due to carryover-related adjustments, though technically those go into (TxDOT) District Category 11 Safety Program. For Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, suggest that districts only provide concurrence on MPO selected CMAQ projects if the CMAQ funds come from carryover-related adjustments, and if concurrence is required, it should be a mutual concurrence (both district's and MPO's concur), these changes would allow MPOs to ensure compliance with air quality conformity regulations. Request that TxDOT: 1) define "encumbered" and "unencumbered" and/or; 2) replace the wording with a process in which MPOs and the department jointly concur on the amount of carryover remaining, suggest a process in which TxDOT Headquarters provides a draft carryover funding assessment to Districts and MPOs in writing at least 90 working days in advance of any action, Districts and MPOs have 30 working days from receipt of the draft carryover funding assessment to provide comments or concurrence, if the MPO disagrees with the assessment, the District, MPO, and TxDOT Headquarters have 30 days to resolve discrepancies. Once consensus is reached, TxDOT Headquarters requests TTC approval of any carryover adjustments after a formal public comment process. Request that TxDOT confirm federal intent to limit MPO use of funds to two years (given the proposed 200 percent carryover threshold) instead of the federally allowed four years, and to reduce other categories of funding tied to Surface Transportation Block Grant (STBG) usage. Duncan Webb (M); Brandon Jones (S). The motion passed unanimously.

8. **Electric Vehicle Charging and Energy Management:** Lori Clark requested approval for the North Central Texas Council of Governments (NCTCOGs) to pursue funding from the Federal Highway Administration (FHWA) Electric Vehicle Charger Reliability and Accessibility Accelerator program and the use of RTC local funds to satisfy match requirements for a State Energy Conservation Office (SECO) project. As a set-aside of the

National Electric Vehicle Infrastructure (NEVI) Formula Program, this program will increase reliability of electric vehicle (EV) charging stations by funding repair and replacement of existing EV charging stations. Eligible projects can be publicly, or privately owned chargers listed as non-operational chargers on the Alternative Fuels Data Center (AFDC) by October 11, 2023. Only State departments of transportation and local governments can apply with approximately \$100 million available, FHWA anticipates all eligible projects will be awarded up to 80 percent of the total project cost, with a 20 percent match required. Funded stations must be upgraded to NEVI standards under 23 CFR 680. Application approach includes incorporating North American Charging Standard (NACS) Connector for consistency with Texas EV infrastructure plan and to coordinate with host cities and charging station networks to determine warranted repair needs. NCTCOG proposed to prioritize sites that minimize required agreements with subrecipients; are not in proximity to existing charging stations; increase access in key areas such as multi-family properties, grocery stores, and retail locations; and connect the region to other areas. Total project funding of up to \$4,500,000, with \$4,200,000 for site repair/upgrade and \$300,000 for NCTCOG administration costs. Pass-through funding for site repair/upgrade with \$3,360,000 and \$300,000 for NCTCOG administrative costs for a total of up to \$3,600,000. The application schedule is as follows: a recommendation for RTC approval was received from the Surface Transportation Technical Committee on October 27, 2023, RTC approval was received on November 9, 2023. The FHWA application deadline is November 13, 2023, and an endorsement from the Executive Board will be sought on November 16, 2023. Lori highlighted another program, funded by the State Energy Conservation Office (SECO), a regional energy management program. Transportation staff coordinates with the Environment and Development department to enhance local governments' ability to develop, implement, and maintain effective energy management and efficiency programs while meeting Justice 40 and energy consumption reporting requirements. Key transportation activities include outreach to increase compliance with energy consumption reporting requirements applicable to nonattainment and affected counties and integrating alternative fuels into resilience and emergency response activities by developing a white paper on resilience strategies for electric vehicle charging stations. The budget for this program is \$200,000 of federal funds with a \$40,000 match, funds will be split evenly between the Transportation and Environment and Development departments with up to \$20,000 match needed to fulfill the Transportation share. Electronic Item 8 provided more information. There was a general concern discussed and questions about the functionality of the charging stations, such as lithium fires, congestion on the roadways with EVs, whether they are being privately owned and operated, along with the locations, as well as when charging stations are not working, who repairs them. Michael Morris mentioned that he and Natalie Bettger teach the Traffic Incident Management Executive Level Course to Police and Fire Fighters. Fire fighters do not have a path forward to put out EV fires. NCTCOG has taken on the task of developing a path forward for training on EV fires in the future.

A motion was made to approve North Central Texas Council of Government (NCTCOG) to pursue funding from Federal Highway Administration (FHWA) Electric Vehicle Charger Reliability and Accessibility Accelerator Program to repair and replace non-operational Electric Vehicle (EV) chargers, including use of up to 60,000 Transportation Development Credits as non-federal match for NCTCOG administrative costs, and use of up to \$20,000 Regional Transportation Council local funds to fulfill Transportation Department share of match requirement for the State Energy Conservation Office funded Regional Energy Management project. Theresa Daniels (M); Oscar Trevino, Jr. (S). The motion passed unanimously.

9. **2023 Transportation Conformity and Mobility 2050:** Chris Klaus and Brendon Wheeler requested approval of a resolution by the Regional Transportation Council (RTC) approving the 2023 Transportation Conformity results. Chris presented the overview of efforts on the 2023 Transportation Conformity analysis, including the reason for the analysis and the timeline. The purpose demonstrates that projected emissions from transportation projects are within emission limits (Motor Vehicle Emissions Budgets) established by the State Implementation Plan (SIP) and ensures federal funding and approval is applied to transportation projects that are consistent with air quality planning goals. In April of 2023, the Environmental Protection Agency (EPA) published a Notice of Adequacy for the 2020 Motor Vehicle Emissions Budgets for the purpose of transportation conformity with an effective date of May 24, 2023. This adequacy determination requires transportation conformity to be performed within two years of the effective date. Following approval by the RTC, the 2023 Transportation Conformity documents will be sent to federal and state partners to begin interagency consultation review with anticipated United States Department of Transportation (USDOT) conformity determination by March of 2024. Brendon provided information on the Mobility 2045 – 2022 update with the Conformity determination received in December of 2022, that no projects are changing in the current mobility plan. North Central Texas Council of Governments (NCTCOG) staff has been implementing our projects and programs with other projects and programs in collaboration with the Transportation Improvement Program (TIP) team to get the projects completed. Brendon announced gearing up for Mobility 2050. A new plan must be developed, and a conformity determination achieved at least every four years, as the plan horizon must extend at least 20 years into the future. In 2025, it will need to be extended. Planning to have required USDOT Conformity determination by November 2025. We plan to seek RTC adoption of Mobility 2050 in June of 2025. The resolution was included in Electronic Item 9.1. The timeline for the next Metropolitan Transportation Plan, Mobility 2050 and additional information was presented and provided in Electronic Item 9.2.

A motion was made to approve the resolution outlining the results of the 2023 Transportation Conformity analysis. Rick Bailey (M); Oscar Trevino, Jr. (S). The motion passed unanimously.

10. **Project Status Report: Fiscal Year 2023/2024 Project Tracking Update:** Brian Dell provided a status report on the Fiscal Year 2023/Fiscal Year 2024 (FY2023/2024) Project Tracking effort. Brian provided background on the project tracking initiative, noting that by focusing on projects slated for implementation in FY2023 and FY2024, projects can be monitored earlier, and potential problems can be highlighted, and the Regional Transportation Council can take corrective actions to avoid accumulation of carryover balances. The Texas Department of Transportation's (TxDOT's) proposed rulemaking for Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) carryover funds increases the need to minimize carryover balances. The end of year summaries for FY2023 for CMAQ, STBG, and Transportation Alternatives Set Aside (TASA) funding was provided. A preview of available funding and the number of project phases in 2024 for CMAQ, STBG, and TASA funds was provided. A list of project phases that were scheduled to begin in FY2023 and their current statuses can be found in Electronic Item 10.1. A list of project phases that are scheduled to begin in FY2024 and their current statuses can be found in Electronic Item 10.2. A summary of overall progress towards funding obligation and project completion is provided in Electronic Item 10.3.

11. **North Texas Tollway State Infrastructure Bank Loan Update:** Ken Bunkley briefed the Committee on the repayment of the North Texas Tollway Authority (NTTA) State Infrastructure Bank (SIB) loan. NTTA originally took out the loan to finance construction of the President George Bush Turnpike (PGBT). In 2012, Texas Department of Transportation (TxDOT) requested assistance from the Regional Transportation (RTC) to replenish the SIB by assuming the NTTA SIB loan. In October 2012, the RTC agreed to assist TxDOT and assumed the NTTA SIB loan using Regional Toll Revenue (RTR) funds. Collin, Dallas, and Denton County RTR funds were utilized at their request. This allowed the funds to earn higher interest rates, as well as allowing the SIB additional capacity to make loans to other projects across the state. The partnership also allowed the RTC and TxDOT to finalize a strategy reducing TxDOT staff costs for on-system RTR projects. A breakdown of terms and repayment: loan amount was \$138,972,560 with 4.2 percent annual interest rate, and \$38,897,636 interest was earned. The loan was paid in full in October of 2022. RTC assisted TxDOT by recapitalizing the SIB for future use on other projects across the state. The partnership allowed TxDOT and the RTC to finalize and implement a successful strategy for how TxDOT charges on-system staff costs for RTR projects, and the county accounts benefitted from higher interest earned. A plan is underway to program these funds. Additional information was provided in Electronic Item 11.
12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1 and Surface Transportation Technical Committee attendance in Electronic Item 12.2.
13. **Other Business (Old or New):** Veteran's Day, November 11, 2023, and Theresa Daniels announced that Ken Griffin made a \$300 million contribution to the Medal of Honor Museum.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1 pm, Thursday, January 11, 2024, in the Transportation Council Room of the North Central Texas Council of Governments.

The meeting adjourned at 2:51 p.m.



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

December 7, 2023

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 first 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 November 2023 online public outreach opportunity.

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

- 2.01 Development of Travel Models – Regional Travel Model (reallocate \$328,200 in Transportation Planning Funds to Subtask 2.03, Model Applications – Regional Travel Model Application Support, as noted below)
- 2.01 Development of Travel Models – Time-Dependent Dynamic Network Model, Non-Motorized Trip Model, and Advanced Modeling Tools (add \$2,373,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, that are being reallocated from Subtask 2.02, Transportation Data Collection and Development – Travel Surveys and Data Collection, as noted below)
- 2.02 Transportation Data Collection and Development – Travel Surveys and Data Collection (reallocate \$2,373,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to Subtask 2.01, Development of Travel Models – Time-Dependent Dynamic Network Model, Non-Motorized Trip Model, and Advanced Modeling Tools, as noted above)

- 2.03 Model Applications – Regional Travel Model Application Support (add \$328,200 in Transportation Planning Funds that are being reallocated from Subtask 2.01, Development of Travel Models – Regional Travel Model, as noted above)
- 3.05 Transit Management and Operations – FTA Urban Funding Grant Administration (add \$90,000 in Federal Transit Administration funds to reflect receipt of funding through the Emergency Relief Grants for Public Transportation Systems Affected by Major Declared Disasters in Calendar Years 2017, 2020, 2021, and 2022; update text to reflect new funding)
- 3.07 Congestion Management Operations – Regional Traffic Signal Program (add \$2,035,000 in Congestion Mitigation and Air Quality Improvement Program funds and \$417,000 in local funds to support consultant assistance and ongoing activities related to the improvement of traffic signal operations on the arterial transportation system; update text to reflect use of Regional Transportation Council (RTC) Local funds, as well)
- 5.07 Roadway and Railroad Safety – Transportation Safety (reduce State Planning and Research funds from \$53,000 over two years to \$50,000 for Fiscal Year 2024; update text to reflect Texas Department of Transportation State Planning and Research funds and two additional anticipated products)

**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 – Regional Transit 2.0: Planning for Year 2050 (add initiative and approximately \$2,000,000 in Regional Transportation Council Local funds to support consultant activities; final amount will be approved by the NCTCOG Executive Board in January 2024)
- 3.03 Air Quality Management and Operations – Regional Energy Management (add initiative and \$100,000 in Department of Energy funds and \$20,000 in Regional Transportation Council Local funds to extend efforts to increase the capacity and resources of local governments related to integration of energy and transportation sectors)
- 3.03 Air Quality Management and Operations – EV Smart (add initiative and \$50,000 in Department of Energy funds and \$50,000 in Regional Transportation Council Local funds to reflect receipt of grant award as a subrecipient to assist municipalities in ways to be electric vehicle [EV] friendly and facilitate equitable access to electric mobility)
- 3.03 Air Quality Management and Operations – Multimodal Drone Delivery (add initiative and \$200,093 in Department of Energy funds and \$200,094 in Regional Transportation Council Local funds to reflect receipt of a grant award as a subrecipient to provide assistance in the deployment of two mobility demonstration projects in the City of Arlington to deliver food to underserved communities)



- 3.05 Transit Management and Operations – Strategic Partnership Program (add \$300,000 in Regional Transportation Council Local funds to continue transit service in the cities of Allen and Fairview until federal funding is available; update text to reflect use of RTC Local funds)
- 5.01 Regional Transportation Studies – Regional Automated Transportation System Initiative (add \$495,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, for the engineering of the Las Colinas Automated Transportation System retrofit [modernization]).
- 5.02 Subarea Studies and Local Government Assistance – Love Field Surface Transportation Planning Study (Mockingbird Lane) (remove \$74,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, and add \$500,000 in Regional Toll Revenue funds; update text to reflect funding source change)
- 5.09 Regional Military and Community Coordination – Naval Air Station Joint Reserve Base Wings Over Cowtown Airshow (add initiative and \$250,000 in Regional Transportation Council Local funds to provide airshow event transportation assistance)

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

City of Arlington - AT&T Way Feasibility Study

Dallas Area Rapid Transit - Red Bird and East Dallas Transit Facilities

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or [VPruitt-Jenkins@nctcog.org](mailto:VPruitt-Jenkins@nctcog.org) or me at (817) 695-9242 or [valexander@nctcog.org](mailto: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.

vpj  
Attachment

## AMENDMENT #1 TO THE FY2024 AND FY2025 UNIFIED PLANNING WORK PROGRAM

### 1.02 Program and Policy Administration

#### Regional Transit 2.0: Planning for Year 2050

##### *Other Funding Sources*

The Dallas-Fort Worth area is projected to continue unprecedented growth over the next 20 to 30 years. Much of this regional growth is forecast to occur outside of transit authority boundaries, presenting challenges related to congestion, sustainable development, and lack of alternative transportation options beyond the single-occupant vehicle. During FY2024 and FY2025, in response to a request from transit authority member cities and the Regional Transportation Council, the North Central Texas Council of Governments will utilize a consultant to conduct a comprehensive regional study to help identify critical transportation investments necessary to meet this anticipated population growth and support sustainable development across the region, while also addressing the lost opportunities for other investments felt in both non-member transit cities and transit member cities. Regional Transportation Council Local funds will support this initiative. Anticipated products include:

- More aggressive regional transit legislative program;
- Strategies to increase transit authority membership;
- Increased collaboration between the three existing transit authorities (Dallas Area Rapid Transit, Trinity Metro, and the Denton County Transportation Authority);
- Strategies to foster transit authority board partnerships and teamwork;
- Strategies for in-fill development;
- Fare collection strategies to increase ridership without lowering revenue;
- Recommendations to address the transit authority – member city paradox; and
- Final report summarizing findings.

### 3.03 Air Quality Management and Operations

#### Regional Energy Management

##### *Other Funding Sources*

Through an agreement with the State Energy Conservation Office (SECO) and in collaboration with the NCTCOG Environment and Development Department, NCTCOG Transportation Department staff will extend efforts to increase the capacity and resources of local governments related to integration of energy and transportation sectors, including the facilitation 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 electric vehicle (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 FY2024. Anticipated products include:

- Educational and outreach events for local governments to provide information on energy management topics;
- Efforts to encourage 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 regarding required annual energy reporting;
- Maintenance of websites at [www.gosolartexas.org](http://www.gosolartexas.org) and [www.conservenorthtexas.org](http://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.

## EV Smart

### *Other Funding Sources*

Through the EV Smart program, NCTCOG will help facilitate equitable access to electric mobility by providing local governments with technical assistance in setting and achieving EV readiness goals as well as providing recognition for these efforts. The growing adoption of EVs and need for charging infrastructure can present challenges to local governments, such as needed revisions to permitting and zoning, and charging infrastructure needs assessments. Through best practices, guidance, toolkits, and facilitated engagement with utilities, local governments can better meet these challenges and help improve air quality in communities by facilitating a smooth and rapid transformation to zero-emission vehicles. The program supports the local adoption of EVs and charging infrastructure with consideration of the Justice40 Initiative. This work element will be supported through funds provided by the Department of Energy and Regional Transportation Council Local funds and is funded through FY2025. Anticipated products include:

- Participation in the Advisory Committee to develop technical assistance materials, presentations, best practice guides, and outreach messaging;
- Feedback on EV Smart designation criteria and metrics tracking guide;
- Outreach plans to recruit North Texas local governments to participate in the EV Smart program;
- Ongoing outreach and education to local governments to pursue EV Smart designation;
- Technical assistance to participating local governments to achieve EV Smart designation;
- Performance evaluation of the EV Smart program through monthly team meetings and annual Advisory Committee meetings;
- Case studies showcasing local government success in the EV Smart program; and
- Submittal of reports.

## Multimodal Drone Delivery

### *Other Funding Sources*

NCTCOG will collaborate with a project team to deploy two mobility demonstration projects in the City of Arlington to deliver food to underserved communities using a multi-modal approach including autonomous drones. Staff will support project cost assessments, support public engagement efforts, evaluate fleet electrification opportunities, and assist in development of reports and outreach materials documenting project results, lessons learned, and opportunities for expansion. The project supports the Justice40 Initiative. This work element will be supported through funds provided by the Department of Energy and Regional Transportation Council Local funds and is funded through FY2026. Anticipated products include:

- Assessment of revenue and expense cost structure for project partners;
- A workshop for residents of the project area;
- Collaboration with stakeholders;
- Analysis of the first demonstration project;
- Fleet assessment to identify electrification opportunities;
- Compilation of community feedback;
- Comparison of actual versus modeled costs;
- Support for development of a story map and final report;
- Outline of steps to scaling up operations; and
- Development of outreach and education materials.

### **3.05 Transit Management and Operations**

#### FTA Urban Funding Grant Administration

##### *Other Funding Sources*

This implementation activity is ongoing throughout FY2024 and FY2025, supporting all responsibilities NCTCOG assumes as the designated recipient for Federal Transit Administration (FTA) grant funds received for urbanized areas in the region. General responsibilities include program administration, project implementation, grant management and program oversight for all subgrantees who receive funds through the Bus and Bus Facilities Program, Congestion Mitigation and Air Quality Improvement Program, Enhanced Mobility of Seniors and Individuals with Disabilities Program, and the Urbanized Area Formula Program. Activities will also include the administration of emergency assistance funding made available by FTA to subgrantees in response to COVID-19 including the Coronavirus Aid, Relief, and Economic Security (CARES) Act ~~and~~, American Rescue Plan (ARP) Act of 2021, **and the Emergency Relief Grants for Public Transportation Systems Affected by Major Declared Disasters in Calendar Years 2017, 2020, 2021, and 2022**, which are expected to be administered through FY2024. Federal Transit Administration funds, subgrantee local funds, and Transportation Development Credits will support these activities. Consultant assistance may be used. Anticipated products include:

- FY2024 and FY2025 funding allocations;
- CARES Act funding allocations;
- ARP Act funding allocations;

- **Emergency Relief funding awards;**
- Grant and agreement management;
- Application oversight and compliance initiatives;
- Funding disbursement of reimbursable project expenses to subgrantees;
- Administration of a vehicle loaner program;
- Submittal of coordinated reports on behalf of subgrantees; and
- Procurements for services and equipment, including buses, on behalf of subgrantees.

### **3.05 Transit Management and Operations**

#### Strategic Partnership Program

##### *Other Funding Sources*

This implementation activity is ongoing for FY2024 and FY2025, supporting coordination with strategic partners to develop transit projects that meet the transit needs of seniors, individuals with disabilities, and low-income populations for job access. Transit projects will be developed based on several factors, including, but not limited to, previously identified strategies in Access North Texas, environmental justice impact with consideration to strategies aligned with the Justice40 initiative, accessibility, strategic value in the region, innovation, and project sustainability. These efforts will fund projects that are responsive to the needs of transit-dependent populations, address gaps in service, and contribute to the coordination of services among transit providers. Federal Transit Administration funds, **Regional Transportation Council Local funds**, and Transportation Development Credits will support these activities. Anticipated products include:

- Review of Strategic Partnerships project requests;
- Coordination with local governments, transit providers, community service organizations, and other stakeholders to evaluate requests;
- A mobility toolbox to provide local governments with resources on transit project development;
- Programs and projects through Strategic Partnerships funding to improve transit access for seniors, individuals with disabilities, and low-income populations;
- Implementation of projects that address gaps in services and integrate recommendations from recent transit studies (e.g., the Collin County Transit Study), other local governments, and partner agencies; and
- Execution of subrecipient agreements and documentation of subrecipient compliance with grant requirements through monitoring and on-site reviews.

### **3.07 Congestion Management Operations**

#### Regional Traffic Signal Program

##### *Other Funding Sources*

This program is ongoing throughout FY2024 and FY2025 and targets the improvement of the arterial transportation system, including frontage roads, in the Dallas-Fort Worth region. Efforts will be conducted in conjunction with the Texas Department of Transportation (TxDOT), local governments, independent school districts, and/or private-sector companies to identify corridors or intersections to be included. The corridors or intersections will be selected based on several factors, including, but not limited to, previously recommended low-cost program improvements;

performance measures criteria; high volumes; regional distribution; previously funded and unfunded projects; safety; environmental justice; and local agency needs such as traffic signal software, traffic signal cabinets, traffic signal controllers, battery backup, intersection cameras, detection devices, communications with Traffic Management Center or other intersections, and Global Positioning System clocks. A traffic signal performance measures platform will be used to identify, evaluate and prioritize opportunities to improve traffic signal operations. These efforts will generate nitrogen oxide and volatile organic compound emissions reductions to aid in future transportation conformity determinations. Congestion Mitigation and Air Quality Improvement Program funds, Texas Department of Transportation funds, **Regional Transportation Council Local funds**, and local funds support this project. NCTCOG staff will provide oversight of this project and consultant services may be utilized. Anticipated products include:

- Development and execution of Interlocal Agreements with local agencies;
- Recommendation and implementation of low-cost capital improvements;
- Procurement of traffic signal and other equipment;
- Inventory and review of regional traffic signal system and operation by corridor and individual signal;
- Review and update of regional traffic signal minimum equipment standard;
- Maintenance of performance platform to measure the traffic signals performance regionwide;
- Implementation of signal retiming plans, including analysis of baseline and improved conditions;
- Monthly progress meetings with consultants, TxDOT, and local agencies as appropriate;
- Review of corridor reports, project summary reports, consultant invoices, and progress reports; and
- Signal retiming, and evaluation for closures during construction and other planned and unplanned events.

## **5.02 Subarea Studies and Local Government Assistance**

### Love Field Surface Transportation Planning Study (Mockingbird Lane)

#### *Other Funding Sources*

During FY2024 and FY2025, 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, including autonomous transit vehicles, signal improvements, operational turn lanes, and grade separations. The focus of the effort extends from SH 183 to the Dallas North Tollway, taking advantage of the proposed improvements to Stemmons, Mockingbird Lane, and additional arterial streets in that area. **Surface Transportation Block Grant Program funds and Transportation Development Credits Regional Toll Revenue funds** will be utilized to support work activities. Anticipated products include:

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

## 5.07 Roadway and Railroad Safety

### Transportation Safety

#### *Other Funding Sources*

Surface Transportation Block Grant Program funds, [Texas Department of Transportation](#) State Planning and Research funds, local funds, and Transportation Development Credits will also be utilized to support this program. NCTCOG staff will provide oversight of this project and consultant services may be utilized. Anticipated products include:

- Regional Safety Information System application tool, including crash analysis technology;
- Development and implementation of driver safety public education, outreach, and information programs including a behavioral contributing factor public education campaign and updates to the Drive Aware North Texas website;
- Strategic Targeting of Aggressive Driving and Road Rage;
- Regional roadway safety plan prioritization and implementation activities;
- Implementation of roadway safety plan countermeasures;
- Systemic safety improvements;
- Development and execution of Interlocal Agreements with local agencies;
- Development and maintenance of an inventory of safety strategies and countermeasures included in the Roadway Safety Plans, Local Safety Plans, Vision Zero Safety Plans, or similar documents developed by regional partner agencies; **and**
- Development and maintenance of an inventory of implemented safety strategies and best practices;
- **Coordination and organization activities for the Friends of the Statewide Safety Task Force (i.e., organization of meetings, drafting of agendas, recruitment of speakers, and meeting summary documentation); and**
- **Monitoring of regional safety statistics and performance measures to compare with previous years and with the implementation of projects.**

## 5.09 Regional Military and Community Coordination

### Naval Air Station Joint Reserve Base Fort Worth Wings Over Cowtown Airshow

#### *Other Funding Sources*

**NCTCOG staff is assisting the Naval Air Station Joint Reserve Base (NAS JRB) Fort Worth with its 2024 Wings Over Cowtown Air Show. This will be a regionally significant event with an estimated 80,000-100,000 attendees, and traffic and access management is expected to be constrained at the base. State Highway (SH) 183 and Interstate Highway (IH) 30 will be closely monitored for traffic controls. Consultant services will be used, and various elements procured for use at the event. Regional Transportation Council Local funds will be utilized to support this initiative. Anticipated products include:**

- **A parking event management plan;**
- **On-site management of parking teams for the event;**
- **Vehicles for public transportation to the event; and**

- Additional items to support the event, as needed, such as leased parking spaces, security elements, and a website containing information for the event.

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

#### **City of Arlington**

**AT&T Way Feasibility Study:** The City of Arlington will lead a feasibility study of extending AT&T Way south from E Division Street (SH 180) to E Abram Street in order to develop an analysis of alternatives to improve roadway accessibility due to railroad conflicts. This feasibility study will assess the economic and environmental impacts for extending AT&T Way. The project involves City staff and will utilize engineering consultant assistance. The work will commence in mid FY2024 and is anticipated to be completed in FY2027. The project will involve public and stakeholder outreach; data collection; and analysis of existing transportation, land use, environmental conditions, and immediate adjacent area impacts, etc. The project will result in the development of a concept plan, alternatives analysis, and implementation strategies. Preliminary design feasibility work may be included. The project is funded with \$3,000,000 in federal Surface Transportation Block Grant Program funds and the required \$750,000 local match (provided by the City of Arlington) for a total of \$3,750,000.

#### **Dallas Area Rapid Transit (DART)**

**Red Bird and East Dallas Transit Facilities:** Two new transit facilities will support the new bus network that launched in January 2022 and improve transit access and transfer activity in communities designated as historically disadvantaged areas of persistent poverty. One facility would be located at the Red Bird Mall area and the other near John West/Buckner Boulevard. Building a new facility at the Red Bird redevelopment in Southwest Dallas would enhance passenger access to the mixed-use development project that features affordable



housing, office space, retail, and healthcare services. The new facility will allow DART to right size the existing Red Bird Transit Center two miles north of the mixed-use development freeing up that land for higher and better uses such as Transit Oriented Development (TOD). Currently there is not a transit facility in east Dallas; building a new facility in this area will fill a gap and provide enhanced access and improved customer experience in a neighborhood that was designated as a food desert before the new grocery store was recently built to serve the area.

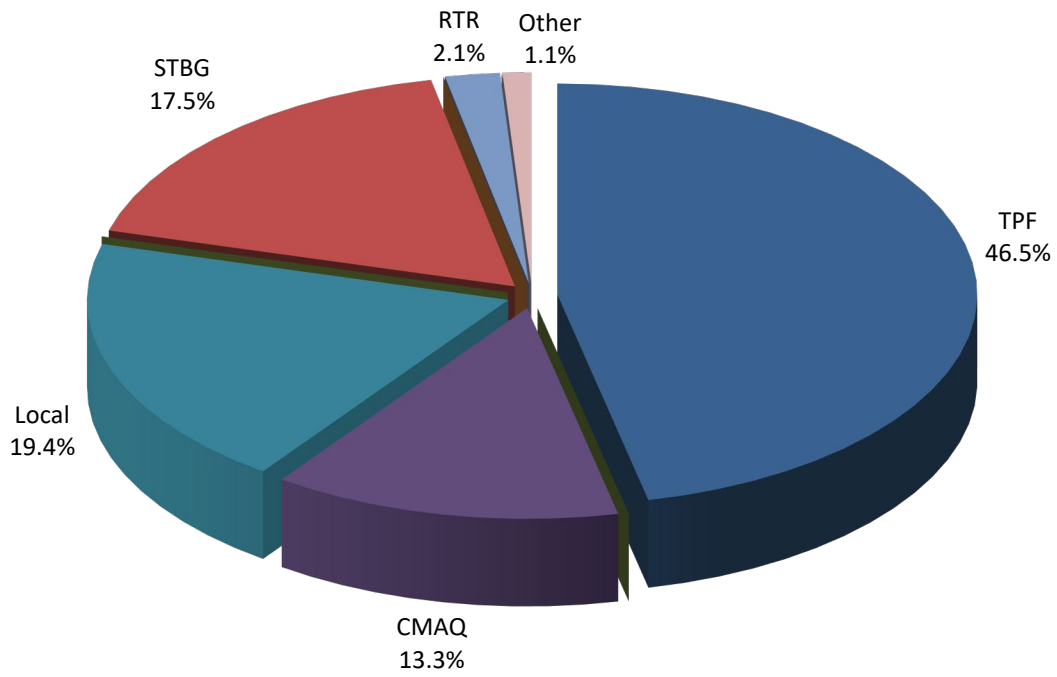
DART received an FY 2023 Federal Transit Administration Areas of Persistent Poverty Grant for \$536,155 which will be matched with \$134,039 by DART. The funded project is a study that will have two phases: Phase 1 will identify site selection, complete planning and preliminary design, and NEPA to support future implementation of the two new transit facilities; and Phase 2 will develop concepts to free up land for TOD at the existing Red Bird Transit Center. The work will commence in Spring 2024 and take 12 to 15 months to complete. DART will engage its General Planning Consultant to assist with the majority of the work.

## Funding Summary

Subtask	TPF <sup>1</sup>		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						
			CMAQ	\$873,000	\$883,000	\$4,489,000	\$4,640,000	
			NCTCOG Local	\$2,000	\$2,000			
			STBG	\$943,000	\$975,000			
<b>Subtotal</b>								\$9,129,000
1.02	\$186,000	\$201,000				\$1,849,900	\$1,103,200	
			Local	\$1,380,000	\$677,300			
			NCTCOG Local	\$59,900	\$59,900			
			STBG	\$224,000	\$165,000			
<b>Subtotal</b>								\$2,953,100
1.03						\$153,000	\$156,000	
			Local	\$5,000	\$8,000			
			NCTCOG Local	\$10,000	\$10,000			
			RTR	\$138,000	\$138,000			
<b>Subtotal</b>								\$309,000
1.04	\$142,000	\$142,000				\$506,000	\$259,000	
			Local	\$364,000	\$117,000			
<b>Subtotal</b>								\$765,000
<b>Total</b>	\$2,999,000	\$3,123,000		\$3,998,900	\$3,035,200	\$6,997,900	\$6,158,200	\$13,156,100

<sup>1</sup> Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA Section 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 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

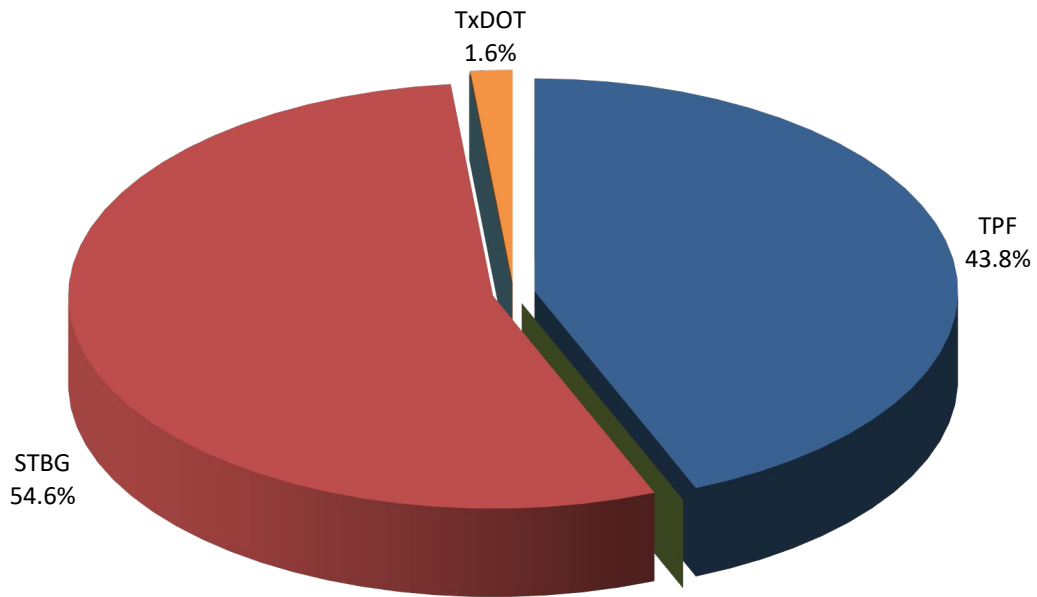


## Funding Summary

Subtask	TPF <sup>1</sup>		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
2.01	\$546,800	\$552,000						
<b>Subtotal</b>			STBG	\$2,898,000	\$1,222,000	\$3,444,800	\$1,774,000	\$5,218,800
2.02	\$215,000	\$212,000						
<b>Subtotal</b>			STBG	\$163,000	\$2,193,000	\$378,000	\$2,405,000	\$2,783,000
2.03	\$481,200	\$600,000						
<b>Subtotal</b>						\$481,200	\$600,000	\$1,081,200
2.04	\$643,000	\$644,000						
<b>Subtotal</b>						\$643,000	\$644,000	\$1,287,000
2.05	\$643,000	\$654,000						
<b>Subtotal</b>			STBG TXDOT	\$39,000 \$10,000	\$1,040,000 \$210,000	\$692,000	\$1,904,000	\$2,596,000
2.06	\$258,000	\$267,000						
<b>Subtotal</b>						\$258,000	\$267,000	\$525,000
2.07	\$168,000	\$176,000						
<b>Subtotal</b>						\$168,000	\$176,000	\$344,000
<b>Total</b>	<b>\$2,955,000</b>	<b>\$3,105,000</b>		<b>\$3,110,000</b>	<b>\$4,665,000</b>	<b>\$6,065,000</b>	<b>\$7,770,000</b>	<b>\$13,835,000</b>

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

## Task 2 Funding Summary - FY2024 and FY2025



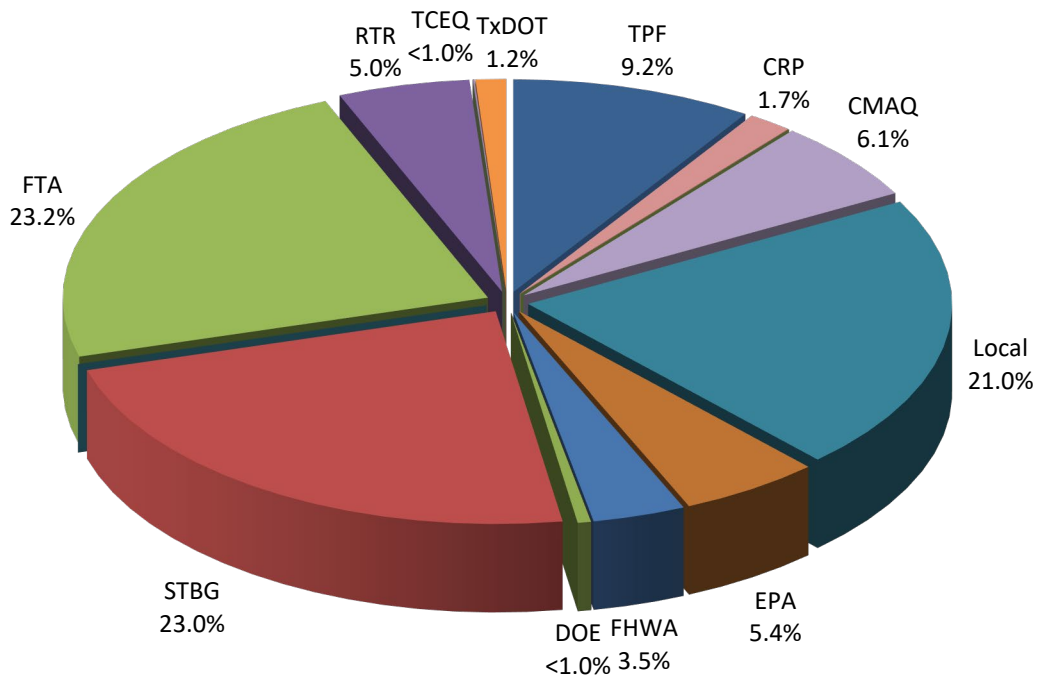
## Funding Summary

Subtask	TPF <sup>1</sup>		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	RTR STBG	\$743,000 \$547,000	\$646,000 \$548,000	\$3,054,000	\$2,967,000	
<b>Subtotal</b>								\$6,021,000
3.02	\$546,000	\$555,000	EPA TCEQ	\$268,000 \$58,000	\$360,000 \$0	\$872,000	\$915,000	
<b>Subtotal</b>								\$1,787,000
3.03			CRP DOE EPA Local STBG	\$508,000 \$303,047 \$3,864,800 \$9,829,647 \$3,540,000	\$900,000 \$119,046 \$0 \$189,047 \$3,510,000	\$18,045,494	\$4,718,093	
<b>Subtotal</b>								\$22,763,587
3.04	\$885,000	\$875,000	FTA <sup>2</sup> RTR STBG	\$604,000 \$151,000 \$0	\$314,000 \$357,000 \$588,000	\$1,640,000	\$2,134,000	
<b>Subtotal</b>								\$3,774,000
3.05			CMAQ CRP FTA <sup>2</sup> Local RTR STBG	\$132,000 \$0 \$10,979,000 \$565,400 \$319,300 \$354,000	\$409,000 \$7,000 \$7,456,300 \$1,023,000 \$792,000 \$576,000	\$12,349,700	\$10,263,300	
<b>Subtotal</b>								\$22,613,000
3.06	\$641,000	\$640,000	RTR	\$386,000	\$0	\$1,027,000	\$640,000	
<b>Subtotal</b>								\$1,667,000
3.07			CMAQ FHWA Local RTR STBG TXDOT	\$3,672,000 \$1,826,000 \$3,204,000 \$554,000 \$5,097,000 \$560,000	\$881,000 \$1,117,300 \$2,719,000 \$233,000 \$4,441,000 \$409,000	\$14,913,000	\$9,800,300	
<b>Subtotal</b>								\$24,713,300
<b>Total</b>	\$3,836,000	\$3,843,000		\$48,065,194	\$27,594,693	\$51,901,194	\$31,437,693	\$83,338,887

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

<sup>2</sup> Includes FTA 5303 funds.

### Task 3 Funding Summary - FY2024 and FY2025



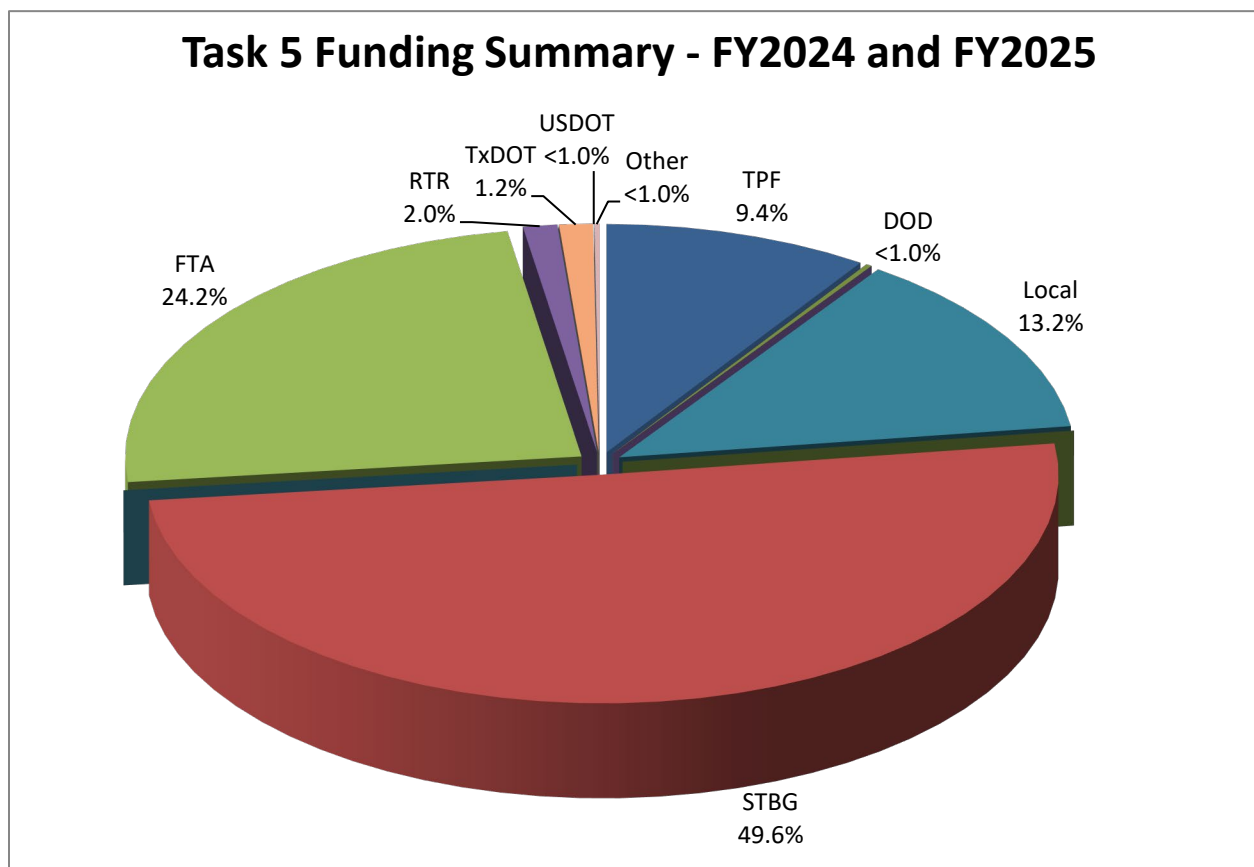
## Funding Summary

Subtask	TPF <sup>1</sup>		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
5.01	\$749,000	\$813,000	Local	\$107,000	\$10,000	<b>\$9,402,000</b>	<b>\$6,578,000</b>	
			NTTA	\$40,000	\$30,000			
			RTR	\$419,000	\$379,000			
			STBG	<b>\$7,893,000</b>	<b>\$5,108,000</b>			
			TXDOT	\$194,000	\$238,000			
<b>Subtotal</b>								<b>\$15,980,000</b>
5.02	\$711,000	\$736,000	STBG	<b>\$96,000</b>	<b>\$117,000</b>	<b>\$1,057,000</b>	<b>\$1,103,000</b>	
			RTR	<b>\$250,000</b>	<b>\$250,000</b>			
<b>Subtotal</b>								<b>\$2,160,000</b>
5.03	\$571,000	\$503,000	FTA	\$516,000	\$164,000	\$5,294,700	\$3,437,000	
			Local	\$204,000	\$52,000			
			RTR	\$2,000	\$0			
			STBG	\$3,993,700	\$2,718,000			
			USDOT	\$8,000	\$0			
<b>Subtotal</b>								\$8,731,700
5.04	\$90,000	\$87,000	STBG	\$132,000	\$153,000	\$222,000	\$240,000	
<b>Subtotal</b>								\$462,000
5.05	\$32,000	\$32,000				\$32,000	\$32,000	
<b>Subtotal</b>								\$64,000
5.06	\$127,000	\$149,000	FTA	\$6,618,000	\$8,665,000	\$16,145,000	\$12,803,000	
			STBG	\$6,221,000	\$3,087,000			
			Local	\$3,179,000	\$902,000			
<b>Subtotal</b>								\$28,948,000
5.07	\$333,000	\$336,000	Local	\$11,800	\$0	<b>\$2,031,800</b>	<b>\$1,677,000</b>	
			STBG	\$1,637,000	\$1,341,000			
			<b>TxDOT SPR</b>	<b>\$50,000</b>	<b>\$0</b>			
<b>Subtotal</b>								<b>\$3,708,800</b>
5.08	\$159,000	\$160,000	Local	\$335,700	\$338,000	\$494,700	\$498,000	
<b>Subtotal</b>								\$992,700
5.09	\$152,000	\$150,000	DOD	\$135,000	\$0	<b>\$1,080,300</b>	\$345,000	
			Local	<b>\$793,300</b>	\$195,000			
<b>Subtotal</b>								<b>\$1,425,300</b>



Subtask	TPF <sup>1</sup>		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
5.10	\$171,000	\$143,000				\$770,550	\$464,600	
			STBG	\$243,000	\$6,000			
			Local	\$295,800	\$20,000			
			TXDOT	\$60,750	\$295,600			
<b>Subtotal</b>								\$1,235,150
5.11						\$1,460,000	\$791,000	
<b>Subtotal</b>			Local	\$1,460,000	\$791,000			\$2,251,000
5.12						\$16,200	\$6,000	
<b>Subtotal</b>			Local	\$16,200	\$6,000			\$22,200
<b>Total</b>	\$3,095,000	\$3,109,000		\$34,911,250	\$24,865,600	\$38,006,250	\$27,974,600	\$65,980,850

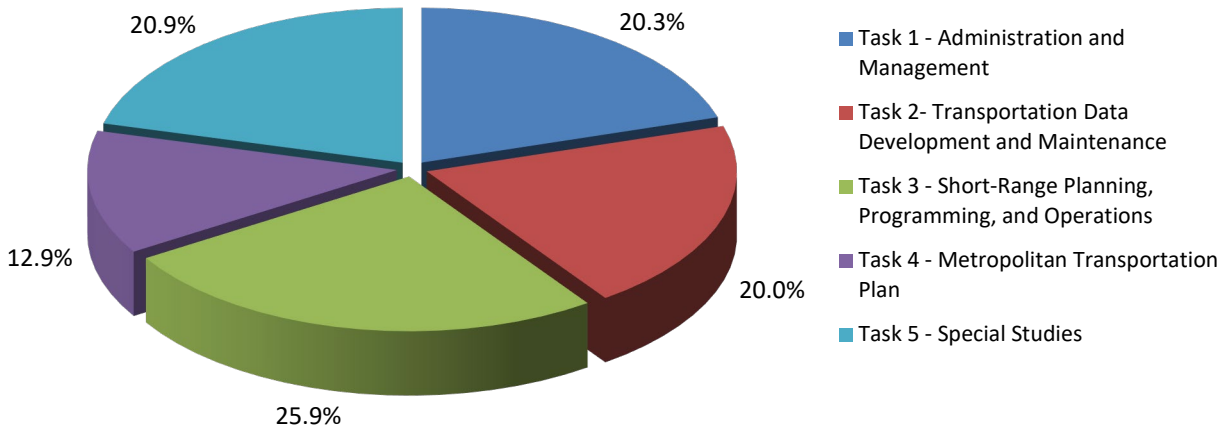
<sup>1</sup> Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA Section 5303 funds. TxDOT will apply Transportation Development Credit sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected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



**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	\$142,000	\$284,000
	<b>Task 1 - Administration and Management</b>	\$2,999,000	\$3,123,000	\$6,122,000
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
	<b>Task 2 - Transportation Data Development and Maintenance</b>	\$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	\$875,000	\$1,760,000
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
	<b>Task 3 - Short-Range Planning, Programming, and Operations</b>	\$3,836,000	\$3,843,000	\$7,679,000
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
	<b>Task 4 - Metropolitan Transportation Plan</b>	\$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	\$571,000	\$503,000	\$1,074,000
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
	<b>Task 5 - Special Studies</b>	\$3,095,000	\$3,109,000	\$6,204,000
	<b>FUNDING TOTALS</b>	\$14,797,000	\$15,256,000	\$30,053,000

## 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 <sup>1</sup>	\$2,999,000	\$3,123,000	\$2,955,000	\$3,105,000	\$3,836,000	\$3,843,000	\$1,912,000	\$2,076,000	\$3,095,000	\$3,109,000	\$14,797,000	\$15,256,000
CRP	\$0	\$0	\$0	\$0	\$508,000	\$907,000	\$0	\$0	\$0	\$0	\$508,000	\$907,000
CMAQ	\$873,000	\$883,000	\$0	\$0	\$3,804,000	\$1,290,000	\$0	\$0	\$0	\$0	\$4,677,000	\$2,173,000
DOD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$135,000	\$0	\$135,000	\$0
DOE	\$0	\$0	\$0	\$0	\$303,047	\$119,046	\$0	\$0	\$0	\$0	\$303,047	\$119,046
EPA	\$0	\$0	\$0	\$0	\$4,132,800	\$360,000	\$0	\$0	\$0	\$0	\$4,132,800	\$360,000
FHWA	\$0	\$0	\$0	\$0	\$1,826,000	\$1,117,300	\$0	\$0	\$0	\$0	\$1,826,000	\$1,117,300
FTA <sup>2</sup>	\$0	\$0	\$0	\$0	\$11,583,000	\$7,770,300	\$0	\$0	\$7,134,000	\$8,829,000	\$18,717,000	\$16,599,300
Local	\$1,749,000	\$802,300	\$0	\$0	\$13,599,047	\$3,931,047	\$248,500	\$0	\$6,402,800	\$2,314,000	\$21,999,347	\$7,047,347
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	\$2,153,300	\$2,028,000	\$482,000	\$276,000	\$671,000	\$629,000	\$3,444,300	\$3,071,000
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	\$9,538,000	\$9,663,000	\$1,425,000	\$1,153,000	\$20,215,700	\$12,530,000	\$35,445,700	\$28,941,000
TWDB	\$0	\$0	\$0	\$0	\$0	\$0	\$1,055,000	\$1,073,000	\$0	\$0	\$1,055,000	\$1,073,000
TCEQ	\$0	\$0	\$0	\$0	\$58,000	\$0	\$0	\$0	\$0	\$0	\$58,000	\$0
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	\$8,000	\$0	\$8,000	\$0
<b>Subtotal</b>	<b>\$6,997,900</b>	<b>\$6,158,200</b>	<b>\$6,065,000</b>	<b>\$7,770,000</b>	<b>\$51,901,194</b>	<b>\$31,437,693</b>	<b>\$5,122,500</b>	<b>\$4,578,000</b>	<b>\$38,006,250</b>	<b>\$27,974,600</b>	<b>\$108,092,844</b>	<b>\$77,918,493</b>
<b>Two-Year Total</b>		<b>\$13,156,100</b>		<b>\$13,835,000</b>		<b>\$83,338,887</b>		<b>\$9,700,500</b>		<b>\$65,980,850</b>		<b>\$186,011,337</b>

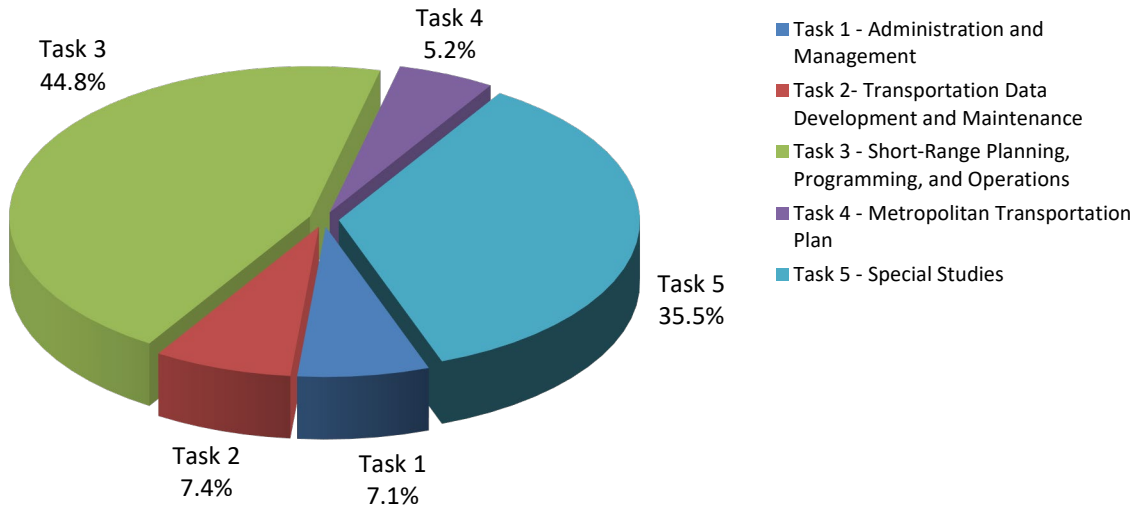
<sup>1</sup> Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA Section 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man hours, they are not reflected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

<sup>2</sup> Includes FTA 5303 funds.

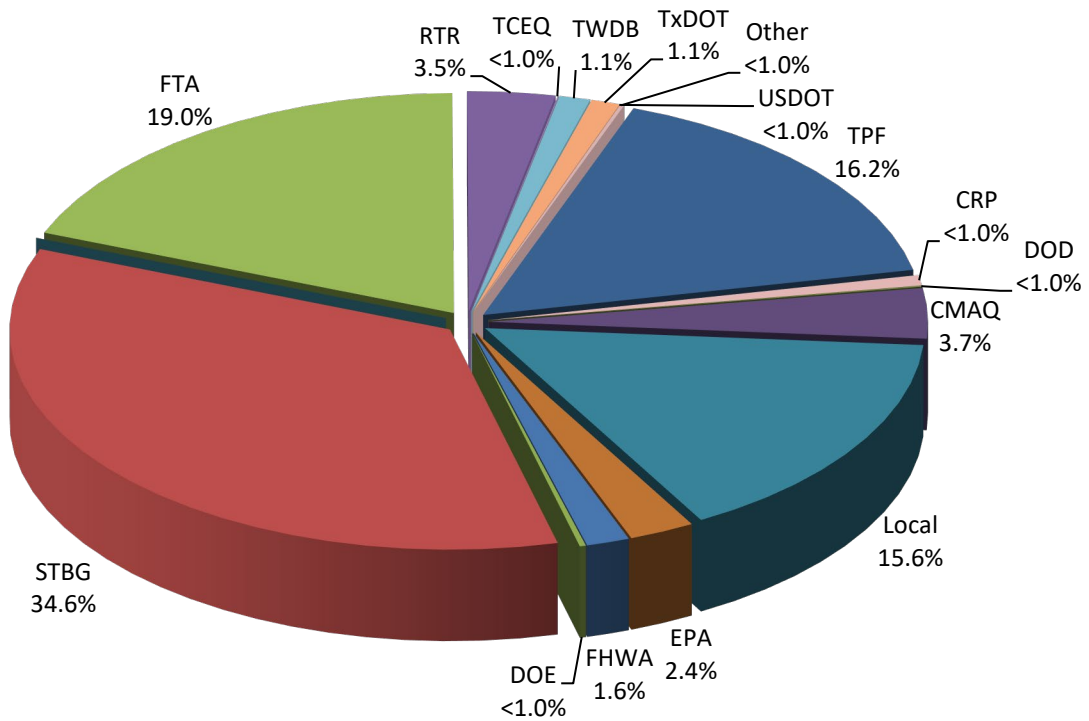
Combined Transportation Planning Funds <sup>3</sup>	\$27,739,260.00
Estimated Unexpended Carryover	\$5,524,849.00
<b>TOTAL TPF:</b>	<b>\$33,264,109.00</b>

<sup>3</sup> 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  
December 14, 2023**

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

# ***Reallocation of Funding Between Subtasks – No Additional Funding***

<b>UPWP Project</b>	<b>Funding Adjustment</b>
2.01 Regional Travel Model	TPF - (\$328,200)
2.03 Regional Travel Model Application Support	TPF - \$328,200
2.02 Travel Surveys and Data Collection	STBG - (\$2,373,000)
2.01 Time-Dependent Dynamic Network Model, Non-Motorized Trip Model, and Advanced Modeling Tools	STBG - \$2,373,000

# Total Programming Increases/Decreases in Other Funding Sources

UPWP Project	Funding Source	UPWP Funding Changes
FTA Urban Funding Grant Administration	FTA - \$90,000	\$90,000
Regional Traffic Signal Program	CMAQ - \$2,035,000 Local - \$417,000	\$2,452,000
Transportation Safety	SPR - (\$3,000)	(\$3,000)
Regional Transit 2.0: Planning for Year 2050	Local – \$2,000,000*	\$2,000,000*
Regional Energy Management	DOE - \$100,000 Local - \$20,000	\$120,000
EV Smart	DOE - \$50,000 Local - \$50,000	\$100,000

\*Final amount will be approved by the NCTCOG Executive Board in January 2024



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

<b>UPWP Project</b>	<b>Funding Source</b>	<b>UPWP Funding Changes</b>
Multimodal Drone Delivery	DOE - \$200,093 Local - \$200,094	\$400,187
Strategic Partnership Program	Local - \$300,000	\$300,000
Regional Automated Transportation System Initiative	STBG - \$495,000	\$495,000
Love Field Surface Transportation Planning Study (Mockingbird Lane)	STBG – (\$74,000) RTR - \$500,000	\$426,000
Naval Air Station Joint Reserve Base Wings Over Cowtown Airshow	Local - \$250,000	\$250,000
<b>Total Increase</b>		<b>\$6,630,187</b>

# ***Modification Schedule***

**November 13**

**Initiation of Public Outreach**

**December 8**

**Action by Surface Transportation Technical Committee**

**December 14**

**Action by Regional Transportation Council**

**January 25**

**Action by NCTCOG Executive Board**

**January 26**

**Submittal of Modifications to Texas Department of Transportation**

# ***Requested RTC Action***

## **Approval:**

- **Proposed UPWP modifications outlined in Electronic Item 3.1.1**
- **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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**Vickie Alexander**  
**Program Manager**  
**817-695-9242**  
[valexander@nctcog.org](mailto:valexander@nctcog.org)

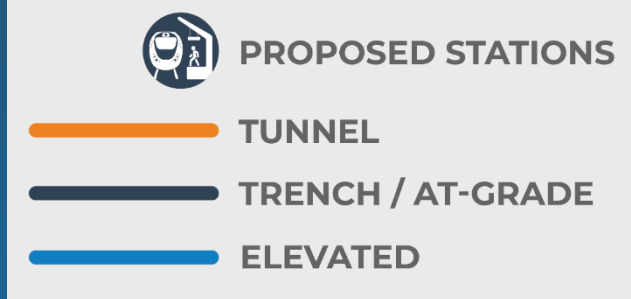
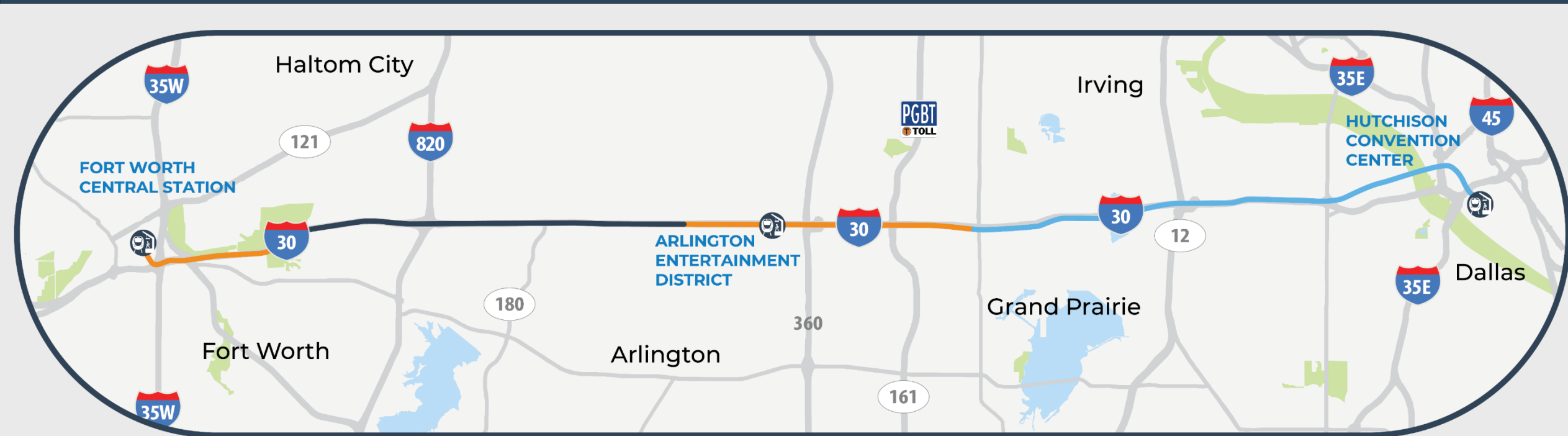
**Vercie Pruitt-Jenkins**  
**Administrative Program Coordinator**  
**817-608-2325**  
[VPruitt-Jenkins@nctcog.org](mailto:VPruitt-Jenkins@nctcog.org)



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

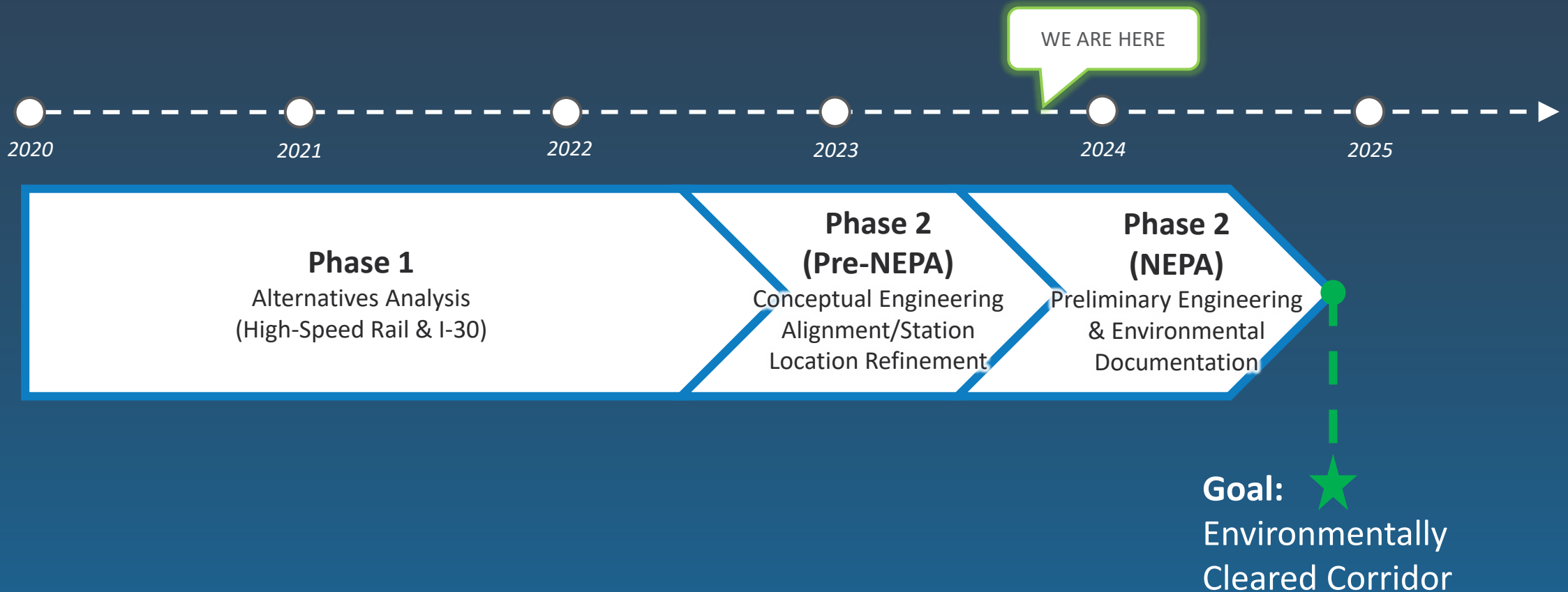
**Copy of FY2024 and FY2025 UPWP can be found at**  
<https://www.nctcog.org/trans/study/unified-planning-work-program>

# DFW High-Speed Rail Alignment to be studied in NEPA\*



\*NEPA = National Environmental Policy Act

# Study Timeline





# Requested RTC Action

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Approve increase consultant budget (not to exceed 10% of current contract) for Dallas-Fort Worth High-Speed Transportation Connections Study to fully fund preliminary engineering and environmental documentation required in National Environmental Policy Act (NEPA) process. Funds requested are up to \$1,099,657 of Surface Transportation Block Grant (STBG) funds with Transportation Development Credits (TDC's) for local match.

Direct staff to administratively amend other planning documents as necessary.



Peter J LeCody, President  
800 Jaguar Lane / Dallas, Texas 75226  
(214) 803-7285  
TexasRailAdvocates.org / Social @railadvo

December 8, 2023 - TRA Newswire -

The Federal Railroad Administration announced today that the Texas Department of Transportation, Amtrak, the North Central Texas Council of Governments and the Southern Rail Commission have been awarded planning grants for developing passenger rail corridors that will change the way people travel by rail in the state and beyond.

These "first step" grants are a result of some \$66 billion dollars available for passenger and freight rail projects through the Bipartisan Infrastructure Law that was passed by Congress two years ago.

Grants include the high-speed rail corridor between Fort Worth-Dallas and Houston, conventional rail service from Dallas via College Station to Houston, and passenger service from Houston to San Antonio.

The Corridor ID also included planning grants for expanded Amtrak service on the I-20 corridor from Dallas-Fort Worth to Meridian, Mississippi to connect with the daily Crescent service to Atlanta and the East Coast, giving Texans a future 1-seat direct route to the Atlantic region.

Congressman Colin Allred (TX-32) said "Bringing home the resources and investments we need to grow our economy and create jobs will always be a priority of mine in Congress. The I-20 Corridor passenger rail service will do just that as well as offer a new transportation option, promote tourism, and reduce traffic on an already congested highway," said Allred. "This award is a huge win for Texas and will help folks get around better as well as further connect our region to growing economic opportunities across the South. I was proud to support it and will continue working to help move the project forward."



"This is a big step forward for Texas, and if we have the full cooperation and buy-in from our legislature, TxDOT and the Texas Transportation Commission this would give Texans a daily travel choice we do not have at present, " according to Texas Rail Advocates President Peter LeCody. "This would benefit a lot of smaller Texas cities with few transportation choices and help them promote their cities for tourism, business and economic development."

Missing from the selection of today's FRA Texas recipients is the **Lone Star Rail Corridor**, on any of the I-35 travel segments from the DFW Metroplex through Austin to San Antonio and Laredo. All of the other point-to-point conventional rail line grants requested by TxDOT to the Federal Railroad Administration were approved. A service development plan called the [Texas-Oklahoma Passenger Rail Study \(TOPRS\)](#) was completed five years ago that showed passenger rail would be viable in the heavily travelled I-35, Lone Star Rail Corridor. TxDOT has not moved that service development plan forward.

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### **Dallas-Houston High Speed Rail - Amtrak**

High speed rail from Dallas to Houston is now back on the table with a planning grant directed to Amtrak, and we presume the partner they have been courting recently, Texas Central Railway. The proposed Corridor would connect Dallas and Houston, TX with a new, dedicated and grade-separated high speed passenger rail service. The proposed Corridor would provide new service on a new alignment, with station stops in Dallas, Brazos Valley, and Houston. The Corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan. Much of the groundwork for the Dallas-Houston corridor had already been accomplished by Texas Central.

### **Fort Worth-Dallas to Houston High Speed Rail Connector - North Central Texas Council of Governments**

The proposed Corridor would connect Fort Worth, Dallas, and Houston, TX with a new high speed passenger rail service. The proposed Corridor would provide new service on a new alignment, with station stops in Fort Worth, Arlington, Dallas and then on to the, Brazos Valley, and Houston. NCTCOG has been working on the extension to Fort Worth from Dallas and is involved in planning how the "connector" would interface between the DFW metroplex to Houston and also with future service on the I-35 corridor to Austin and San Antonio. The Corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Dallas to Houston Conventional Speed Passenger Rail - TxDOT**

The proposed Corridor would connect Fort Worth, Dallas and Houston, Texas with a new conventional intercity passenger rail service over an existing alignment over which Amtrak discontinued service (between Dallas and Houston) in 1995, leaving Texas A&M and College Station with no passenger rail service. The proposed Corridor would have additional station stops in Corsicana, Hearne, College Station, and Navasota, TX. The Corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Houston to San Antonio Conventional Speed Passenger Rail - TxDOT**

The proposed Corridor would connect Houston and San Antonio, TX with a new conventional intercity passenger rail service using the route of Amtrak's existing long-distance Sunset Limited service, which at present only operates a tri-weekly train in each direction. The proposed Corridor would have additional station stops in Rosenberg, Flatonia, and Seguin, TX. The Corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Dallas-Fort Worth to Meridian MS Conventional Speed Passenger Rail - Southern Rail Commission**

The proposed Corridor would connect Dallas, TX to Meridian, MS and plans to serve the following cities in Texas: Fort Worth, Mineola, Longview, and Marshall; the following cities in Louisiana: Shreveport, Ruston, and Monroe; and the following cities in Mississippi: Vicksburg and Jackson. This route would mean a second frequency to serve cities between Fort Worth and Marshall, Texas on the Texas Eagle route to Chicago. The proposed Corridor would provide new service on existing alignment. The Corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

Construction, equipment procurement and other corridor costs would require future federal, state, regional and local funding as well as working with freight railroads and the private sector.

Other Corridor ID grants announced this week include the proposed passenger rail corridor linking Atlanta, Chattanooga, Nashville and Memphis. Congressman Steve Cohen (TN) said "Passenger rail service linking Tennessee's major cities will be a major economic shot in the arm and will invigorate travel and tourism across our state. I was pleased to submit a letter of support for this project and am glad that the FRA has heeded my repeated calls to prioritize this important project. Once this service is in operation, much of the country will be accessible by rail from Memphis. This is a very big deal, and I look forward to working

with stakeholders in all of the route's proposed cities to continue to move this project forward.”

Also these awards were announced Tuesday: Asheville, N.C., to Salisbury, N.C.; Charlotte, N.C., to Washington, D.C.; Charlotte to Atlanta; Charlotte to Kings Mountain, N.C.; Fayetteville, N.C., to Raleigh, N.C.; Raleigh to Wilmington, N.C.; Raleigh to Winston-Salem, N.C., Cleveland-Columbus-Dayton-Cincinnati, Cleveland-Toledo-Detroit; Chicago-Fort Wayne, Ind.-Columbus, Ohio-Pittsburgh; Chicago-Indianapolis-Cincinnati-Washington-New York (Daily \_ service); Nashville, Tenn.-Chattanooga-Atlanta; Scranton, Pa., to New York; Reading, Pa., to Philadelphia.

**REGIONAL TRANSPORTATION COUNCIL  
2024 SCHEDULE OF MEETINGS  
(Second Thursday, 1:00 pm)**

January 11, 2024

February 8, 2024

March 14, 2024<sup>1</sup>

April 11, 2024

May 9, 2024

June 13, 2024

July 11, 2024

August 8, 2024<sup>2</sup>

September 12, 2024

**October 10, 2024<sup>3</sup>**

November 14, 2024<sup>4</sup>

December 12, 2024

Dates are subject to change.

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

<sup>2</sup> This meeting date may coincide with the annual Irving Transportation Investment Summit.

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

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

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
2024 SCHEDULE OF MEETINGS  
(Fourth Friday, 1:30 pm)**

January 26, 2024

February 23, 2024

March 22, 2024

April 26, 2024

May 24, 2024

June 28, 2024

July 26, 2024

August 23, 2024

September 27, 2024

October 25, 2024

December 6, 2024

(Proposed combination of the November and December meetings)

Dates are subject to change.



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

November 10, 2023

Rule Comments  
General Counsel Division  
Texas Department of Transportation  
125 E. 11<sup>th</sup> Street  
Austin, TX 78701

Subject: Unified Transportation Program (UTP) Formula Allocation Rule Changes

To Whom It May Concern:

The Regional Transportation Council (RTC) serving as the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, would like to provide comments on the Texas Department of Transportation's (TxDOT) proposed amendments to the Texas Administrative Code (TAC) Title 43, Chapter 16 rules concerning planning and development of transportation projects, as published in the October 13, 2023, issue of the Texas Register. The RTC appreciates the opportunity to submit public comments on this issue.

First, the RTC requests that the Texas Department of Transportation (TxDOT) abandon the rulemaking effort and instead provide targeted assistance to the limited number of MPOs with significant carryover balances to help them reduce the balances. Our MPO would help provide guidance to those that need it when requested. If the rulemaking is still pursued, the RTC proposes a carve out for the Dallas-Fort Worth MPO. We are celebrating over 50 years of funding partnerships with TxDOT, including allowing TxDOT to use the region's obligation authority to access funds from other states.

Second, the RTC suggests that actions taken to remove MPO allocated funds be defined as a "major change" that requires Texas Transportation Commission (TTC) approval. In addition, the RTC suggests that the rule changes in project selection authority (District vs. MPO) be limited to affected carryover allocation adjustments vs. changing all funding in affected categories.

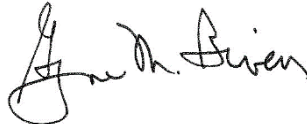
The RTC has noticed an inconsistency in the amount of time the federal government allows for use of funds before lapsing as compared to the proposed rulemaking. Has the TxDOT reached out to the federal government for their input on this potential rule change? Given that Surface Transportation Block Grant Program (STBG) dollars are federal funds, is it within TxDOT's capacity to alter the apportionment time frame and to reduce other categories of funding tied to STBG usage?

The RTC is concerned about the information system used, TxDOT Connect, for providing the data that would be used to implement the rulemaking. We have consistently experienced issues in the past with information being inaccurate or altogether missing from the system. MPOs have limited access to TxDOT Connect (i.e., read only) and want to operate with the best information available. How much MPO funding is "encumbered" is determined from often flawed data from TxDOT Connect that MPOs cannot correct.

In the event that the TTC decides to proceed with the proposed amendments, the RTC requests consideration of comments and proposed modifications outlined in the Attachment.

Thank you for this opportunity to provide comments on the proposed amendments to Title 43 Chapter 16 TAC rules. We want to ensure that there are no barriers to hinder the continued coordination between our MPO, MPO policy boards across the State, TxDOT, and the TTC. The RTC looks forward to a continued partnership with the TTC and TxDOT to address the transportation needs of the DFW region. Please contact Michael Morris, Director of Transportation, North Central Texas Council of Governments at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org) with any questions.

Sincerely,



Gyna Bivens, Chair  
Regional Transportation Council  
Mayor Pro Tem, City of Fort Worth

DN:sas  
Attachment

cc: J. Bruce Bugg, Jr., Chairman, Texas Transportation Commission  
Steven D. Alvis, Commissioner, Texas Transportation Commission  
Alejandro G. Meade III, Commissioner, Texas Transportation Commission  
W. Alvin New, Commissioner, Texas Transportation Commission  
Robert C. Vaughn, Commissioner, Texas Transportation Commission  
Marc D. Williams, P.E., Executive Director, TxDOT  
Humberto Gonzalez Jr., P.E., Director of Transportation Planning & Programming, TxDOT  
Cason Clemens, P.E., Dallas District Engineer, TxDOT  
David M. Salazar Jr., P.E., Fort Worth District Engineer, TxDOT  
Noel Paramanatham, P.E., Paris District Engineer, TxDOT  
Michael Morris, P.E., Director of Transportation, NCTCOG



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

This Attachment offers comments and proposed modifications<sup>1</sup> to the §16.105 Unified Transportation Program (UTP) and §16.154 Transportation Allocation Funding Formulas<sup>2</sup> authorized by the Texas Transportation Commission (TTC) to be published in the Texas Register for public comment. The Regional Transportation Council (RTC) has included explanations for our modifications to provide the TTC with a detailed understanding of our issues with the proposed rulemaking.

- I. We have found that the issue of carryover balances does not apply equally to all Metropolitan Planning Organizations (MPO). Some MPOs demonstrate a better ability to manage their balances than others. Based on federal apportionment carryover in the monthly recap the Texas Department of Transportation (TxDOT) sends to our MPO, the Dallas-Fort Worth MPO has no carryover in Category 5/Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding and no carryover in Category 7/Surface Transportation Block Grant Program (STBG) funding for the 2023 fiscal year, and in fact, we have utilized more than available for both categories at TxDOT's urging.
  - a. As a first priority, the RTC requests that the TTC withdraw all proposed amendments to §16.105 and §16.154.
- II. If the proposed rulemaking for the redistribution of carryover balances is to proceed, then the RTC asks that an exception to the new rules be carved out for the Dallas-Fort Worth MPO in recognition of our clear success in maintaining low carryover balances and in the spirit of our longstanding history of partnerships with TxDOT and the TTC including allowing TxDOT to use the region's obligation authority to access funds from other states. We propose the following language to define the exception for the Dallas-Fort Worth MPO:
  - a. In Subchapter C, Section 16.154(j) and (k), "This section does not apply to Metropolitan Planning Organizations with a Metropolitan Planning Area with 12 or more counties, that have maintained low carryover balances over the preceding five years, and/or have helped TxDOT to obtain obligation authority from other states."
- III. Changes to 43 TAC Section 16.105(e), page 6, lines 13-17 propose to make the redistribution of carryover funds in the UTP an administrative revision that occurs at the staff level and not by the TTC. If TxDOT is going to remove funding from MPO allocations, it should occur via a formal TTC action and not through the unilateral authority of TxDOT staff. Giving this authority to administrative staff instead of TTC action would mean that MPO allocations can be reduced with no public involvement and little transparency. Therefore, the RTC proposes that any redistribution of MPO allocated funds be defined as a "major change" through the following language:

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<sup>1</sup>RTC comments/amendments shown with strikethrough (proposed removal) and underline (proposed addition) text

<sup>2</sup>43 Texas Administrative Code (TAC) Chapter 16



- a. In Subchapter C, Section 16.105(e), page 6, lines 13-17, “The redistribution of carryover under 16.154(i) of this subchapter (relating to Transportation Allocation Funding Formulas) ~~does not~~ constitutes a major change, regardless of the amount of the redistribution.”
- IV. Per the amendment to 43 TAC Section 16.154(a)(2), page 6, lines 15-16, the proposal would change selection authority for all Category 2 funding, not just the future “Surface Transportation Block Program Grant (STBG)-related carryover adjustments,” which is not germane to the carryover issue that TxDOT states is a reason for this rule change. In addition, carryover adjustments are proposed to occur in Category 11, therefore, there is no need to adjust the Category 2 language. In the current rules, Category 2 is allocated to MPOs. The RTC requests that Category 2 language remain ok with MPOs and proposes the following language:
- a. In Subchapter D, Section 16.154(a)(2), lines 15-16, “Category 2 funds will be allocated to ~~districts and~~ MPOs for specific projects within the MPOs’ boundaries in the following manner:”
- V. TxDOT is proposing in its amendment to 43 TAC Section 16.154(a)(4), page 8, line 10 that MPOs must obtain District concurrence on all Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, not just funds reallocated to Districts, which is not germane to the carryover issue. We request that districts only provide concurrence on MPO selected CMAQ projects if the funds come from carryover-related adjustments. These changes would allow MPOs to maintain selection for most CMAQ funds in order to ensure compliance with air quality conformity regulations. This change would give TxDOT districts more authority to direct CMAQ usage, but only in cases in which the carryover adjustments have occurred.
- If TxDOT desires to add concurrence to all CMAQ funds, it should be a mutual concurrence between both the districts and the MPOs. Mutual concurrence ensures that TxDOT cannot block all off-system or non-roadway improvements that help MPOs achieve air quality conformity. The following language is proposed:
- a. In Subchapter D, Section 16.154(a)(4), line 10, “~~The department~~ commission will determine the final distribution of the allocation between the district and MPO for any allocation amount available due to carryover adjustments (as outlined in Section 16.154(i) of this subchapter to ensure timely use of funds. Before the MPO’s or district’s use of the any Category 5 funds available due to carryover adjustments as outlined in Section 16.154(i), the MPO and district must obtain the district’s ~~concurrence~~ on the project for which the funds are to be used;”
- VI. Revisions to 43 TAC Section 16.154(i), page 13, lines 17-18 define the carryover for UTP categories and refers to “encumbered” and “unencumbered” amounts that are moved from one fiscal year to the next. The definition of these terms is important, as TxDOT tracks the usage of funds using “obligations,” transit transfers, programming in the eSTIP, funding/costs in TxDOT Connect, low bids, and other mechanisms as shown in the Category Analysis. The RTC requests that TxDOT define the terms “encumbered” and/or “unencumbered” in the rulemaking to eliminate confusion for MPOs and the public at large regarding what amounts fall under those terms.

As a first priority, the RTC proposes that all new language to Sections 16.154(i), (j), and (k) be removed.

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<sup>1</sup>RTC comments/amendments shown with strikethrough (proposed removal) and underline (proposed addition) text

<sup>2</sup>43 Texas Administrative Code (TAC) Chapter 16

- a. In Subchapter D, Sections 16.154(i), (j), and (k), strike all proposed amendments.

If the proposed rulemaking for the redistribution of carryover balances is to proceed, the RTC proposes that a definition of the two terms (i.e., encumbered and unencumbered) be created, and/or preferably, the wording of the amendment be replaced with a process in which MPOs and the department jointly concur on the amount of carryover remaining. The RTC proposes that MPOs and MPO policy boards be given notification at least 90 working days in advance of any potential loss of carryover balances and the creation of an appeals process that allows for the review of TxDOT data entry to ensure accuracy and context:

- b. In Subchapter D, Section 16.154(i), page 13, lines 17-18: Define the word “encumbered” and “unencumbered” and/or replace that wording with a process in which MPOs and the department jointing concur on the amount of carryover available to be moved to the next fiscal year:
  - 1. TxDOT Headquarters provides a draft carryover funding assessment to Districts and MPOs in writing at least 90 working days in advance of any action by the Commission to redistribute funds.
  - 2. Districts and MPOs have 30 working days from receipt of the draft carryover funding assessment to provide comments or concurrence.
  - 3. If the MPO disagrees with the assessment, the district, MPO, and TxDOT Headquarters have 30 working days to resolve discrepancies.
  - 4. Affected MPOs, districts, and TxDOT Headquarters must concur on carryover balances prior to any action to remove carryover balances from an MPO allocation.
  - 5. MPOs may appeal a carryover balance redistribution if such consensus has not been developed.
  - 6. Redistribution of carryover balances should only occur after a public comment process by the Commission has been completed.

As noted in earlier comments, the RTC requests that any change in carryover balances available to MPOs be approved via a formal TTC action:

- c. In Subchapter D, Section 16.154(i), page 13, line 24: Replace “department” with “commission” as follows: “The [~~executive director~~] department commission may adjust the...”

VII. Carryover adjustments are proposed when carryover amounts equal to 200 percent or more. The RTC proposes that this number be changed to 300 percent or more allowing MPOs at least three years to get a project to implementation (and therefore, funds obligated) instead of just two years. The federal process takes a significant amount of time and allowing only two years is both contrary to federal intent and very limiting in the project implementation process.

- a. In Subchapter D, Section 16.154(j), page 14, line 8: “...has carryover equal to more than ~~200~~ 300 percent...”
- b. In Subchapter D, Section 16.154(j), page 14, line 11: “...less than ~~200~~ 300 percent...”

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<sup>1</sup>RTC comments/amendments shown with strikethrough (proposed removal) and underline (proposed addition) text

<sup>2</sup>43 Texas Administrative Code (TAC) Chapter 16

- c. In Subchapter D, Section 16.154(k), page 14, line 20: “...carryover equal to more than ~~200~~ 300 percent...”

VIII. It is the RTC’s understanding that the data used for the proposed rulemaking changes comes from TxDOT’s internal information system, TxDOT Connect, not the federally reviewed eSTIP. The rulemaking itself is silent on whether TxDOT Connect will be the system used going forward. The RTC is concerned with the use of TxDOT Connect informing these decisions for several reasons:

- a. MPOs have read only access to the program while only the districts and TxDOT staff have “write” access.
- b. TxDOT does not “automatically” include MPO awarded projects into the same fiscal year that the MPO programs them.
- c. Projects have to be coded correctly in TxDOT Connect to show up in the TxDOT Headquarters data pull. Previously in 2023, transit transfers that had already been finalized were not showing up in the analysis TxDOT was using for this process. In a more recent FY2023 carryover analysis, TxDOT was counting engineering funds that had been obligated by the Federal Highway Administration in FY2023 as carryover because the construction phase of the subject project was not scheduled until years later. In addition, many projects were missing from the analysis. There must be a process in place to resolve such discrepancies if funds are to be removed from MPO balances.
- d. The RTC would prefer the use of a system that allows MPOs to have an active part in the process and the ability to ensure the accuracy of data in alignment with comments in VI. b. above. The eSTIP is the only system that has federal approval.

IX. In the effort to improve transportation infrastructure of the State, regions large and small often must accrue funding over multiple years to afford to address the more significant projects that fall within their regions. With the establishment of a 200% carryover limit from previous fiscal years proposed in the amendments to 43 TAC Section 16.154(j), page 14, lines 3-14 and 43 TAC Section 16.154(k), page 14, lines 15-26 comes the concern that MPOs across the State that receive funding relevant to those sections will not be able to save up funds for the large projects that address the transportation needs of Texans. The RTC recommends creating a pre-approval process as part of the rulemaking for carryover funds that are being saved to address larger projects. The RTC proposes the following language:

- a. In Subchapter D, Section 16.154(i), page 14, lines 2+: “MPOs may seek approval from the commission for projects that require the accumulation of funds over a period of years to be excluded from carryover-related calculations subject to 16.154(j) and (k).”

X. MPOs should have the ability to bring forward case-by-case scenarios when a delay is caused by systemic issues (problems executing an Advance Funding Agreement (AFA), delays in TxDOT review of local government provided documentation [plans, environmental documents, etc.], problems coordinating with railroad operators, etc.) that create project delays, and therefore, carryover dollars. The RTC is concerned about the funding for important projects with these delays being cut off instantly and would like clarification from TxDOT regarding how the State can create a comprehensive process to ensure MPO funded projects receive proper attention from TxDOT to avoid TxDOT oversight-related

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<sup>1</sup>RTC comments/amendments shown with strikethrough (proposed removal) and underline (proposed addition) text

<sup>2</sup>43 Texas Administrative Code (TAC) Chapter 16

delays. The RTC proposes the creation of a tracking system to monitor AFA development/execution and TxDOT review time on projects for the purpose of better records keeping and to strengthen MPO's ability to coordinate with the districts to ensure that projects do not fall behind schedule.

- XI. Per federal law, federal funds are available in the year of apportionment plus three years for a total availability of four years. This means that funding can be legally carried over for up to three years before lapsing. Under the rulemaking for 43 TAC Section 16.154(j), page 14, lines 3-14 and 43 TAC Section 16.154(k), page 14, lines 15-26, funds would essentially be available in the year of apportionment plus one year for a total availability of two years. The federal government created their rules with the intent of giving MPOs four years in which to use allocated funds. Has TxDOT reached out to the federal government for their input on this potential rule change? Given that STBG are federal funds is it within TxDOT's capacity to alter the apportionment time frame and to reduce other categories of funding tied to STBG usage?

TxDOT and MPOs want to spend taxpayer funds wisely, on good projects, in a timely fashion. This proposed rulemaking does not help with these objectives and has potential legal consequences in creating situations in which Texas could lose funding due to air quality conformity violations. Historically, when parts of the State struggled, helpful assistance statewide was provided, a "carrot" was offered. Choosing a "stick" approach will hurt the historical partnerships that have benefited Texas to date.



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

December 6, 2023

The Honorable Alvin New  
Texas Transportation Commission  
125 E. 11<sup>th</sup> Street  
Austin, TX 78701

The Honorable Alex Meade  
Texas Transportation Commission  
125 E. 11<sup>th</sup> Street  
Austin, TX 78701

Commissioners New and Meade:

Thank you, Commissioners, for inviting Regional Transportation Council (RTC) members to your October 31<sup>st</sup> listening session. We also wish to thank you for selecting the RTC Council Room for your event.

If there is anything the Regional Transportation Council can do to assist you, please let us know.

Attached is a copy of the presentation that Transportation staff presented with regard to significant partnership events associated with our two organizations. This type of partnership is evidence of the close ties we have in addressing outcome-based needed transportation improvements. They include several innovative funding initiatives not being implemented elsewhere in the state of Texas. My desire as Chair is to request your review of these ten innovative initiatives and receive feedback on those partnerships that Texas Transportation Commission feels are the type of examples that encourage and enhance our working relationship.

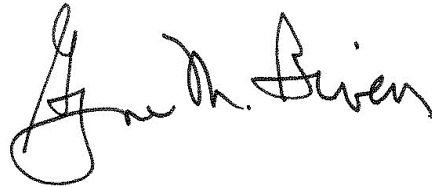
As Chair, I want to highlight and enhance those elements that best extend our commitment towards more transportation success since we are responsive to absorb one million persons coming to Texas every seven years. It is only through our teamwork, can we magnify needed advancements in mitigating unsafe, high emitting, and negative congestion outcomes.

Since Commissioner Vaughn was not in attendance and resides within our region, we are including him on the presentation materials that were covered with you that day. We are more than happy to present this material to him as well as meet with headquarters

and district staff to explore these and new opportunities in implementing innovative transportation solutions.

Please contact me or Michael Morris, PE, at [mmorris@nctcog.org](mailto:mmorris@nctcog.org) should you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Gyna Bivens". The signature is written in a cursive style with a large initial "G" and a distinct "Bivens" at the end.

Gyna Bivens, Chair  
Regional Transportation Council  
Mayor Pro Tem, City of Fort Worth

MM:aa  
Attachment

cc: Robert Vaughn, TxDOT Dallas Commissioner  
Brian Barth, PE, Deputy District Engineer  
Lance Simmons, PE, Chief Engineer  
Ceason Clemens, PE, TxDOT Dallas District Engineer  
David Salazar PE, TxDOT Fort Worth District Engineer

**IMPROVING COMMUNICATION AND PARTNERSHIP  
BETWEEN THE  
REGIONAL TRANSPORTATION COUNCIL (RTC)  
AND THE  
TEXAS TRANSPORTATION COMMISSION (TTC)**

**50 Years of Success**

**October 31, 2023**

# NCTCOG REGIONAL PERSPECTIVE

## Population

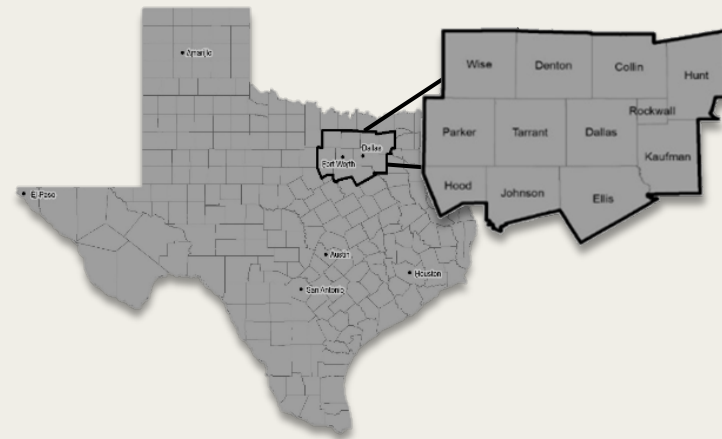
- 2023: 8.2 Million
- 2045: 11.2 Million
- 4<sup>th</sup> Largest Metropolitan Area by Population
- 1 Million Added Every 7 Years

## Area

- 12 Counties
- 9,441 Square Miles
- 2<sup>nd</sup> Largest Metropolitan Planning Area by Land Area

## Lane Miles

- Freeways: 4,788 in 2020/ 6,098 by 2045
- Priced Facilities: 1,205 in 2020 / 1,826 by 2045

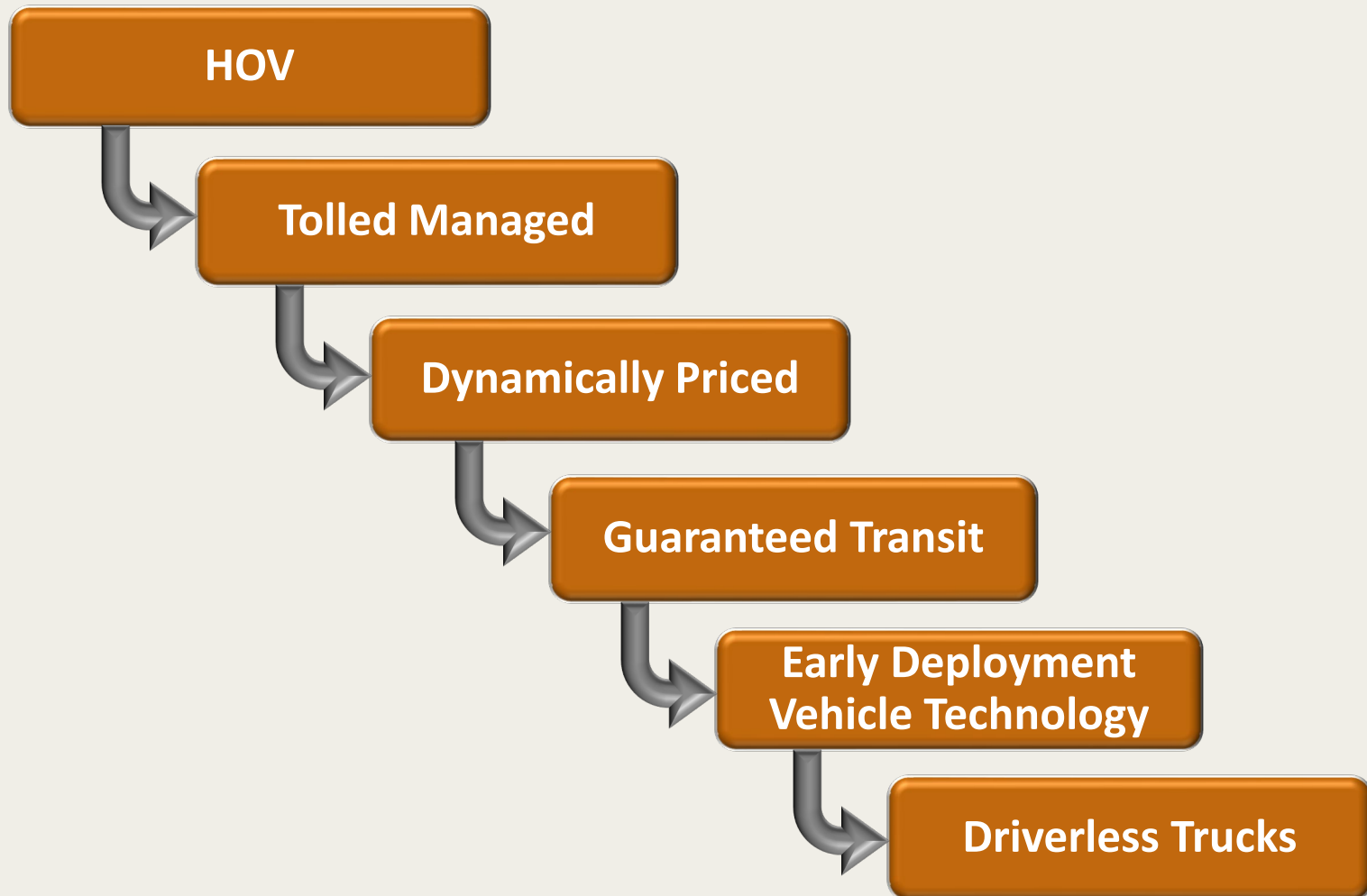


## Economy

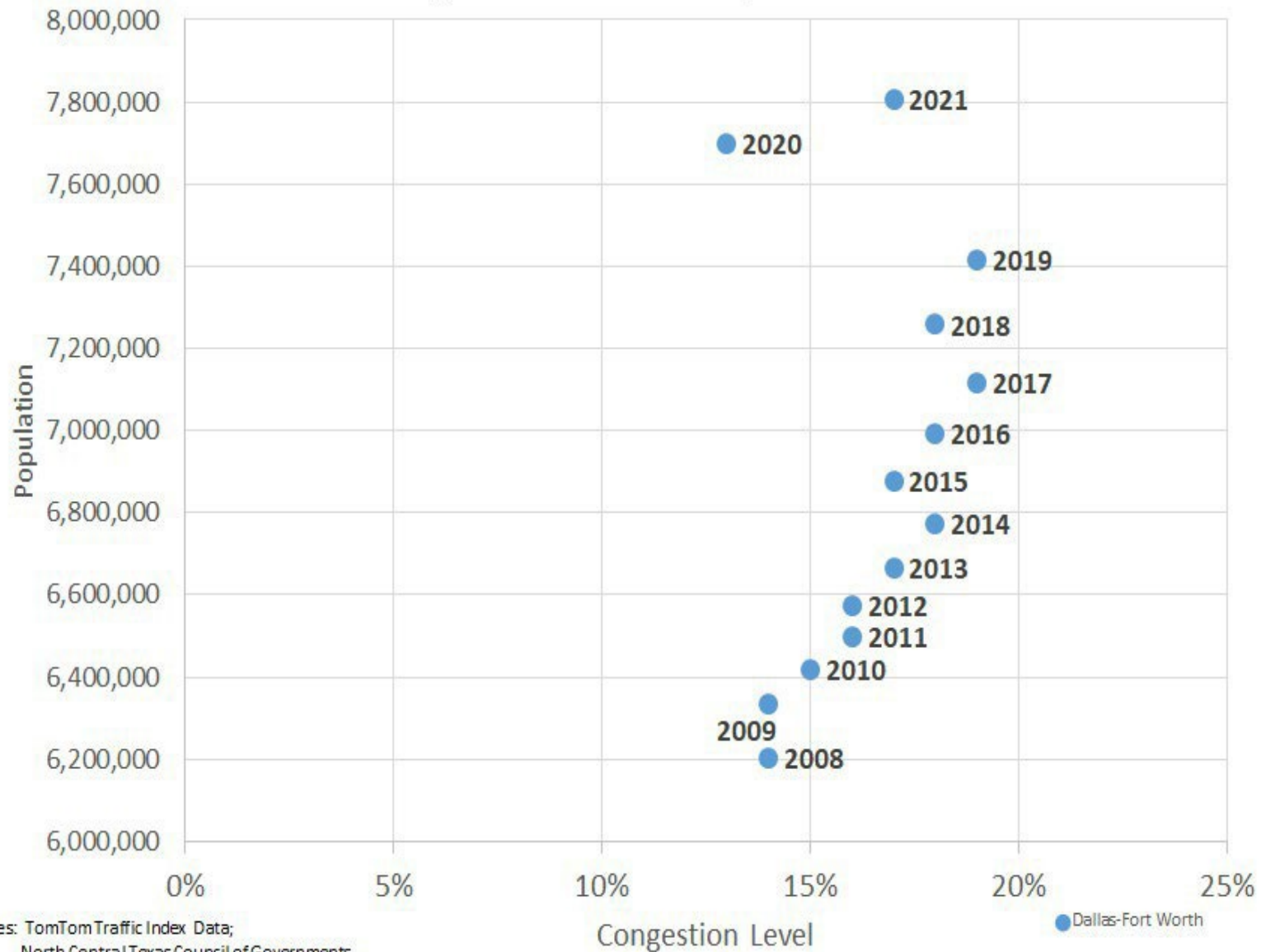
- Home to 22 Fortune 500 Firms
- Projected to be ranked 14<sup>th</sup> globally in metro GDP
- Represents 30% of State's Economy



# MANAGED LANES EVOLUTION

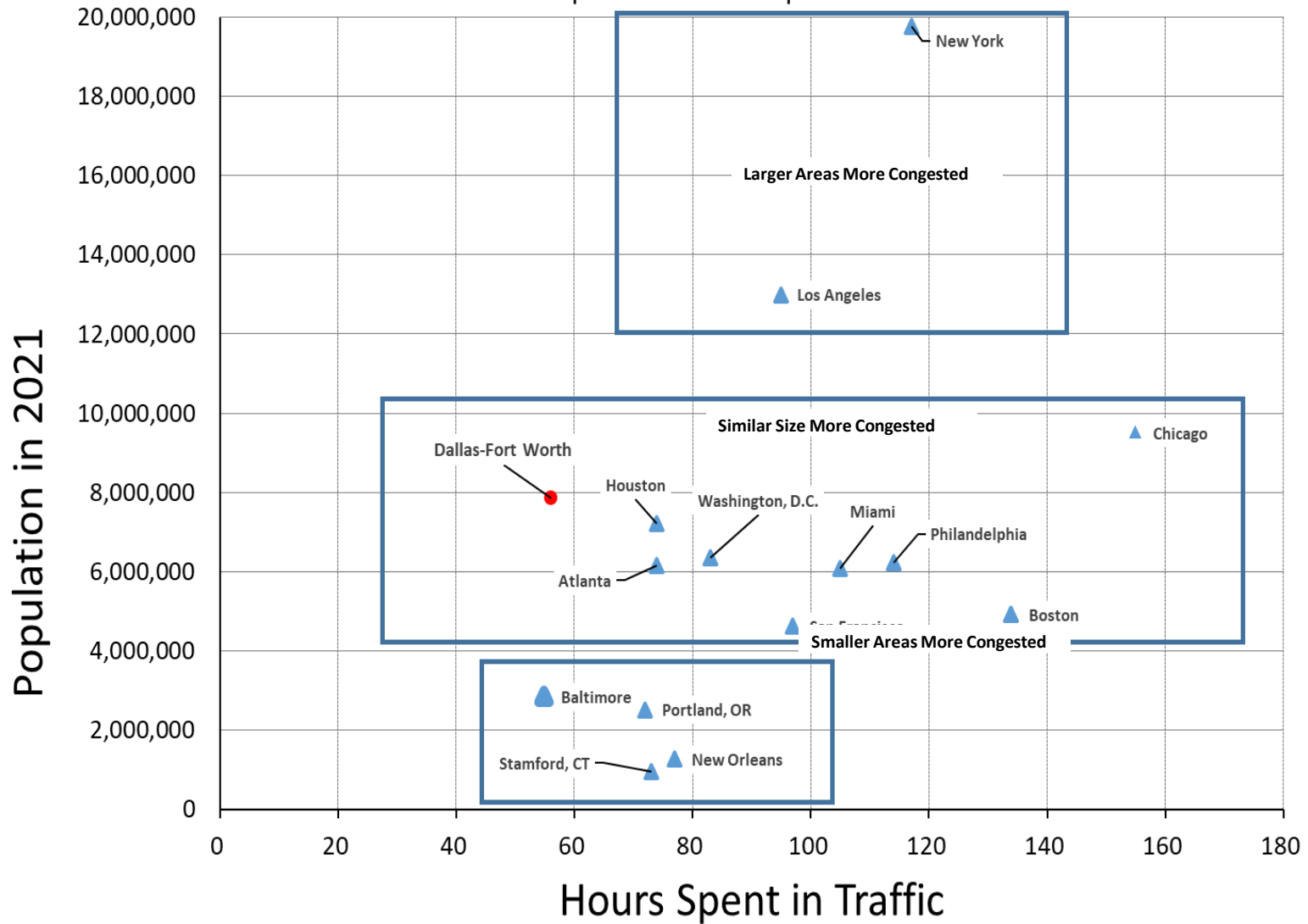


# Dallas-Fort Worth Congestion Levels and Population



Sources: TomTom Traffic Index Data;  
North Central Texas Council of Governments

## 15 Most Congested Regions Comparison of Hours Spent in Traffic and Population of Metropolitan Areas



# TxDOT MINUTE ORDER #109370: TEXAS METROPOLITAN MOBILITY PLAN (AUGUST 28, 2003)

“It is therefore ordered that the commission accepts this report and encourages partnerships with local entities in the eight metropolitan areas to implement the long range mobility plan.”

“...enabling a philosophical change in the way we as a state will attack congestion.”

“...will increase local control and decision-making authority.”

“...recommends that TxDOT shift from funding projects one at a time to a regional distribution of a predictable amount of funding.”

“...the plan makes it explicit that the distributed TxDOT funds would not be reduced for those areas that develop gap funding initiatives.”

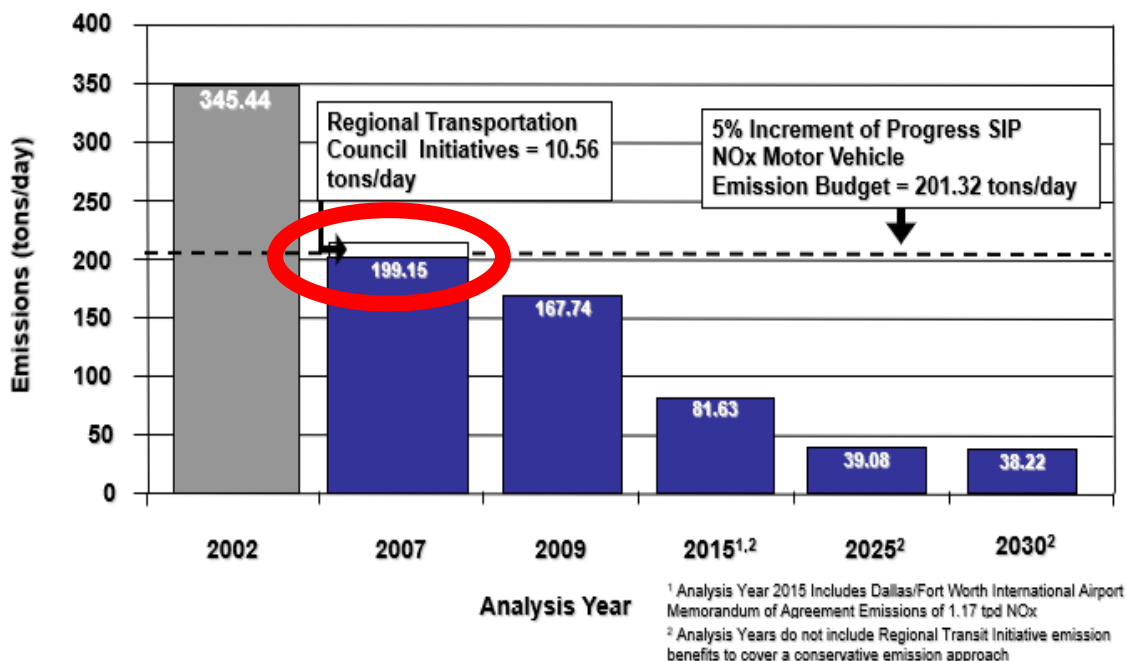
Commissioner Ric Williamson: “The more you choose local sources of funds, whether that’s local taxes or local tolls, the more money will be invested in your community; you will not be penalized for being aggressive with local funding.”



- Citizens of region paying tolls for 52 years
- Now, State moving away from formula allocation
- Fairness to residents is lost


# IMPORTANCE OF REGIONAL AIR QUALITY/ MANAGEMENT AND OPERATIONS PROJECTS

EMISSIONS OF NITROGEN OXIDES (NO<sub>x</sub>)



- Air Quality Conformity test results must be below EPA's Motor Vehicle Emission Budget (MVEB).
- Previous Regional Transportation Council Initiatives (air quality projects and programs) have allowed region to pass Conformity.
- When the MVEB is reset next year, these programs can help tip the scales if regional Conformity is uncertain.

# NTTA/TxDOT STATE INFRASTRUCTURE BANK (SIB) LOAN PARTNERSHIP

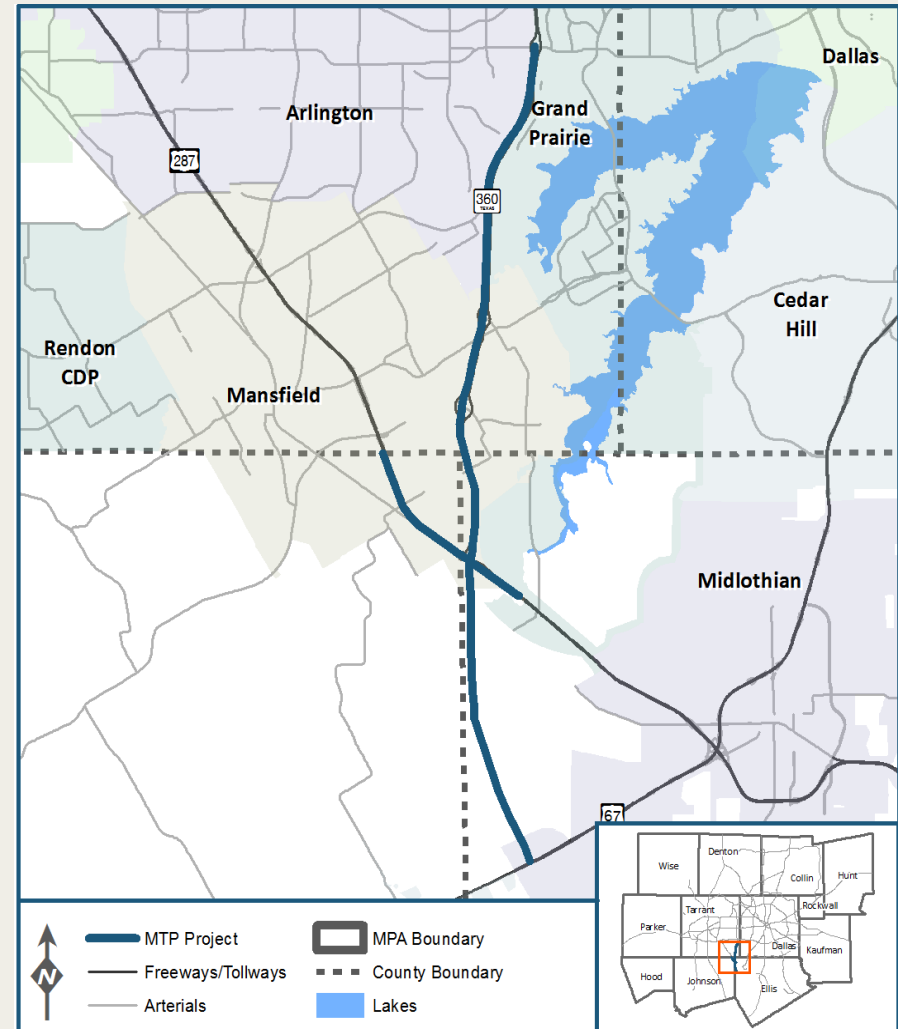
- In 2012, TxDOT requested assistance from the RTC to replenish the SIB by “purchasing” an NTTA SIB loan
  - NTTA originally took out the loan to finance construction of the President George Bush Turnpike (PGBT)
  - In October 2012, the RTC agreed to assist TxDOT and assumed the NTTA SIB loan using \$138 million in Regional Toll Revenue (RTR) funds
  - The RTC helped TxDOT by recapitalizing the SIB for future use on other projects across the State
- 
- In 2023, TxDOT staff indicated that the RTC is not “spending” RTR funds fast enough
  - TxDOT forgets partnerships that led to “build up” of funds

# SH 360 PUBLIC SECTOR PARTNERSHIP

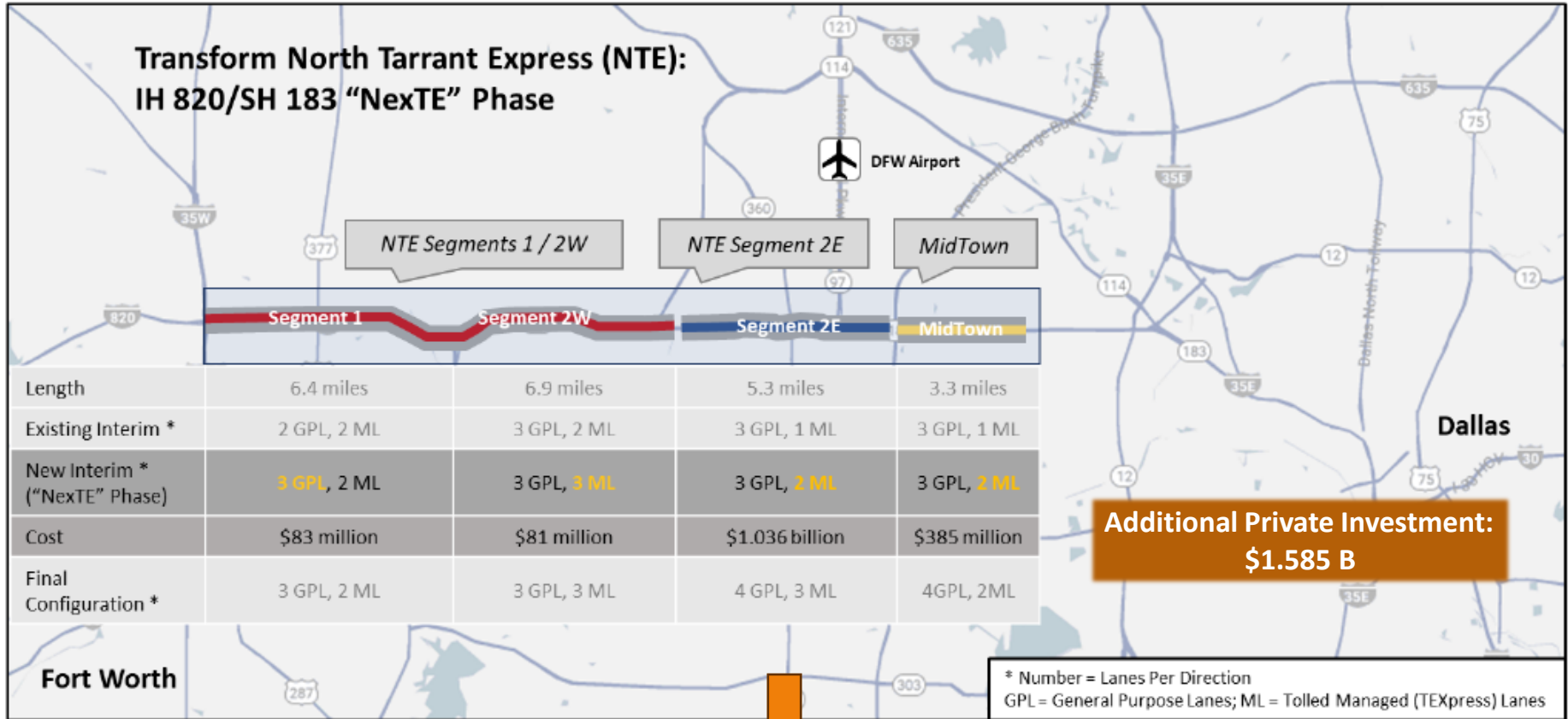
- \$330 Million Design-Build Project
- TxDOT: Construct the project & advance funding
- NTTA: Maintain & operate the facility
- RTC: In 2013, provided a financial backstop to cover the debt service plus operations & maintenance if facility underperformed.
  - In May 2021, the backstop was determined to no longer be needed.

## Outcomes:

- 50/50 Revenue Sharing between TxDOT/RTC and NTTA starting in 2050 (can be deferred to 2053 if NTTA builds other improvements first)
- Advanced completion of project by many years (open to traffic May 2018)



# NORTH TARRANT EXPRESS




- Aids implementation of an existing P3 agreement
- Will lower tolls on related managed lane facilities
- Will reduce congestion on related main lanes
- Leverages \$1.5 billion in private sector revenues


**TxDOT action  
pending since  
2020**




# FY 2020 CMAQ LAPSE

- April 12, 2021 – TxDOT notified NCTCOG that \$23,940,109 of federal CMAQ funding had lapsed at the end of FY2020
  - FY 2020 year end documentation from TxDOT showed a FY2020 carryover balance of \$16,414,535 federal (with \$8 million already slotted for projects)
    - This means we lost more money in the lapse than TxDOT had previously communicated was available
    - And, \$8 million was already pre-approved by our federal partners for use; TxDOT did not request to use them in time
  - Our historical understanding was that TxDOT spent the oldest funding first on a “first in, first out” basis
  - TxDOT stopped this practice at some point, not realizing the ramifications
- 
- The mistake made in the previous lapse could still happen under new CMAQ/STBG rule
  - Using lapsed funds as a justification for CMAQ/STBG rule change is inaccurate

# UTP PROCESS

- If want Category 12 funds in DFW region, need 50/50 contribution of Category 2 funds. Same does not apply to Category 12 funds placed on major projects in Austin and Houston.
- DFW region is growing by 1 million every 7 years, and is therefore, absorbing the growth, but revenues are going to other areas of the State 
- MPOs have to submit projects 3 months before allocations are known and 6 months before TTC project selections are known
- Not consistent across the State
- Regional decisions must be made with incomplete information
- Once information is received, regions have to make final decisions with great haste

# 2024 UTP TRADES

- TxDOT District staff was instructed to develop a partnership deal with the DFW MPO
  - After consulting with the MPO, TxDOT proposed to trade Category 12 and Category 2 funds on projects to advance IH 30 Canyon project
  - Draft Category 12 funds would go to the region
  - After the trade deal points were settled, existing Category 12 funds on US 380 were removed
- 
- Draft Category 12 funds changed
  - Resulted in a net loss of Category 12 funds on US 380
  - US 380 is both an urban and rural/intercity route

# PROPOSED CMAQ/STBG/CATEGORY 2 FUNDING RULE CHANGES

- DFW region has implemented 10 Year Milestone Policy and annual project tracking each fiscal year, plus many innovative funding trades to expedite obligation of CMAQ and STBG funds
  - DFW region has helped with the August Redistribution since 2018, helping TxDOT gain obligation authority from other states
  - DFW MPO and TxDOT District have maintained great working relationships throughout our history, which has allowed us to expedite the funding and implementation of projects over decades
  - In late 2022, the RTC committed \$50 million in federal funding to a Regional Safety Program & partnering with the TxDOT Safety Taskforce to help #EndTheStreak
- 
- Creating institutional barriers to implementation via rulemaking
  - TxDOT agreements take excessively long, which delays implementation of needed projects (e.g., Regional 511 Agreement/need 6-year contract)
  - Some agreements take 2 years



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

November 28, 2023

David Salazar, P.E.

District Engineer

TxDOT Fort Worth District

2501 SW Loop 820

Fort Worth, TX 76133

Ceason Clemens, P.E.

District Engineer

TxDOT Dallas District

4777 US Highway 80 East

Mesquite, TX 75150

Noel Paramanatham, P.E.

District Engineer

TxDOT Paris District

1365 N Main Street

Paris, TX 75460

Dear Messrs. and Mmes. Salazar, Clemens, and Paramanatham:

Enclosed is the 2023 Transportation Development Credit (TDC) Annual Report for the Dallas-Fort Worth region. This report details the TDC allocations and projects approved in FY2023 by the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area. The following attachments are provided:

Attachment 1 Summary of Transportation Development Credits (TDCs) Allocation and Award Amounts in the Dallas-Fort Worth Metropolitan Planning Organization

Attachment 2 Projects with Approved Transportation Development Credits (TDCs) in the Dallas-Fort Worth Metropolitan Planning Organization

The North Central Texas Council of Governments (NCTCOG) and the RTC anticipate awarding additional TDCs in 2024. Please transmit this report to the appropriate division(s) within your agency. This report fulfills our December 1, 2023, TDC annual report submittal. Should you need any additional information, please contact Brian Dell, Principal Transportation Planner, or me at 817-695-9240.

Sincerely,

A handwritten signature in black ink, appearing to read "Christie J. Gotti", is written over a light blue horizontal line.

Christie J. Gotti  
Senior Program Manager

DN:sas  
Enclosures

cc: Marc D. Williams, P.E., Executive Director, Texas Department of Transportation  
Stephen Stewart, CPA, Chief Financial Officer, Texas Department of Transportation  
Todd Gibson, Transportation Planner – MPO Coordinator, Transportation Planning & Programming Division, Texas Department of Transportation  
Latrica Good, Accountant, Texas Department of Transportation

**Summary of Transportation Development Credits (TDCs)  
Dallas-Fort Worth Metropolitan Planning Organization (MPO)  
(As of September 30, 2023)**

TDC Award Type	Current Allocation	TDC Awarded Amount													Remaining (for Future Programming)
		Awarded in 2013	Awarded in 2014	Awarded in 2015	Awarded in 2016	Awarded in 2017	Awarded in 2018	Awarded in 2019	Awarded in 2020	Awarded in 2021	Awarded in 2022	Awarded in 2023	Cumulative Total Awarded		
Category 1 - Strategic Awards to Small Transit Providers	41,000,000	1,697,058	4,181,839	2,845,564	2,454,906	175,909	2,984,774	1,897,657	2,608,675	2,623,023	88,335	2,144,856	23,702,596	17,297,404	
Category 2 - RTC Has Revenue - Transportation Alternatives Program; TxDOT/RTC Partnership for Reliability, Congestion Mitigation, and Air Quality; Collin County LIP/LIRAP <sup>1</sup> Partnership; COVID Infrastructure Program	60,000,000	0	7,481,001	127,954	933,291	753,740	1,410,285	0	2,115,042	2,461,375	12,222,441	14,875,506	42,380,635	17,619,365	
Category 3 - Local Agency Has Revenue	16,691,115	0	16,764,599	0	(73,484)	0	0	0	0	0	0	0	16,691,115	0	
Category 4 - Selling/Transferring TDCs to Other MPOs/TxDOT (MPO Revolver Fund)	150,000,000	0	100,000,000	0	0	0	0	0	0	0	0	0	100,000,000	50,000,000	
Category 5 - Regional Programs/Management and Operations	86,919,016	463,677	5,265,978	4,580,425	(396,589)	4,826,600	3,098,411	11,131,120	3,816,181	24,133,213	(290,307)	28,049,264	84,677,973	2,241,043	
Category 6 - Metropolitan Transportation Plan (MTP) Policy Bundle	100,000,000	0	0	0	0	1,191,916	4,421,081	14,086,995	13,229,889	8,514,279	5,713,506	4,404,931	51,562,597	48,437,403	
Category 7 - TDC Pool for Future Reallocation	539,741,527	0	0	0	0	0	0	0	0	0	0	0	539,741,527	0	
<b>Subtotal</b>	<b>994,351,658</b>	<b>2,160,735</b>	<b>133,693,417</b>	<b>7,553,943</b>	<b>2,918,124</b>	<b>6,948,165</b>	<b>11,914,551</b>	<b>27,115,772</b>	<b>21,769,787</b>	<b>37,731,890</b>	<b>17,733,975</b>	<b>49,474,557</b>	<b>319,014,916</b>	<b>675,336,742</b>	

TDC Allocation Summary	
TDCs Originally Allocated for Dallas/Fort Worth MPO	465,486,222
Additional TDCs Allocated to Dallas/Fort Worth MPO via 2019 UTP	528,865,436
<b>Total TDCs Allocated to Dallas/Fort Worth MPO</b>	<b>994,351,658</b>
<b>Total TDCs Awarded as of September 30, 2023</b>	<b>(319,014,916)</b>
<b>Remaining TDC Pool for Future Programming</b>	<b>675,336,742</b>

Notes:

- LIP: Local Initiative Projects, LIRAP: Low-income Vehicle Repair, Retrofit, and Accelerated Retirement Program
- Approved by the Texas Transportation Commission on 8/30/2018 (Minute Order #115291)

**Projects with Approved Transportation Development Credits (TDCs)  
in the Dallas-Fort Worth Metropolitan Planning Organization  
(As of September 30, 2023)**

**ATTACHMENT 2**

<b>Projects Approved with MPO Transportation Development Credits:</b>						
<b>TIP Code</b>	<b>Project Description</b>	<b>Project Sponsor</b>	<b>Fiscal Year in TIP</b>	<b>Year Awarded/ Adjusted</b>	<b>TDC Amount*</b>	<b>TDC Category (1-6)</b>
12010.22	5307 - ACQUISITION OF HARDWARE	COMMUNITY TRANSIT SERVICES	2023	2023	27,000	1
12019.22	5307 - ACQUISITION OF STORAGE SHED	COMMUNITY TRANSIT SERVICES	2023	2023	1,400	1
12020.22	5307 - ACQUISITION OF SOFTWARE	COMMUNITY TRANSIT SERVICES	2023	2023	9,000	1
12023.22	5307 - TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	COMMUNITY TRANSIT SERVICES	2023	2023	32,910	1
12024.19	5307 - CONSTRUCTION OF PARKING FACILITY	STAR TRANSIT	2023	2023	100,000	1
12025.22	5307 - REHABILITATION OF TRANSIT REVENUE VEHICLE	STAR TRANSIT	2023	2023	68,000	1
12122.17	5307 - BUS PREVENTIVE MAINTENANCE	PUBLIC TRANSIT SERVICES	2018	2023	(18,000)	1
12122.18	5307 - BUS PREVENTIVE MAINTENANCE	PUBLIC TRANSIT SERVICES	2019	2023	14,000	1
12206.22	5307 - PROJECT ADMINISTRATION	NCTCOG	2023	2023	110,481	1
12247.17	5307 - PROJECT ADMINISTRATION	PUBLIC TRANSIT SERVICES	2018	2023	7,649	1
12247.19	5307 - PROJECT ADMINISTRATION	PUBLIC TRANSIT SERVICES	2020	2023	5,068	1
12247.22	5307 - PROJECT ADMINISTRATION	PUBLIC TRANSIT SERVICES	2023	2023	7,300	1
12375.22	5307 - PROJECT ADMINISTRATION	SPECIAL PROGRAMS FOR AGING NEEDS	2023	2023	1,316	1
12483.14	5307 - ACQUISITION OF HARDWARE	STAR TRANSIT	2017	2023	(13,232)	1
12542.21	5307 - SUPPORT URBANIZED AREA TRANSIT SERVICE	NCTCOG	2022	2023	344,213	1
12576.18	5307 - PURCHASE REPLACEMENT VEHICLES	NCTCOG	2019	2023	69,123	1
12576.19	5307 - PURCHASE REPLACEMENT VEHICLES	NCTCOG	2023	2023	70,656	1
12576.20	5307 - PURCHASE REPLACEMENT VEHICLES	NCTCOG	2023	2023	135,000	1
12576.21	5307 - PURCHASE REPLACEMENT VEHICLES	NCTCOG	2023	2023	64,034	1
12627.16	5307 - PREVENTIVE MAINTENANCE	STAR TRANSIT	2017	2023	(1)	1
12627.22	5307 - PREVENTIVE MAINTENANCE	STAR TRANSIT	2023	2023	76,000	1
12632.17	5307 - GENERAL PLANNING	SPECIAL PROGRAMS FOR AGING NEEDS	2023	2023	8,000	1
12666.17	5307 - MOBILITY MANAGEMENT	PUBLIC TRANSIT SERVICES	2023	2023	18,000	1

\*Negative numbers indicate a reduction in the number of credits awarded on a project

**Projects with Approved Transportation Development Credits (TDCs)  
in the Dallas-Fort Worth Metropolitan Planning Organization  
(As of September 30, 2023)**

**ATTACHMENT 2**

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
12666.18	5307 - MOBILITY MANAGEMENT	PUBLIC TRANSIT SERVICES	2019	2023	(14,000)	1
12666.22	5307 - MOBILITY MANAGEMENT	PUBLIC TRANSIT SERVICES	2023	2023	6,000	1
12696.22	5307 - PREVENTIVE MAINTENANCE	PUBLIC TRANSIT SERVICES	2023	2023	7,000	1
12711.17	5307 - MOBILITY MANAGEMENT	SPECIAL PROGRAMS FOR AGING NEEDS	2018	2023	(8,000)	1
12711.22	5307 - MOBILITY MANAGEMENT	SPECIAL PROGRAMS FOR AGING NEEDS	2023	2023	13,000	1
12716.16	5307 - ACQUISITION OF SIGNAGE	STAR TRANSIT	2023	2023	4,000	1
12717.14	5307 - MOBILITY MANAGEMENT	STAR TRANSIT	2017	2023	13,232	1
12717.19	5307 - MOBILITY MANAGEMENT	STAR TRANSIT	2020	2023	16,621	1
12717.22	5307 - MOBILITY MANAGEMENT	STAR TRANSIT	2023	2023	98,379	1
12719.22	5310 - PURCHASE OF SERVICE	STAR TRANSIT	2023	2023	97,014	1
12736.19	5339 - PURCHASE REPLACEMENT VEHICLES	NCTCOG	2023	2023	90,054	1
12736.20	5339 - PURCHASE REPLACEMENT VEHICLES	NCTCOG	2023	2023	90,054	1
12736.22	5339 - PURCHASE REPLACEMENT VEHICLES	NCTCOG	2023	2023	75,000	1
12737.22	5310 - MOBILITY MANAGEMENT - STRATEGIC PARTNERSHIP	NCTCOG	2023	2023	65,545	1
12748.22	5307 - ACQUISITION OF SOFTWARE	CITY/COUNTY TRANSPORTATION	2023	2023	24,000	1
12750.22	5307 - PROJECT ADMINISTRATION	CITY/COUNTY TRANSPORTATION	2023	2023	8,400	1
12752.17	5310 - MOBILITY MANAGEMENT	NCTCOG	2020	2023	(54,014)	1
12752.18	5310 - MOBILITY MANAGEMENT	NCTCOG	2023	2023	(145,667)	1
12752.19	5310 - MOBILITY MANAGEMENT	NCTCOG	2023	2023	352,479	1
12766.17	5307 - ACQUISITION OF MISCELLANEOUS EQUIPMENT	PUBLIC TRANSIT SERVICES	2018	2023	(7,649)	1
12779.20	5310 - MOBILITY MANAGEMENT - STRATEGIC PARTNERSHIP	NCTCOG	2023	2023	400,351	1
12779.22	5310 - MOBILITY MANAGEMENT - STRATEGIC PARTNERSHIP	NCTCOG	2023	2023	248,924	1
12781.16	5307 - ACQUISITION OF SIGNAGE	CITY/COUNTY TRANSPORTATION	2016	2023	(1,920)	1
12782.16	5307 - PREVENTIVE MAINTENANCE	CITY/COUNTY TRANSPORTATION	2016	2023	1,920	1
12783.21	5307 - PURCHASE EXPANSION VEHICLES	NCTCOG	2022	2023	(118,084)	1
12793.22	5339 - PROJECT ADMINISTRATION	NCTCOG	2023	2023	13,908	1
12796.19	5339 - PURCHASE EXPANSION VEHICLES	NCTCOG	2020	2023	(90,054)	1
12796.20	5339 - PURCHASE EXPANSION VEHICLES	NCTCOG	2021	2023	(90,054)	1
12808.19	5310 - MOBILITY MANAGEMENT	NCTCOG	2022	2023	41,072	1
12808.20	5310 - MOBILITY MANAGEMENT	NCTCOG	2023	2023	43,505	1
12813.19	5307 - GENERAL PLANNING	NCTCOG	2019	2023	2,518	1
12813.20	5307 - GENERAL PLANNING	NCTCOG	2021	2023	37,482	1

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(As of September 30, 2023)**

ATTACHMENT 2

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
12833.16	5307 - ACQUISITION OF BUS SHELTERS	STAR TRANSIT	2017	2023	(4,000)	1
12860.22	5307 - ACQUISITION OF SECURITY EQUIPMENT	COMMUNITY TRANSIT SERVICES	2023	2023	34,000	1
12870.22	5307 - MOBILITY MANAGEMENT	NCTCOG	2023	2023	110,481	1
12900.22	5307 - TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	NCTCOG	2023	2023	38,160	1
12918.19	5307 - ACQUISITION OF COMMUNICATIONS EQUIPMENT	PUBLIC TRANSIT SERVICES	2020	2023	(5,068)	1
12947.22	5310 - PURCHASE OF SERVICE -TCTS	TRINITY METRO	2023	2023	55,000	1
12948.22	5310 - PURCHASE OF REPLACEMENT VEHICLES	TRINITY METRO	2022	2023	(502,650)	1
12962.22	5310 - PURCHASE REPLACEMENT VEHICLES	GRAND PRAIRIE	2023	2023	60,000	1
<b>Subtotal of Category 1 - Strategic Awards to Small Transit Providers</b>					<b>2,144,856</b>	
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	NCTCOG	2024	2023	100,000	2
			2025		180,000	
			2026		190,000	
11692.1	REGIONAL PARKING MANAGEMENT TOOLS & STRATEGIES PROGRAM; CONDUCT DATA COLLECTION AND/OR PLANNING TO DEVELOP AND IMPLEMENT DATA DRIVEN TOOLS AND STRATEGIES TO SUPPORT PUBLIC SECTOR IN MANAGEMENT OF PARKING AT MULTIMODAL LOCATIONS	NCTCOG	2025	2023	110,000	2
11699.1	REGIONAL VANPOOL PROGRAM (EASTERN 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	NCTCOG	2025	2023	515,400	2
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	NCTCOG	2025	2023	68,200	2
			2026		136,400	
14013.7	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION TO SHILOH COTTON BELT STATION COTTON BELT VELOWEB TRAIL (26 MILES); CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON) - PHASE 2	DART	2024	2023	9,152,266	2
14014	MCKINNEY AVENUE TRANSIT AUTHORITY M-LINE EXTENSION FROM UPTOWN TO KNOX-HENDERSON NEIGHBORHOOD; CONDUCT A STUDY TO RECOMMEND ALIGNMENTS & STOPS, EVAL THE COST OF IMPL, OPERATION, & MAINTENANCE, PROVIDE TECH ASSIST PRODUCING RIDERSHIP EST & PRELIM ENV ANALYSIS, ID POTENTIAL FUNDING, & DEVELOP TIMELINE; INCL NCTCOG STAFF TIME & MAY INCL CONSULTANT ASST	NCTCOG	2025	2023	120,000	2

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**Projects with Approved Transportation Development Credits (TDCs)  
in the Dallas-Fort Worth Metropolitan Planning Organization  
(As of September 30, 2023)**

ATTACHMENT 2

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
14082	BROADWAY AVE FROM US 377 TO SH 26; RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	HALTOM CITY	2023	2023	13,000	2
			2026		151,791	
16005	SOUTHWEST AIRLINES SURFACE TRANSPORTATION PLANNING STUDY; STEMMONS FREEWAY TO DALLAS NORTH TOLLWAY STUDY TO EVALUATE IMPROVEMENTS TO EXISTING ROADWAY AND TRANSIT OPTIONS TO MAXIMIZE ACCESSIBILITY TO LOVE FIELD AIRPORT NOW AND IN THE FUTURE	NCTCOG	2025	2023	15,000	2
16006	ENVIRONMENTAL IMPACT STATEMENT COORDINATION ON REG PROJECTS; PROVIDE TECHNICAL, PLANNING, ENGINEERING, & ENV ASSISTANCE TO TRANSPORTATION AGENCIES & THE RTC TO ADVANCE CORRIDORS IDENTIFIED FOR IMPROVEMENT IN OR BEING EVALUATED FOR THE METROPOLITAN TRANSPORTATION PLAN; PROVIDE SUPPORT TO ADVANCE REGIONAL PROJECTS THROUGH THE ENVIRONMENTAL PROCESS; FACILITATE COORDINATION MEETINGS THAT MONITOR & ENSURE THE CONTINUED PROGRESS OF ENVIRONMENTAL DOCUMENT COMPLETION	NCTCOG	2025	2023	80,000	2
21014	DCTA BUS SHELTERS; CONSTRUCT BUS SHELTERS INCLUDING CONCRETE PADS, OVERHEAD SHELTERS, LIGHTING, SEATING, REAL-TIME SCHEDULE INFORMATION, ETC	DCTA	2024	2023	200,000	2
21014.1	DCTA A-TRAIN EXPANDED SPECIAL EVENTS SERVICE; EXPAND A-TRAIN SERVICE FOR THREE YEARS TO COINCIDE WITH SPECIAL EVENTS IN THE DCTA AND DART SERVICE AREAS	DCTA	2024	2023	600,000	2
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	NCTCOG	2025	2023	100,000	2
			2026		100,000	
21015.8	CONSTRUCT NEW STOP ACCOMMODATIONS IN THE TRINITY METRO SERVICE AREA; IDENTIFY AND CONSTRUCT BUS STOP UPGRADES INCLUDING, CONCRETE FOUNDATIONS, OVERHEAD SHELTERS, LIGHTING, SEATING, REAL-TIME SCHEDULE INFORMATION	TRINITY METRO	2024	2023	556,000	2
25028	CADIZ ST FROM WEST OF HOTEL ST TO BOTHAM JEAN BLVD; RECONSTRUCT THE CADIZ RAILROAD BRIDGE INCLUDING RECONSTRUCT AND WIDEN CADIZ ST FROM 3 LN DIVIDED TO 4 LN DIVIDED WITH BIKE/PEDESTRIAN IMPROVEMENTS	DALLAS	2024	2023	1,000,000	2
25092.2	TRANSIT PASSES FOR COMMUNITY COLLEGES (EASTERN SUBREGION); PROVIDE TRANSIT PASSES FOR DALLAS COUNTY COLLEGE STUDENTS TO ASSIST WITH STUDENT TRANSPORTATION NEEDS AND TO INCREASE TRANSIT RIDERSHIP	NCTCOG	2025	2023	60,000	2
40081	SMITHFIELD MIDDLE SAFE ROUTES TO SCHOOL PROJECT BOUNDED BY COPPER CANYON RD ON THE NORTH, CRANE RD ON THE EAST, MID-CITIES BLVD ON THE SOUTH, DAVIS BLVD ON THE WEST; CONSTRUCT NEW SIDEWALKS, PEDESTRIAN SIGNALIZATION, AND INTERSECTION IMPROVEMENTS	NORTH RICHLAND HILLS	2025	2023	132,719	2

\*Negative numbers indicate a reduction in the number of credits awarded on a project

**Projects with Approved Transportation Development Credits (TDCs)  
in the Dallas-Fort Worth Metropolitan Planning Organization  
(As of September 30, 2023)**

ATTACHMENT 2

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
40089	CENTRAL TRAIL EXTENSION ALONG BUCKINGHAM RD FROM DART LIGHT RAIL CROSSING TO S GREENVILLE AVE ALONG S GREENVILLE AVE FROM BUCKINGHAM RD TO WALNUT ST, AND ALONG WALNUT ST FROM S GREENVILLE AVE TO ABRAMS RD; CONSTRUCT NEW SIDEWALK, BICYCLE AND PEDESTRIAN SIGNALIZATION AND INTERSECTION IMPROVEMENTS, AND NEW SHARED-USE PATH	DALLAS COUNTY	2026	2023	1,294,730	2
<b>Subtotal of Category 2 - RTC Has Revenue</b>					<b>14,875,506</b>	
11554.2	PEOPLE MOVER TEST TRACK; INCLUDING ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED PEOPLE MOVER LOCATIONS IN THE DFW REGION AND CONNECT THOSE LOCATIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS; INCLUDES PLANO LEGACY AREA AUTONOMOUS TRANSPORTATION SYSTEM	NCTCOG	2024	2023	75,000	5
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	NCTCOG	2024	2023	513,900	5
			2026		272,060	
11613.3	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE REGION'S GOOD MOVMT INCL NCTCOG STAFF TIME & CONSULTANT ASST TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT; MOVMT, DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR FREIGHT PARTNERS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUC & OVERSIGHT OF PARTNER IMPL PROJECTS	NCTCOG	2024	2023	265,000	5
			2025		250,000	
			2026		525,000	
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 REG TRAVEL MODEL; DEV OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS; CONDUCT TRAVEL SURVEYS & INTERSECTION OPERATIONAL ANALYSES	NCTCOG	2024	2023	500,000	5
			2025		522,000	
			2026		570,000	
11633.4	M&O -PROGRAM OVERSIGHT COORDINATION & COMPLIANCE, INCLUDING DEPARTMENT STREAMLINING INITIATIVES, PROCUREMENT (EDUCATION, OUTREACH W/ POTENTIAL BIDDERS INCL WEB UPDATES), CONTRACT MGMT, ENHANCEMENT OF RESOURCES & COMPLIANCE W/ BUY AMERICA & DBE PRGM (INCL OUTREACH TO VENDORS, AND DEVELOPMENT OF PARTNERSHIP W/ REGIONAL & STATE CERT AGENCIES), & LEGAL (COORDINATION OF RTC POLICIES, EVALUATION, DEVELOPMENT, REGULATION OF LEGAL INSTRUMENTS TO IMPLEMENT MPO PROJECTS)	NCTCOG	2024	2023	89,000	5

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TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
11647.1	LAND USE/TRANSPORTATION AND BIKE/PEDESTRIAN INITIATIVES INCLUDES BICYCLE/PEDESTRIAN PLANNING, TRANSIT ORIENTED DEVELOPMENT, REGIONAL PEDESTRIAN SAFETY PROGRAM, IMPLEMENTATION OF SUSTAINABLE DEVELOPMENT INITIATIVES; 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	NCTCOG	2023	2023	(200,800)	5
11647.2	LAND USE/TRANS & BIKE/PED INITIATIVES INCLUDES BICYCLE/PED PLANNING & PROGRAMMING, & TRANSIT ORIENTED DEVELOPMENT, TECHNICAL ASSISTANCE, REGIONAL BIKE/PED SAFETY PROGRAM/LOOK OUT TEXANS, IMPL OF SUSTAINABLE DEV, REGIONAL WAYFINDING, ADA COMPLIANCE; COLLECT & ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, TARGETED SAFETY EDUCATION FOR ISDS AND TEEN DRIVERS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	NCTCOG	2024	2023	453,000	5
			2025		513,000	
			2026		622,000	
11650	CORRIDOR STUDIES AND CAPITAL ASSET MANAGEMENT; IDENTIFY STRATEGIES TO EXTEND OPERATIONAL LIFE OF TRANSPORTATION FACILITIES BY PROMOTING USE OF STRATEGIC MAINTENANCE, REPAIR, AND EXPANSION; INCLUDES CONTINUED DEVELOPMENT, MONITORING, AND TECHNICAL ASSISTANCE TO REGIONAL PARTNERS TO BALANCE PRESERVATION VS. UPGRADE OF ASSETS	NCTCOG	2020	2023	(803)	5
11650.1	TRANSPORTATION TECHNICAL SUPPORT REGIONWIDE; TECHNICAL ASSISTANCE FOR DEVELOPING, MONITORING, ENVIRONMENTALLY APPROVING, AND IMPLEMENTING CORRIDOR STUDIES/PROJECTS ACCORDING TO CAPITAL ASSET MANAGEMENT PRINCIPLES	NCTCOG	2024	2023	172,000	5
			2026		360,000	
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	NCTCOG	2024	2023	160,200	5
			2026		103,000	
11657.2	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE 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	NCTCOG	2024	2023	380,000	5
			2025		410,000	
			2026		420,000	
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	NCTCOG	2024	2023	354,600	5
			2025		360,000	
			2026		417,600	

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TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
11684	REGION WIDE PROJECT TO ASSIST LOCAL PARTNERS PLAN AND IMPLEMENT CAV DEPLOYMENTS BY PROVIDING FUNDING FOR COSTS RELATED TO DEPLOYMENTS AND SUPPORTING COSTS OF ACTIVE AV DEPLOYMENTS IN PARTNERSHIP WITH PRIVATE SECTOR; INCL LOCAL GOVT STAFF, NCTCOG STAFF & CONSULTANT TIME, INFRA UPGRADES (EX: SIGNAL, STRIPING, DSRC & 5G CONNECTIVITY), LEGAL SVCS, PUBLIC ED, SAFETY (EX: COORD W/FIRST RESPONDERS); SOFTWARE & TECH EXPERTISE; EQUAL ACCESS TO INTERNET AS TDM TOOL	NCTCOG	2023	2023	(140,000)	5
11684.9	EXPAND TRANSIT OPERATIONS IN 76104 ZIP CODE; EXPAND ZIP ZONE TRANSIT SERVICE IN 76104 ZIP CODE TO INCREASE HOURS OF SERVICE AND FREQUENCY/AVAILABILITY TO DECREASE WAIT TIMES	TRINITY METRO	2023	2023	140,000	5
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 REGIONS TRANSP NETWORK BY INTEGRATING DATA SOURCES INCL REGIONAL TRAFFIC MGMT AND TRAVELER INFORMATION SYS; ITS DATA UPDATES AND COMPLIANCE; COORDINATION WITH REGIONAL PARTNERS ON INFORMATION SHARING AND AGREEMENT TRACKING; ADMINISTRATION OF MOBILITY ASSISTANCE PATROL; INCL NCTCOG STAFF TIME	NCTCOG	2024	2023	316,800	5
			2025		550,000	
			2026		553,000	
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	NCTCOG	2024	2023	600,000	5
			2025		620,000	
			2026		640,000	
12018.21	5307 - GENERAL PLANNING: COMPREHENSIVE PLANNING STUDY IN FORT WORTH ZIP CODE 76104 TO IDENTIFY INNOVATIVE TRANSIT SOLUTIONS	NCTCOG	2023	2023	26,970	5
14013.2	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION TO SHILOH COTTON BELT STATION; DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	DART	2023	2023	(337,103)	5
14013.9	SILVERLINE RAIL SAFETY WALL NORTH OF SUGAR CANE WAY BETWEEN PINYON LN AND SAGE LN; CONSTRUCT SAFETY WALLS ALONG THE SILVERLINE RAIL CORRIDOR AT PLANO ISD PROPERTY	DART	2024	2023	100,000	5

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TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
14038.1	DFW REGION; MANAGEMENT & OVERSIGHT OF NEW REGIONAL SAFETY PROJECT FUNDING PROGRAM; INCLUDES DEVELOPMENT OF A REGIONAL TRANSPORTATION SAFETY PLAN; GENERAL SAFETY PLANNING/IMPLEMENTATION ACTIVITIES; CONDUCTING REGIONAL & FEDERAL SAFETY; PERFORMANCE TRACKING/REPORTING REQUIREMENTS; ANALYSIS OF WRONG-WAY DRIVING AND INTERSECTION SAFETY IMPLEMENTATION PLAN COUNTERMEASURE EFFECTIVENESS; COLLECTING/ANALYZING CRASH DATA & INCIDENT PERFORMANCE MEASURES	NCTCOG	2023	2023	80,000	5
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	NCTCOG	2024	2023	698,000	5
			2025		1,001,000	
			2026		1,214,000	
14078	TRE STATION AT TRINITY LAKES; CONSTRUCT NEW TRE STATION WITH 4 BUS BAYS AND 500-SPACE PARKING LOT	TRINITY METRO	2011	2023	437,313	5
			2020		900,000	
			2023		4,010,687	
14090.1	IH 35W FROM DR. DENNIS DUNKINS TRANSFER CENTER TO ALLIANCE; IMPLEMENT HIGH-INTENSITY BUS SERVICE ALONG THE IH 35W CORRIDOR	TRINITY METRO	2022	2023	3,200,000	5
			2023		402,000	
16000	INPUT/OUTPUT ECONOMIC MODEL; SOFTWARE TO PROVIDE ANALYSIS FOR DEMOGRAPHIC FORECASTING, SCENARIO ANALYSIS, AND TRANSPORTATION PROJECT EVALUATION; TECHNICAL SUPPORT FOR COMPLEX INTERACTIONS AMONG TRANSPORTATION BEHAVIORS AND PROVIDE CONNECTIVITY BETWEEN TRANSPORTATION INVESTMENT AND ECONOMIC EFFECTS	NCTCOG	2024	2023	300,000	5
16001	REG SCRAP TIRE ABATEMENT PGRM DEV & IMPL; SCRAP TIRE PUB EDUC/OUTREACH/AWARENESS CAMPAIGN; PROVIDE TECH SUPPORT TO LOC GOVTS, INCL ORDINANCE & MODEL CREATION TO INCR REGU & ENFORCEMENT; DB FOR ABANDONED TIRE LOCATIONS, HAULERS, DEALERSHIPS; & END USERS IN REGION; IDENTIFY & IMPL ADDL POLICIES FOR REG IMP, ASSIST LOC GOVTS, BUSINESSES, & CITIZENS IN PROJ & PGRM IMPL; ADDL RESEARCH INTO EXISTING & POTENTIAL END USES TO INCL LOC SCRAP TIRE UTIL AS A RESOURCE; COLLECTION EVENTS	NCTCOG	2024	2023	158,000	5
16002	MCKINNEY LINE PASSENGER RAIL STUDY FROM PARKER ROAD STATION IN PLANO TO MCKINNEY NORTH; MCKINNEY LINE PASSENGER RAIL CONCEPTUAL ENGINEERING STUDY INCLUDING ALTERNATIVE ROUTE ANALYSIS AND FUNDING OPTIONS; INCLUDES CONSULTANT AND NCTCOG STAFF TIME	NCTCOG	2024	2023	200,000	5
16003	MANSFIELD LINE PASSENGER RAIL STUDY FROM MIDLOTHIAN TO FORT WORTH CENTRAL STATION; MANSFIELD LINE PASSENGER RAIL CONCEPTUAL ENGINEERING STUDY INCLUDING ALTERNATIVE ROUTE ANALYSIS AND FUNDING OPTIONS; INCLUDES CONSULTANT AND NCTCOG STAFF TIME	NCTCOG	2024	2023	200,000	5

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16004	NORTHWEST AND SOUTHWEST FORT WORTH SUBAREA STUDIES; NORTHWEST STUDY: BOUNDED BY US 377 TO E, SH 114 TO N, FM 730 TO W, & IH 820 TO S; SW STUDY: IH 20/IH 820 TO N, FM 1187 TO W, US 377 TO S, & CHISHOLM TRAIL TO E; DEVELOP SUB-REGIONAL TR PLANS TO IDENTIFY NEEDED IMPROVEMENTS & ESTABLISH A MULTI-MODAL TR NETWORK WITH FOCUS ON LAND USE, SAFETY, & CONGESTION; AREAS OUTSIDE THIS STUDY AREA WILL ALSO BE INCLUDED AS THEY IMPACT TRAVEL WITHIN THE AREA, INCL CONSULTANT & NCTCOG STAFF TIME	NCTCOG	2024	2023	40,000	5
			2025		120,000	
			2026		60,000	
16007	SPECIAL EVENTS MANAGEMENT; REGIONWIDE 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	NCTCOG	2024	2023	80,000	5
			2025		110,000	
			2026		120,000	
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	NCTCOG	2025	2023	180,000	5
			2026		150,000	
21016.1	REGIONAL DATA HUB - DFW MPO BOUNDARY; DEPLOYMENT AND ADAPTATION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION; INCLUDES NCTCOG STAFF TIME	NCTCOG	2023	2023	160,000	5
21016.2	REGIONAL DATA HUB - DFW MPO BOUNDARY; DEPLOYMENT AND ADAPTION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION	TXDOT-DALLAS	2023	2023	(200,000)	5
21028	HIGH-SPEED RAIL/CEDARS PLANNING STUDY BOUNDED BY GOOD LATIMER ON THE EAST, CORINTH ON THE SOUTH, THE TRINITY RIVER ON THE WEST, AND YOUNG STREET ON THE NORTH; PLANNING STUDY TO LOOK AT POTENTIAL IMPROVEMENTS TO THE GRID SYSTEM OVER IH 30 & IN THE CEDARS NEIGHBORHOOD OF DALLAS, & TO REVIEW THE POTENTIAL FOR PLACING STRUCTURES ON TOP OF IH 30; INCL. PRELIM ENG FOR IMPROVEMENTS THAT COME OUT OF PLANNING WORK	NCTCOG	2024	2023	(400,000)	5

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21089	REGIONWIDE ON-ROAD VEHICLE EMISSIONS PROJECT TO ESTABLISH MOBILE EMISSIONS ENFORCEMENT AND VEHICLE EMISSIONS DATA COLLECTION; TASK FORCE TO COMBAT FRAUD TEMP REGISTRATIONS, INSPECTION IN LIGHT & MED DUTY VEHICLES, & EMISSIONS COMPONENT TAMPERING; COLLECT TAILPIPE EMISSIONS DATA FROM MED & HEAVY-DUTY VEHICLES TO DEVELOP AQ PLANNING STRATEGIES AND FOR EMISSIONS MODELING COMPARISON	NCTCOG	2023	2023	(500,000)	5
25107	FIVE MILE CREEK AT WESTMORELAND DART STATION FROM ILLINOIS AVE TO WESTMORELAND AND FROM HAMPTON TO RUGGED DRIVE; CONSTRUCT NEW SHARED USE PATH/TRAIL	DALLAS	2024	2023	280,000	5
			2026		2,800,000	
25013	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE AND LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE; RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF. CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	FORT WORTH	2024	2023	592,840	5
25093.3	DEEP ELLUM RIDESHARE PLAZA; NORTHEAST CORNER OF N GOOD LATIMER AT MONUMENT STREET; CONSTRUCT DEEP ELLUM RIDESHARE PLAZA TO PROVIDE OFF-STREET PASSENGER PICK-UP/DROP-OFF AREA FOR TRANSPORTATION NETWORK COMPANIES IN ORDER TO IMPROVE TRAFFIC FLOW IN DEEP ELLUM	DALLAS	2025	2023	20,000	5
			2026		60,000	
55310	OVER IH 30; FROM EAST OF ERVAY ST TO HARWOOD ST; CONSTRUCT LOCAL ENHANCEMENTS	TXDOT-DALLAS	2023	2023	400,000	5
<b>Subtotal of Category 5 - Regional Programs/Management and Operations</b>					<b>28,049,264</b>	
11684.5	CITY OF RICHARDSON CONNECTED & AUTOMATED VEHICLE (AV) TEST BED & COMMUNITY CONNECTOR; TRAFFIC DETECTION & COMMS UPGRADES INCLUDE CELLULAR VEHICLE-TO-EVERYTHING/LTE-TO-EVERYTHING ROADSIDE & ON-BOARD UNITS; RAPID FLASHING BEACONS AT GREENVILLE/ARAPAHO STATION; RECTANGLE RAPID FLASHING BEACONS XING; SYSTEMS ENG FOR CONNECTED VEHICLE-TO-EVERYTHING IMP; ON-DEMAND AV SERVICES CONNECTING POINTS-OF-INTEREST AROUND ARAPAHO STATION, INCL NETWORK OF NEIGHBORHOODS AND COMMUNITY CENTERS	RICHARDSON	2023	2023	13,200	6
			2025		23,760	
			2026		256,974	
12026.22	5307 - LONG RANGE PLANNING	MESQUITE	2023	2023	14,000	6
12354.22	5307 - ACQUISITION OF SECURITY EQUIPMENT	DCTA	2023	2023	(233,545)	6
12416.22	5307 - SYSTEM PREVENTIVE MAINTENANCE	DCTA	2022	2023	(250,000)	6
12728.22	5339 - PURCHASE REPLACEMENT VEHICLES	TRINITY METRO	2022	2023	(240,000)	6
12745.17	5339 - SWIFTLY TRANSIT PLATFORM	DCTA	2023	2023	60,229	6
12837.22	5307 - MOBILITY MANAGEMENT	MCKINNEY	2023	2023	20,000	6

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12865.18	5307 - MOBILITY MANAGEMENT	MESQUITE	2019	2023	(38,000)	6
12865.22	5307 - MOBILITY MANAGEMENT	MESQUITE	2023	2023	15,000	6
12866.22	5307 - PREVENTIVE MAINTENANCE	MCKINNEY	2023	2023	20,000	6
12904.22	5307 - CAPITAL COST OF CONTRACTING - VIA RIDESHARE	ARLINGTON	2023	2023	1,100,000	6
12906.22	5307 - CAPITAL COST OF CONTRACTING - HANDITRAN	ARLINGTON	2023	2023	192,000	6
12907.22	5307 - PREVENTIVE MAINTENANCE	ARLINGTON	2023	2023	74,000	6
12909.22	5337 - RAIL PREVENTATIVE MAINTENANCE	DCTA	2022	2023	669,689	6
12926.17	5339 - ACQUISITION OF SOFTWARE	DCTA	2020	2023	(50,000)	6
12927.17	5339 - ACQUISITION OF SUPPORT VEHICLES	DCTA	2020	2023	(10,229)	6
14048	ON FAIRWAY DRIVE FROM SH 26 TO MARINA DRIVE; RECONSTRUCT 2 TO 2 LANES INCLUDING SHARED USE PATH AND ROUNDABOUT AT FAIRWAY AND MARINA DRIVE	GRAPEVINE	2025	2023	257,248	6
14050	EULESS-GRAPEVINE ROAD FROM SH 360 TO HUGHES ROAD; RECONSTRUCT 2 LANES TO 2 LANES; INCLUDING SIDEWALK AND TRAFFIC SIGNAL IMPROVEMENTS	GRAPEVINE	2025	2023	96,405	6
14094	PANTHER CREEK TRAIL FROM BNSF TO PANTHER CREEK PARKWAY; CONSTRUCT NEW SHARED USE PATH	FRISCO	2024	2023	40,000	6
			2026		369,600	
21055	DENTON TO DALLAS TRAIL (DCTA-A TRAIN RAIL) SOUTHERN EXPANSION FROM DCTA HEBRON STATION TO CARROLLTON CITY LIMITS; CONSTRUCT SHARED-USE PATH	LEWISVILLE	2026	2023	121,600	6
21060	ON MOORE AVE (US 80) WEST FROM BROOKSHIRES DRIVE TO BRADSHAW STREET; PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMPS AND CROSSWALKS, AND MINOR LANDSCAPING	TERRELL	2025	2023	360,000	6
21061	ON VIRGINIA STREET (SS 226) FROM BRIN STREET TO ROCHESTER STREET; PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMPS AND CROSSWALKS, AND MINOR LANDSCAPING	TERRELL	2024	2023	50,000	6
25089.4	TIMBERGLEN TRAIL FROM TIMBERGLEN PARK & PRESTON RIDGE TRAIL TO MIDWAY & MOSS GLEN PARK; CONST & RECONST SHARED USE PATH TO LINK MOSS GLEN & PRESTON RIDGE TR; PED HAWK SIGNAL & SIGNAL UPGRADES AT MAPLESHADE/PRESTON RIDGE TR; RECTANGULAR RAPID FLASHING BEACON ON LLOYD CIR; SIGNAL UPGRADES & RECONST SIDEWALK ON TIMBERGLEN TO MIDWAY	DALLAS	2026	2023	438,000	6
25109	ON SH 121 FR FROM SPRING CREEK TO CUSTER, US 75 FR FROM PLANO PKWY TO LEGACY DR, COIT ROAD AT SPRING CREEK PKWY, PGBT FR FROM PRESTON RD TO ALMA DR, DALLAS PKWY FROM PLANO PKWY TO HEADQUARTERS DR, AND PRESTON ROAD AT LEGACY DR; CONSTRUCT INTERSECTION IMPROVEMENTS, INCLUDING RIGHT AND LEFT TURN LANES, TRAFFIC SIGNAL IMPROVEMENTS, SIDEWALKS, ADA RAMPS, CROSSWALKS, PEDESTRIAN SIGNALS, PAVEMENT MARKINGS, AND SIGNAGE IMPROVEMENTS AT DIAMOND INTERSECTIONS TO ENHANCE SAFETY	PLANO	2026	2023	1,035,000	6
<b>Subtotal of Category 6 - MTP Policy Bundle</b>					<b>4,404,931</b>	
<b>Total Transportation Development Credits Awarded in 2023</b>					<b>49,474,557</b>	

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**North Central Texas Council of Governments**

TO: Transportation Alternatives Program Funding Recipient

DATE: October 31, 2023

FROM: Karla Windsor, AICP.  
Senior Program Manager

SUBJECT: Advancing Projects with Transportation Alternatives Program (TAP) Funding to Construction

The Transportation Alternatives Program (TAP) was authorized under Section 1122 of **MAP – 21: Moving Ahead for Progress in the 21st Century** and reauthorized under the Bipartisan Infrastructure Law (BIL) to provide funding for programs and projects defined as transportation alternatives that support walking and bicycling as a mode of transportation. Like other federal funding sources, projects utilizing TAP funding must advance to construction in a timely manner and obligate the funds to avoid a lapse. Pursuant to federal legislation in the event of failure to obligate the funding apportioned to the region and the State the funding will lapse and will no longer be available. Currently, there is a carry-over balance of approximately \$40 million in the region that needs to be obligated to avoid a lapse.

In recent years, the North Central Texas Council of Governments (NCTCOG) serving as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area has conducted various calls for projects. Subsequently, the Regional Transportation Council (RTC) acted to award and program the TAP funding in the regional and Statewide Transportation Improvement Program (STIP). Per the call for projects Program Rules and the RTC funding award, these projects must advance to construction within three (3) years from selection or the funding may be reprogrammed to avoid a lapse of the TAP funding available to the region.

Enclosed with this letter is a list of programmed projects with TAP funding in the region that are pending obligation. Your agency has a project(s) programmed with TAP funding which has not obligated or let to date; thus you are receiving this letter for one or more of the following reasons:

- **Project(s) Currently at Risk of Lapse:** One or more projects programmed with TAP funding several years ago that are currently at risk of lapsing due to an anticipated project let date that is beyond three years from the date of RTC funding award. Therefore, it is imperative these projects obligate funds and are let during the current Fiscal Year 2024 (FY24). Such projects are highlighted as red on the attached table.
- **Project(s) Currently Not at Risk of Lapse:** One or more projects recently programmed with TAP funding that must be obligated by December 2025 and are not currently at risk of funds lapsing, provided the project(s) remain on schedule and is let during FY26. Such projects are highlighted as green on the attached table.

616 Six Flags Drive, Centerpoint Two  
P.O. Box 5888, Arlington, Texas 76005-5888  
(817) 640-3300 FAX: 817-640-3028  
[www.nctcog.org](http://www.nctcog.org)

We have received recent schedule updates from the Texas Department of Transportation (TxDOT) District project managers on the latest obligation dates. Should there be any changes to schedules, please provide an update to Daniel Snyder [dsnyder@nctcog.org](mailto:dsnyder@nctcog.org) at NCTCOG and your TxDOT project manager as soon as possible. For any "at-risk" projects that cannot be let during FY24 the NCTCOG staff may request the RTC consider reprogramming the awarded TAP funds to other projects to avoid a lapse of these funds.

Please feel free to contact Kevin Kokes, Program Manager, at (817) 695-9275 [kkokes@nctcog.org](mailto:kkokes@nctcog.org) or myself at (817) 608-2376 or [kwindsor@nctcog.org](mailto:kwindsor@nctcog.org) with any questions regarding this matter.

*Karla Windsor*

---

Karla Windsor, AICP

KK:tmb

Attachment

cc: Rachael Twiggs, TxDOT Dallas District  
Tamelia Spillman, TxDOT Dallas District  
Iftexhar Ali, TxDOT Fort Worth District  
Mohammad Al Hweil, TxDOT Fort Worth District  
Sara Finch, TxDOT Fort Worth District  
Michael Morris, P.E., Director of Transportation, NCTCOG  
Christie Gotti, Senior Program Manager, NCTCOG  
Kevin Kokes, Program Manager, NCTCOG

**List of Programmed TAP Projects Pending Obligation in the North Central Texas Region**  
(Organized by RTC Date of Approval per Risk Level)

October 31, 2023

TxDOT District	Implementing Agency	CSJ #	Project Application Name	Limits From	Limits To	Description	Project Status	Risk Level	Date Approved by the RTC	CFP Deadline for Obligating Funds	Anticipated Let Date
Fort Worth	TxDOT Fort Worth	0008-13-221	Trinity Trails East Fort Worth Extension	SH 121/SH 183 INTERCHANGE	RANDOL MILL ROAD	INTERIM PROJECT TO CNST IH 820/SH 121 DIRECT CONNECTORS; FROM RANDOL MILL RD TO TRINITY BLVD: RECNST FROM 4 TO 6 LNS PLUS 2 AUX LNS; FROM TRINITY BLVD TO N INT WITH SH 121/SH 183: WDN FROM 9 TO 11 LNS & 4/6 LN DISC FR RDS TO 2/6 LN DISC FR RDS (INTERIM)	Under Design	At Risk	October 9, 2014	October 9, 2017	December 2023
Dallas	City of Denton	0918-46-305	Ginnings Elementary School Project & Lee (now Alexander) Elementary School Sidewalk Project (Combined)	GINNINGS ELEMENTARY SCHOOL & ALEXANDER ELEMENTARY SCHOOL SIDEWALK PROJECT	ALONG STUART RD, MULKEY LN, AND AUDRA LN	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOLS INCLUDING NEW SIDEWALKS, PEDESTRIAN BRIDGE, AND CROSSWALKS	Under Design	At Risk	June 8, 2017	June 8, 2020	February 2024
Dallas	City of Denton	0918-46-306	Sycamore - Welch Active Transportation Connection	SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE	TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION	CONSTRUCT NEW SHARED-USE PATH, BIKE LANES AND CROSSWALKS	Under Design	At Risk	June 8, 2017	June 8, 2020	February 2024
Fort Worth	City of Arlington	0902-90-198	Crow Leadership Academy SRTS Project, Thornton Elementary School SRTS Project, & Webb Elementary School SRTS Project (Combined)	CROW LEADERSHIP ACADEMY SRTS, THORNTON ELEMENTARY SRTS, AND WEBB ELEMENTARY SRTS	IN PROXIMITY TO CROW LEADERSHIP ACADEMY, THORNTON ELEMENTARY, AND WEBB ELEMENTARY	CITY OF ARLINGTON SRTS; CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, RETAINING WALLS, SIGNAGE, NEW SIGNALS, TRAFFIC CALMING TREATMENTS, AND CROSSING SAFETY IMPROVEMENTS	Under Design	At Risk	September 10, 2020	September 10, 2023	May 2024
Dallas	City of Dallas	0918-47-326	Elam SRTS Improvements	ELAM SRTS IMPROVEMENTS; ON ELAM ROAD FROM NORTH JIM MILLER ROAD	PEMBERTON HILL ROAD	IMPLEMENT IMPROVEMENTS ALONG ELAM ROAD TO ACCOMMODATE A SHARED-USE PATH AND PEDESTRIAN SAFETY AND ACCESSIBILITY FEATURES INCLUDING CROSSWALKS	Under Design	At Risk	September 10, 2020	September 10, 2023	April 2024
Dallas	City of Dallas	0918-47-324	Rosemont SRTS Improvements	ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH),	TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH)	CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS	Under Design	At Risk	September 10, 2020	September 10, 2023	May 2024

**List of Programmed TAP Projects Pending Obligation in the North Central Texas Region**  
(Organized by RTC Date of Approval per Risk Level)

October 31, 2023

TxDOT District	Implementing Agency	CSJ #	Project Application Name	Limits From	Limits To	Description	Project Status	Risk Level	Date Approved by the RTC	CFP Deadline for Obligating Funds	Anticipated Let Date
Dallas	City of Dallas	0918-47-325	Ross Avenue Shared-Use Path	ROSS AVENUE FROM GREENVILLE AVENUE	IH 345	IMPLEMENT ROADWAY IMPROVEMENTS TO ACCOMMODATE A SHARED-USE PATH; RESTRIPE PAVEMENT TO ACCOMMODATE FOUR THROUGH LANES AND SHARED-USE PATH; INTERSECTION IMPROVEMENTS SUCH AS NEW RAMPS AT SIGNALIZED INTERSECTIONS	Under Design	At Risk	September 10, 2020	September 10, 2023	August 2024
Dallas	City of Dallas	0918-47-327	Zaragoza SRTS Improvements	ZARAGOZA ELEM, BOUNDED BY GASTON AVE TO THE NW, NORTH PRAIRIE AVE TO THE NE	MAIN/COLUMBIA AVE TO THE SE, ALCALDE ST TO THE SW	WIDEN EXISTING SIDEWALKS, RECONSTRUCT EXISTING SIDEWALKS, INSTALL ADA RAMPS, TRAFFIC CALMING IMPROVEMENTS, CROSSWALKS, SIGNS, PEDESTRIAN SIGNALS, AND OTHER SAFE ROUTES TO SCHOOL IMPROVEMENTS	Under Design	At Risk	September 10, 2020	September 10, 2023	April 2024
Dallas	Dallas County	0918-47-321	Rowlett Rd Multimodal Improvements	ROWLETT RD MULTIMODAL IMPROVEMENTS; ALONG DUCK CREEK DR/ROWLETT RD FROM DUCK CREEK TRAIL AT GREENBELT PKWAY	GARLAND EASTERN CITY LIMITS	CONSTRUCT NEW SEPARATED BICYCLE LANES, SIDEWALKS, AND SHARED-USE PATH ALONG ROWLETT RD/DUCK CREEK DR	Under Design	At Risk	September 10, 2020	September 10, 2023	June 2024
Fort Worth	City of Fort Worth	0902-90-293	AM Pate Safe Routes to School Project	AM PATE ELEMENTARY SCHOOL SRTS BOUNDED BY E BARRY ST ON THE NORTH	VILLAGE CREEK RD ON THE EAST, FRESHFIELD RD ON THE SOUTH, WIMAN DR ON THE WEST	CONSTRUCT NEW SIDEWALKS	Developing AFA	Currently Not at Risk	December 8, 2022	December 8, 2025	November 2025
Fort Worth	City of Fort Worth	0902-90-294	AV Cato Safe Routes to School Project	AV CATO ELEMENTARY SCHOOL SRTS BOUNDED BY BARBARA RD ON THE NORTH	TRINITY TRAILS ON THE EAST, ROCKWOOD DR ON THE SOUTH, PALMETTO DR ON THE WEST	CONSTRUCT NEW SIDEWALKS AND PEDESTRIAN CROSSING SAFETY IMPROVEMENTS	Developing AFA	Currently Not at Risk	December 8, 2022	December 8, 2025	November 2025
Fort Worth	City of Fort Worth	0902-90-296	Oakland-Miller Safe Streets	ALONG OAKLAND BLVD / MILLER AVE FROM EAST 1ST ST	RICHARDSON ST	RESTRIPE ROADWAY TO IMPROVE BICYCLE SAFETY AND ADD SAFETY COUNTERMEASURES TO EXISTING BICYCLE LANES INCLUDING LANE SEPARATORS, CONSTRUCT NEW BICYCLE AND PEDESTRIAN SIGNALIZATION AND INTERSECTION IMPROVEMENTS	Developing AFA	Currently Not at Risk	December 8, 2022	December 8, 2025	November 2025

**List of Programmed TAP Projects Pending Obligation in the North Central Texas Region**  
 (Organized by RTC Date of Approval per Risk Level)

October 31, 2023

TxDOT District	Implementing Agency	CSJ #	Project Application Name	Limits From	Limits To	Description	Project Status	Risk Level	Date Approved by the RTC	CFP Deadline for Obligating Funds	Anticipated Let Date
Dallas	City of Allen	TBD	Rowlett Creek Trail	EXISTING ROWLETT CREEK TRAIL AT MCDERMOTT DRIVE	EXISTING BLUEBONNET TRAIL AT US75	CONSTRUCT NEW SEGMENTS OF SHARED-USE PATHS AND SHARED-USE BRIDGES OVER ROWLETT CREEK	Developing AFA	Currently Not at Risk	December 8, 2022	December 8, 2025	TBD
Fort Worth	City of Arlington	0902-90-291	Allen Avenue Sidewalk Project	ALLEN AVE FROM E MAYFIELD RD	E ARBROOK BLVD	CONSTRUCT NEW SIDEWALKS	Developing AFA	Currently Not at Risk	December 8, 2022	December 8, 2025	TBD
Dallas	City of Frisco	TBD	Iron Horse Trail	IRON HORSE TRAIL FROM STONEBROOK PKWY	ROCK CREEK PKWY	CONSTRUCTION OF A NEW SHARED-USE PATH ALONG STEWART CREEK	Developing AFA	Currently Not at Risk	December 8, 2022	December 8, 2025	TBD
Dallas	City of Garland	TBD	Sidewalks to Downtown Garland DART Station	SUNNYVALE RAILS TO TRAILS BOUNDED BY CASTLE DR ON THE NORTH	N COUNTRY CLUB RD ON THE EAST, STATE ST ON THE SOUTH, N 4TH ST ON THE WEST	CONSTRUCT SIDEWALKS AND OTHER PEDESTRIAN SAFETY IMPROVEMENTS AT AND AROUND THE DOWNTOWN GARLAND DART STATION	Developing AFA	Currently Not at Risk	December 8, 2022	December 8, 2025	October 2024
Fort Worth	City of North Richland Hills	0902-90-292	Smithfield Middle Safe Routes to School Project	SMITHFIELD MIDDLE SAFE ROUTES TO SCHOOL PROJECT BOUNDED BY COPPER CANYON RD ON THE NORTH	CRANE RD ON THE EAST, MID CITIES BLVD ON THE SOUTH, DAVIS BLVD ON THE WEST	CONSTRUCT NEW SIDEWALKS, PEDESTRIAN SIGNALIZATION, AND INTERSECTION IMPROVEMENTS	Developing AFA	Currently Not at Risk	December 8, 2022	December 8, 2025	TBD
Dallas	Dallas County	TBD	Central Trail Extension	ALONG BUCKINGHAM RD FROM DART LIGHT RAIL CROSSING TO S GREENVILLE AVE	ALONG S GREENVILLE AVE FROM BUCKINGHAM RD TO WALNUT ST; ALONG WALNUT ST FROM S GREENVILLE AVE TO ABRAMS RD	CONSTRUCT NEW SIDEWALK, BICYCLE AND PEDESTRIAN SIGNALIZATION AND INTERSECTION IMPROVEMENTS, AND SHARED-USE PATH	Developing AFA	Currently Not at Risk	December 8, 2022	December 8, 2025	TBD
Dallas	Dallas County	TBD	Chalk Hill Trail Phase 1A	CHALK HILL TRAIL PHASE 1A ALONG FORMER RAILROAD ROW FROM GINGER AVE TO S COCKRELL HILL RD	ALONG S COCKRELL HILL RD FROM FORMER RAILROAD ROW TO W ILLINOIS AVE	CONSTRUCT NEW SHARED-USE PATH, RECONSTRUCT EXISTING SIDEWALK, AND BICYCLE AND PEDESTRIAN INTERSECTION IMPROVEMENTS	Developing AFA	Currently Not at Risk	December 8, 2022	December 8, 2025	TBD
Dallas	Town of Sunnyvale	TBD	Sunnyvale Rails to Trails	BOUNDED BY NANCE RD ON THE NORTH	FORMER RAILROAD ROW ON THE EAST, E TRIPP RD ON THE SOUTH, AND WEST OF COLLINS RD	CONSTRUCT NEW SEGMENTS OF SHARED-USE PATHS, BICYCLE AND PEDESTRIAN SIGNALIZATION, AND VARIOUS NEW SIDEWALK CONNECTIONS TO SUNNYVALE ELEMENTARY, INTERMEDIATE, AND HIGH SCHOOLS	Developing AFA	Currently Not at Risk	December 8, 2022	December 8, 2025	TBD

**NCTCOG Municipal Broadband Investment Roundtable Agenda  
Public Sector Stakeholders  
December 4, 2023**

**Michael Morris Introduction (5 Minutes)**

- NCTCOG Transportation Interest in Broadband/Equal Access to the Internet

**Stakeholder Introductions (5 Minutes)**

- Roundtable self-introductions and current interests/strategies (30 seconds each)

**NCTCOG Vision and Pilot Project – Connor Sadro (5 minutes)**

- “Seven Steps to the Home”

**Examples of Current North Texas Municipal Strategies (45 Minutes; 10 minutes per presentation; 5 minutes per presenter for Q&A)**

- City of Dallas – William “Bill” Zielenski
- City of Arlington – Stuart Young
- Town of Prosper – Leigh Johnson

**Discussion of Needs (40 minutes)**

- Regional Strategy:
  - How can the COG assist your communities through a regional broadband development and utilization strategy?
  - What essential components are required of the three geographies of deployment? (i.e., Urban, Suburban/Exurban, & Rural)
- Funding:
  - Discuss current strategies or conversations that your community has had regarding the Broadband Equity, Access, and Deployment (BEAD) federal funding program.
  - What funding has your community used so far for plans and implementation?
    - ARPA? Local? Other?
  - What funding strategies would help your communities the most, should COG Transportation pursue them?
    - Infrastructure? Digital Navigation? Devices?
- Data:
  - How crucial is it to your planning to have an accurate and consistent understanding of these fields of data collection:
    - Internet usage of residents; Affordability gaps; Infrastructure availability (any technology and speed)

**Homework and Next Steps (10 minutes)**

- Role of elected officials

**Adjourn**

# Transportation Technology & Innovation Program (TTIP)

Automated  
Vehicles  
(AV 2.0)

Work Zone  
Data  
Exchange

Equal Access  
to the  
Internet

Freight  
Optimization



Connor Sadro

Transportation Planner II

[csadro@nctcog.org](mailto:csadro@nctcog.org) | (817) 608-2395



Connect on LinkedIn







6230 EAST STASSNEY LANE, AUSTIN, TEXAS 78744 | 512.463.8588 | WWW.TXDOT.GOV

October 30, 2023

Ms. Lori Clark  
Senior Program Manager  
North Central Texas Council of Government  
616 Six Flags Drive  
Arlington, TX 76011

Subject: HB 1 - Rider 48, 88<sup>th</sup> Regular Legislative Session (2023)

Dear Ms. Clark:

This letter is to inform you that Texas House Bill (H.B.) 1 – Rider 48, signed June 18<sup>th</sup>, 2023, and effective September 1, 2023, directs the Texas Department of Transportation (TxDOT) to develop and implement an interagency task force designed to evaluate how to deploy zero-emission medium-duty and heavy-duty vehicle charging infrastructure to best support growth in that market, recognizing the unique needs of each of these diverse classes of vehicles.

Goals of the taskforce:

(1) consider federal, state, and local laws and regulations that may impact the manufacturing, operations, and public and private investments in the development of medium-duty and heavy-duty vehicle charging infrastructure in Texas, including regional differences in infrastructure planning, regulation, and implementation;

(2) identify opportunities to facilitate the exchange of information between utilities, stakeholders, and private entities regarding fleet charging profiles and projected energy needs in the coming decade to improve load growth projections and generation allocations across Electric Reliability Council of Texas (ERCOT) regions; and

(3) examine how statewide oversight and collaboration can complement and coordinate existing efforts to study and expand medium-duty and heavy-duty vehicle charging infrastructure throughout the state.

Rider 48 specifies that TxDOT convene and coordinate four (4) quarterly meetings with the Public Utility Commission, Texas Commission on Environmental Quality, and ERCOT, as well as utility, private entity, university, community, and local government stakeholders. The task force shall submit, no later than October 1, 2024 to the Legislature, its findings along with recommendations regarding any statutory or regulatory considerations the Legislature or agencies should consider to maximize competitiveness, innovation, and efficiency, while also maintaining the integrity and cost-effectiveness of the Texas grid.

As a practical matter, a final report will need to be ready by August 31, 2024, which allows just ten months for conducting the study.

OUR VALUES: *People • Accountability • Trust • Honesty*

OUR MISSION: *Connecting You With Texas*

An Equal Opportunity Employer

Ms. Lori Clark

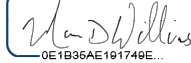
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October 30, 2023

TxDOT would like to invite the North Central Texas Council of Government to participate in the medium and heavy-duty electric vehicle charging infrastructure task force.

**We respectfully request confirmation from you or your designee's participation in this task force at your earliest convenience to Michael Chamberlain at [Michael.Chamberlain@txdot.gov](mailto:Michael.Chamberlain@txdot.gov).** Please let us know if you have any questions or would like additional information regarding this task force.

Sincerely,

DocuSigned by:  
  
0E1B35AE191749E...

Marc D. Williams P.E.  
Executive Director

cc: Brandye L. Hendrickson, Deputy Executive Director, Planning and Administration, TxDOT  
Caroline Mays, Director, Planning and Modal Programs, TxDOT  
Humberto Gonzalez, Jr., P.E., M.B.A., Transportation Planning and Programming Division,  
Director, TxDOT  
Michael Chamberlain, Transportation Planning and Programming Division, Data Management  
Section Director, TxDOT



# High-Occupancy Vehicle Quarterly Report

Regional Transportation Council  
Meeting  
December 14, 2023



North Central Texas  
Council of Governments

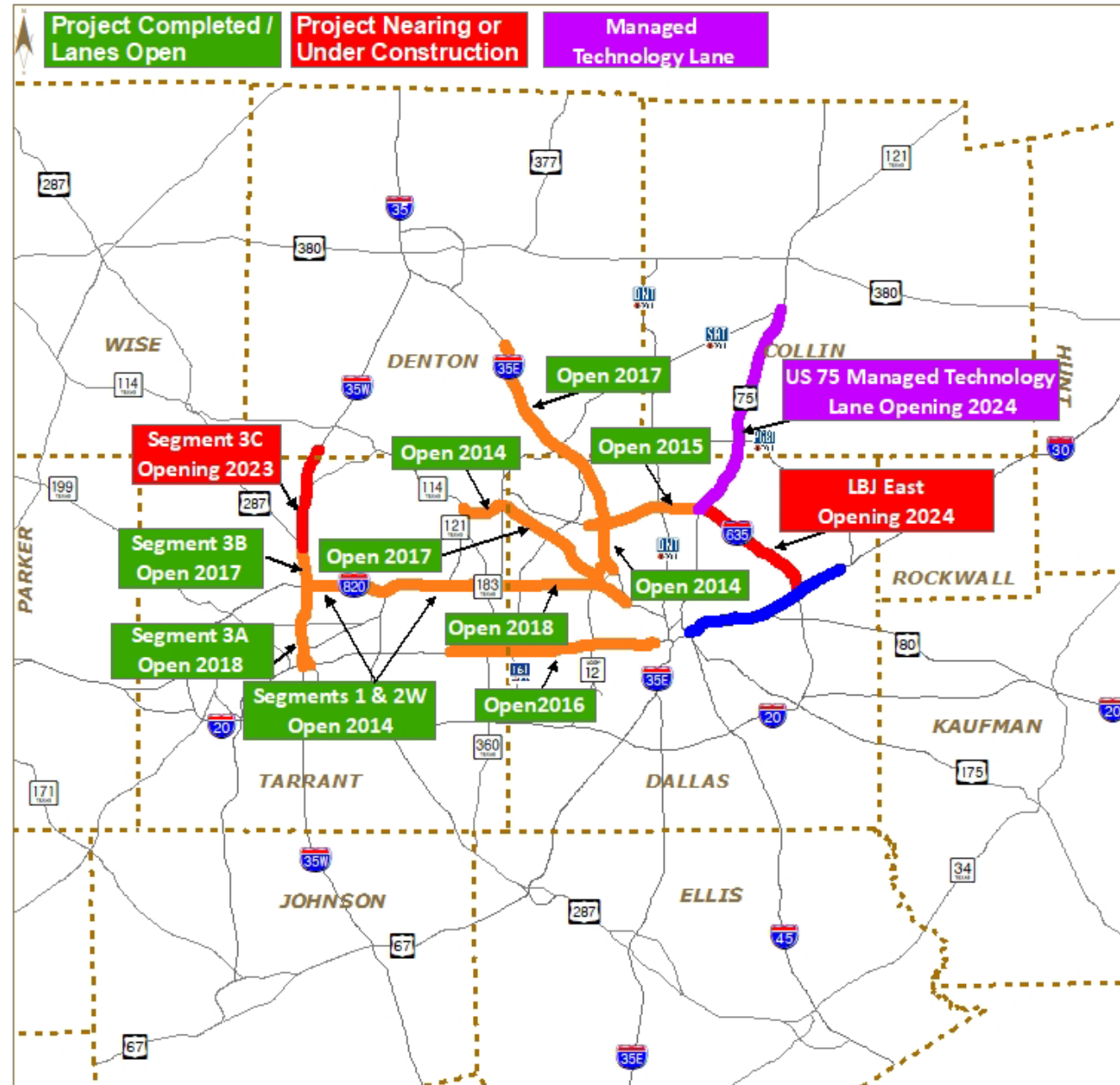
# Managed Lane System



Fort Worth CBD



Dallas CBD



# Toll Managed Lane Data Monitoring

*Cumulative December 2013 – September 2023*

How much HOV 2+ Subsidy has the RTC been responsible for?

*\$8,999,465 as of September 2023*

How much of the Vanpool Toll reimbursement has the RTC been responsible for?

*\$12,407 from October 2014 – September 2023*

How long can the RTC keep the HOV policy at 2+?

*For now, it remains 2+ and it will continue to be monitored quarterly*

Have there been any additional NTTA customer service needs?

*No, minimal impact*

Have the speeds on the Toll Managed Lane facilities dropped below 35 mph?

*No*

# Toll Managed Lane Data Monitoring

*Cumulative December 2013 – September 2023*

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
<b>North Tarrant Express</b> <ul style="list-style-type: none"> <li>• SH 183/121 from IH 35W to SH 121</li> <li>• IH 35W from IH 30 to US 287</li> </ul>	\$5,143,211	Negligible	0
<b>LBJ Express</b> <ul style="list-style-type: none"> <li>• IH 635 from Preston Road to Greenville Avenue</li> <li>• IH 35E from Loop 12 to IH 635</li> </ul>	\$3,856,254	Negligible	0
<b>DFW Connector</b> SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
<b>IH 30 Managed Lanes</b> IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
<b>IH 35E Managed Lanes</b> IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through September 30, 2023



# HOV Users

January 24, 2020 – September 30, 2023

Users: 66,895

Vehicles: 65,143

Occupant Passes: 11,843





# Total and HOV Transactions

January 24, 2020 – September 30, 2023

Total Transactions – 4,297,952

LBJ/NTE Partners – 2,852,198

TxDOT – 1,445,754

Total HOV Transactions – 1,977,095 (~46%)

LBJ/NTE Partners – 1,349,096

TxDOT – 627,999

Unique Vehicles – 57,300



# Questions/Contacts

**Natalie Bettger**

Senior Program Manager

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**Dan Lamers, P.E.**

Senior Program Manager

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**Amanda Wilson**

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**Berrien Barks**

Program Manager

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817-695-9282



NCTCOG PRESENTATION

# Local Clean Air Project Spotlight

Regional Transportation Council

December 14, 2023

North Central Texas Council of Governments

# Project Spotlight – Hirschbach Motor Lines

<b>Awarded Project</b>	One All-Electric Class 8 Yard Terminal Tractor
<b>Technology Replaced</b>	One Class 8 Diesel Short Haul Single Unit Tractor
<b>Project Geographic Area</b>	Dallas (Dallas County)
<b>Implementation Date</b>	August 2023
<b>Awarded Amount</b>	\$179,778
<b>Total Project Cost</b>	\$415,388
<b>Call for Projects</b>	North Texas Clean Diesel Project
<b>Funding Source</b>	Environmental Protection Agency



# Project Spotlight – Hirschbach Motor Lines



All-Electric Yard Truck  
Front Profile



All-Electric Yard Truck  
Side Profile



Charging Station



# Contact Us



Trey Pope  
Air Quality Planner  
[TPope@nctcog.org](mailto:TPope@nctcog.org) | 817-695-9297



Jason Brown  
Principal Air Quality Planner  
[JBrown@nctcog.org](mailto:JBrown@nctcog.org) | 817-704-2514





# AIR NORTH TEXAS PARTNER AWARDS & DFW CLEAN CITIES FLEET RECOGNITION

KIMBERLIN TO & SAVANA NANCE |  
RTC PRESENTATION | 12.14.2023



# AIR NORTH TEXAS PARTNER AWARDS



# AIR NORTH TEXAS PARTNERS



- American Lung Association
- DFW Region
- Brookhaven College
- City of Anna
- City of Arlington
- City of Bedford
- City of Cedar Hill
- City of Dallas
- City of Denton
- City of Fort Worth
- City of Garland
- City of Grand Prairie
- City of Grapevine
- City of Irving
- City of Kennedale
- City of Mesquite
- City of North Richland Hills
- City of Plano
- City of Richardson
- Cedar Valley College
- DART
- DCTA
- DFW Airport
- Health and Wellness Alliance for Children
- Hood County
- Insta-brite Technologies
- NCTCOG
- The North Texas Commission
- Dallas County
- Parker County
- Tarrant County
- Trinity Metro
- TxDOT - Dallas
- TxDOT - Fort Worth
- U.S. Green Building Council - North Texas Chapter
- University of North Texas Health Science Center
- University of Texas at Dallas
- University of Texas at Arlington
- UT Southwestern



# AWARD CATEGORIES

- Outstanding Effort Awards
  - Education
  - Initiative
  - Outreach
- Arlo Ambassador Award
- Air North Texas Partner of the Year



# OUTSTANDING EDUCATION



# OUTSTANDING INITIATIVE



# OUTSTANDING OUTREACH



# ARLO AMBASSADOR



# PARTNER OF THE YEAR



# CONTACT US



Kimberlin To

Communications Supervisor

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Whitney Vandiver

Communications Manager

[wvandiver@nctcog.org](mailto:wvandiver@nctcog.org) | 817-704-5639







# 2023 DFW CLEAN CITIES FLEET RECOGNITION AWARDS

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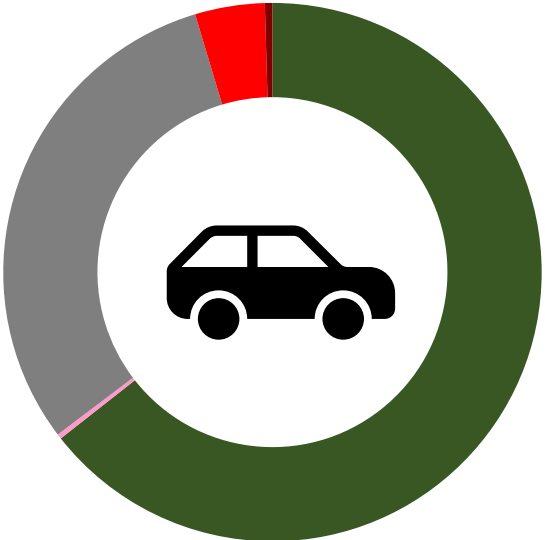
Dallas-Fort Worth  
CLEAN CITIES

# DFW CLEAN CITIES IMPACTS – RESULTS FROM 2022 SURVEY



~29.78 Million Gasoline Gallon Equivalent (GGE) Reduced

52 Fleets Reporting

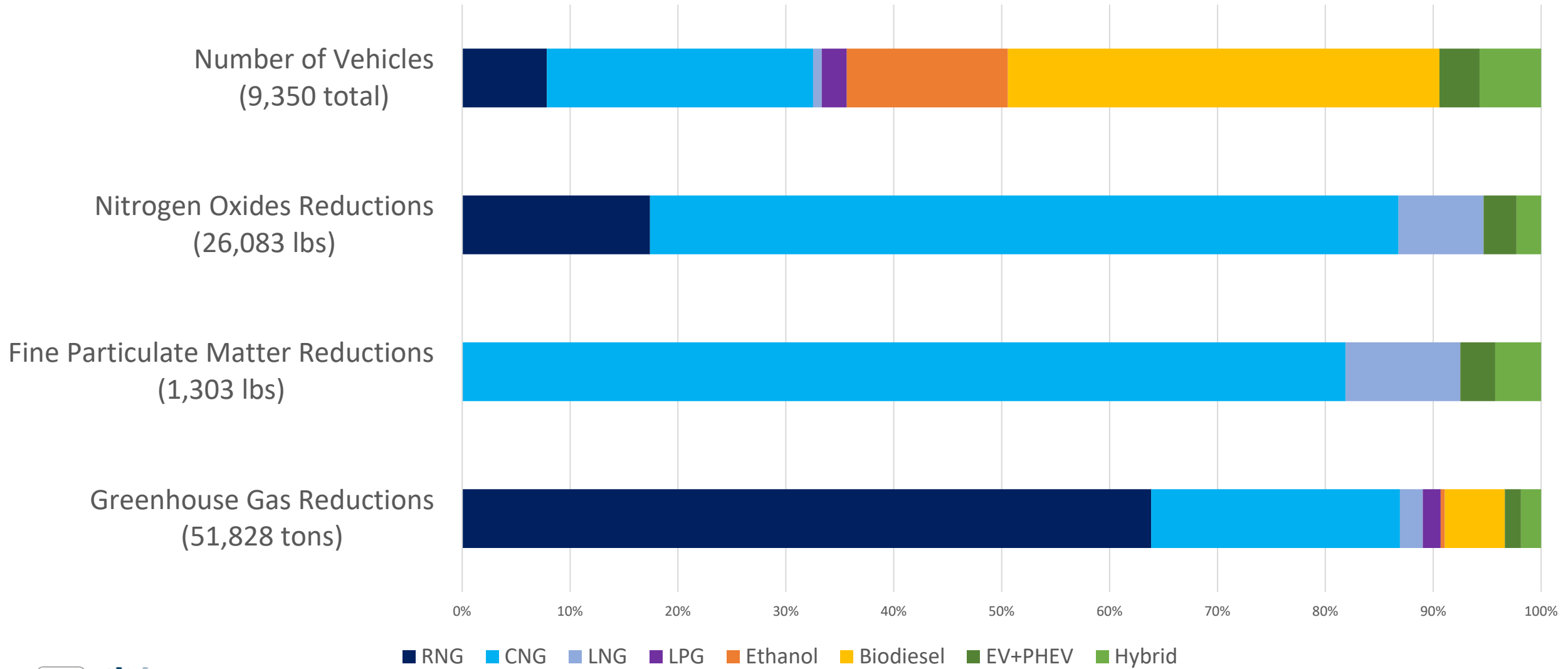
9,764 Alternative Fuel Vehicles and Equipment



- Total Alternative Fuels
- Off-Road Vehicles/Equipment
- Idle Reduction
- Fuel Economy Improvements
- Vehicle Miles Traveled Reductions

<p>~56 Tons Ozone-Forming Nitrogen Oxides (NO<sub>x</sub>) Reduced*</p>  <p>~0.15 Ton/Day RTC Initiatives Credited in Conformity = ~1.16 Tons/Day</p>	<p>176,226 Tons Greenhouse Gas (GHG) Emissions Reduced*</p> <p>Equivalent to Eliminating</p>  <p>Railcars Worth of Coal Burned</p>
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# AIR QUALITY IMPACTS



DFWCC Fleet Recognition

RNG- Renewable Natural Gas; CNG- Compressed Natural Gas; LNG- Liquefied Natural Gas; LPG- Liquefied Petroleum Gas; EV- Electric Vehicle; PHEV-Plug-In Hybrid Electric Vehicle

# 2023 FLEET RECOGNITION WINNERS

## 24 Fleet Recognition Awardees

Scoring Criteria includes:

- Partnership with Dallas-Fort Worth Clean Cities
- Emissions Reductions
- Fuel Consumption Reductions

Shining Star Categories

- Air Quality Champion
- Alternative Fuel Champion
- Greatest Showcase of Efficiency Strategies



# SHINING STARS



**Alternative Fuel Champions**

**Air Quality Champions – Nitrogen Oxides (NO<sub>x</sub>) & Particulate Matter (PM)**



**Greatest Showcase of Efficiency Strategies**

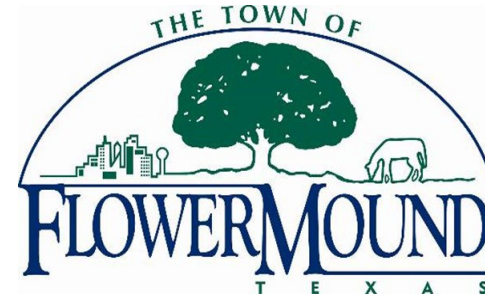
# BRONZE FLEET WINNERS



# SILVER FLEET WINNERS

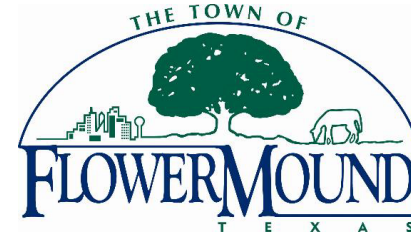
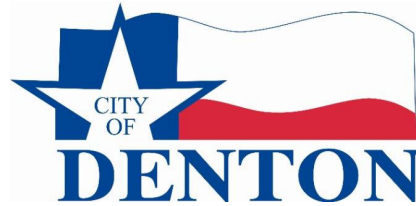
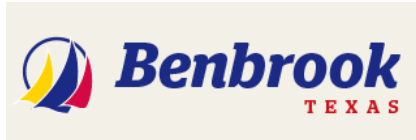


# GOLD FLEET WINNERS





# DECADE OF ANNUAL REPORTING





# 2023 FLEET RECOGNITION WINNERS

# CONTACT US



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DFWCC Director

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**Dallas-Fort Worth  
CLEAN CITIES**



[dfwcleancities.org](http://dfwcleancities.org)



[cleancities@nctcog.org](mailto:cleancities@nctcog.org)

# TRANSPORTATION

## ONLINE PUBLIC INPUT OPPORTUNITY

**MONDAY, DEC. 11, 2023 - TUESDAY, JAN. 9, 2024**

### WHAT DO YOU THINK? TELL US.

Learn about transportation in the region and help set future priorities. The Regional Transportation Council (RTC) and North Central Texas Council of Governments (NCTCOG), together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, are seeking public input. Information will be posted online at [publicinput.com/nctcogDec23](https://publicinput.com/nctcogDec23) for public review and comment **Monday, Dec. 11, 2023 - Tuesday, Jan. 9, 2024**.

#### End of 2023 Ozone Season

The end of November concluded another ozone season for North Central Texas. The region continues to work towards compliance for both the 2008 and 2015 ozone standards. Staff has been tracking exceedance days at regional air quality monitors and will provide a summary of the 2023 ozone season data for the Dallas-Fort Worth region.

#### Dallas-Fort Worth Clean Cities Fleet Recognition Awards and Annual Survey Results

Since 1995, the North Central Texas Council of Governments (NCTCOG) has served as the host organization for the Dallas-Fort Worth Clean Cities Coalition (DFWCC), a U.S. Department of Energy initiative to reduce energy consumption and emissions from the transportation sector. The Coalition surveys local fleets each year about alternative fuel use and other fuel saving activities. Staff will provide the 2022 Annual Survey results as well the 2023 Dallas-Fort Worth Clean Cities Fleet Recognition Awards.

#### National Drive Electric Week Recap

National Drive Electric Week (NDEW) is a nationwide celebration to educate the region on the benefits of owning an electric vehicle. The Dallas-Fort Worth Clean Cities Coalition has hosted a regional event for this effort since 2011 and held the 2023 gathering on Sunday, October 1 at the Fort Worth Tanger Outlets. Staff will provide a summary of this event.

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

#### SUBMIT COMMENTS & QUESTIONS TO NCTCOG:

[nctcogDec23@publicinput.com](mailto:nctcogDec23@publicinput.com)  
[publicinput.com/nctcogDec23](https://publicinput.com/nctcogDec23)  
 Phone: 855-925-2801 (code: 8419)  
 Fax: 817-640-3028  
 P.O. Box 5888, Arlington, TX, 76005-5888

*To request printed copies of the information, call 817-695-9255 or email [jcastillo@nctcog.org](mailto:jcastillo@nctcog.org).*



#### RESOURCES & INFORMATION

Interactive Public Input: Map Your Experience:  
[nctcog.org/mapyourexperience](https://nctcog.org/mapyourexperience)

Regional Smoking Vehicle Program (RSVP):  
[smokingvehicle.net](https://smokingvehicle.net)

Vehicle Incentive & Funding Opportunities:  
[nctcog.org/aqfunding](https://nctcog.org/aqfunding)

Try Parking It:  
[tryparkingit.com](https://tryparkingit.com)

## MINUTES

### REGIONAL TRANSPORTATION COUNCIL ONLINE PUBLIC INPUT OPPORTUNITY

#### US 380 Federal/Local Partnership with Collin County

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

#### Online Public Input Opportunity Dates

Monday, Nov. 13 - Tuesday, Dec. 12, 2023 – The North Central Texas Council of Governments (NCTCOG) posted information at [www.publicinput.com/nctcogNov23](http://www.publicinput.com/nctcogNov23) 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. US 380 Federal/Local Partnership with Collin County
2. 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 [nctcogNov23@publicinput.com](mailto:nctcogNov23@publicinput.com), online at [www.publicinput.com/nctcogNov23](http://www.publicinput.com/nctcogNov23), 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](mailto:jcastillo@nctcog.org).

#### Summary of Presentations

##### ***US 380 Federal/Local Partnership with Collin County presentation:***

<https://www.nctcog.org/getmedia/d569510d-fba5-4386-b792-103dd0f60c61/US-380-Federal-Local-Partnership-with-Collin-County.pdf>

NCTCOG is seeking to enhance the use of RTC Local funds to expedite transportation project implementation without relying on a lengthier federal process. The RTC Local funding pool, previously expanded through federal and local exchanges, saw success with the City of Dallas partnership back in June 2023. NCTCOG staff is now proposing to build on a 2020 partnership with Collin County to further increase non-federal funding for the RTC.

In November 2020, the RTC funded two projects (Panther Creek Parkway in Frisco and McKinney National Airport Runway Extension) using RTC-selected Category 2 funds, replacing \$60 million of Collin County bond funds initially allocated to the US 380 project.

The current proposal involves Collin County committing \$60 million from its local bond program funds to fulfill the existing US 380 partnership. In exchange, Collin County is requesting the RTC

to redirect an equivalent amount of new Category 2 funds to US 380. This transaction would add \$60 million to the RTC Local pool.

The RTC approved the US 380 Federal/Local Partnership with Collin County on Thursday, Nov. 9, 2023.

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

***handout:*** <https://www.nctcog.org/getmedia/f96f78fa-486b-4f68-b79d-61e79d562ae2/FY2024-and-FY2025-UPWP-Modifications.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, Dec. 14, 2023.

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

**Website**

**John Cheney, Citizen**

We need more trains. They need to cross not hub downtown like in Dallas. Include Will Rodgers Col. stop and the Auto Racetrack on IH 35 at SH 114. The Bay Area Rapid Transit trains in California are a very good example!!

**Email**

**Joel Altsman, Citizen**

The congestion on this road, especially during the afternoon rush hour, is unacceptable! At a minimum, the traffic light timing at SH 205 needs to be improved (both directions). There needs to be another road over Lavon Lake. Fix the existing one so it can be reopened.

**John Donaghey, Citizen**

We need traffic lights as soon as possible at the intersections of CR 546/FM 982, and E. Lucas Branch Rd./FM 546/FM 437. Thank you for anything you can do.

**Alan Scott, Citizen**

In regard to the transportation study of SH 78 from US 190/George Bush to Lavon or Nevada, consider an upper deck highway (not a tollway or TEXpress Lanes) with three lanes on each

side starting at US 190/George Bush with only a few exits along the way. One exit and entrance for Sachse, Wylie, Lavon, and Nevada. Not express lanes where it would cost extravagant amounts to dig under like they did on IH 635. A great example of this would be in Austin on SH 183 from IH 35 to Leander or Cedar Hill. This project was around 1990. It quadrupled traffic flow to the rural areas in less of the time.

State Highway 78 in Lavon is already a huge mess, mainly in the Lavon area. Traffic is backing up for 30 to 45 minutes or 2 to 3 miles coming from Wylie to the intersection of SH 78 and SH 205 during rush hours. There needs to be a very long right turn lane from SH 78 North onto SH 205 and from Hwy 78 South onto SH 205. The lights need to be set up differently and for longer times during rush hours. The lights also need to be changed on the sensor times coming from SH 205 to SH 78. There is a railroad truck/18-wheeler depot in Wylie and a new truck/18-wheeler distribution center coming. Not to mention the four cement plants constantly having gravel truck delivering nonstop from the north all day long. Every time an 18-wheeler tries to go through the light from SH 205 onto SH 78, it turns red for all the people behind them due to the sensor not registering because of the distance between the cab and the trailer and the time it takes for an 18-wheeler to go through the light. This needs to be changed!

State Highway 205 from SH 78 to Rockwall is already under construction. Additions are already needed to this, as from what I can tell, there are no right turn lanes being put in coming from Rockwall allowing safe turns on CR 483 and CR 485, which looks like they are both going to be major thoroughfares for future traffic.

Please route all 18-wheeler traffic onto John King instead of allowing them to go through Downtown Rockwall. This will help with some of the traffic flow on SH 205. The times need to be changed/increased on SH 205 at the intersection of SH 205/E Quail Run and North Lakeshore to help with traffic flow during heavier traffic times. Toll road or freeway from US 190/George Bush to SH 205. I do believe a freeway would help with traffic flow tremendously between these two locations going across Lake Ray Hubbard. I do not think it needs to continue anywhere past that point. However, I believe a freeway coming across from Allen or Parker coming from IH 75 across Lake Lavon and continuing Copeville then between Nevada and Josephine on to Royse City IH 30 area would be a better alternative, as it would give better access to both major interstate freeways, similar to the angle of US 190/George Bush just not as far out as the Outer Loop. This coupled with an upper deck on SH 78 would eliminate the need for a freeway from George Bush to SH 205. The upper deck could expand all the way to Farmersville for faster access to these areas.

November 2023 Online Input Opportunity

Federal/Local Funding Partnership with Collin County  
On US 380

Question: Are the local (non-federal) funds drawn upon only temporarily? In other words, are Federal funds still obtained later on to reimburse the local funds? Another way of asking the question would be - are the local funds instead of the Federal funds?

Administrative Revisions to Mobility 2045: The Metropolitan Transportation Plan for North Central Texas 2022 Update

Question: Why are some fields highlighted in yellow? Some dollar figures in the Total Project Cost column are highlighted in yellow. Also, on some charts additional fields are highlighted in yellow. What is the significance of the yellow highlighting?

Question:  
The last pages of the charts (with the column headings highlighted in blue) have a final column of "FFCS Status". What is FFCS status and FFCS Amendment Request?

Thank you.



Phyllis Silver  
11/27/2023



**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 report is a compilation of general public comments submitted by members of the public from Friday, Oct. 20 through Sunday, Nov. 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email, online and in person at the monthly RTC meeting.

This month, public comments were received on a number of topics across social media platforms and via email. Comments related to Bicycle and Pedestrian/Sustainable Development were in the majority.

In addition, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 14 new comments related to bicycle and pedestrian, roadways, and transit. You can view these new comments as well as past comments by visiting <http://nctcoggis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

**Bicycle/Pedestrian/Sustainable Development**

**Facebook –**

1. There's still time to provide Texas Trees Foundation with your input on the SWMD Urban Streetscape and Park Project!

Take their survey through the end of the month: <https://new.maptionnaire.com/q/9ni7elt63vk6> and attend an open house for the project on Tuesday, Nov. 14!

Southwestern Medical District Transformation — NCTCOG Transportation Department



Thanks for sharing! — Southwestern Medical District Transformation

**Instagram –**

1. There's still time to provide @texasreesfoundation with your input on the SWMD Urban Streetscape and Park Project! (@swmdtransformation)  
Take their survey through the end of the month (see the Post Links in our bio) and attend an open house for the project on Tuesday, Nov. 14! — NCTCOG Transportation (@nctcostrans)



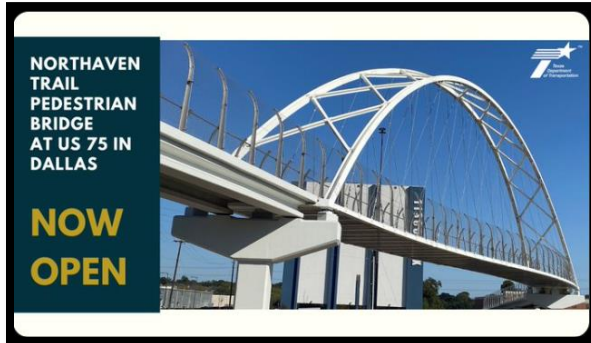
Thank you for sharing, @nctcostrans! We are grateful for your partnership. — SWMD Transformation (@swmdtransformation)

**Twitter –**

1. ❤️ Thanks to:
  - Velo Republic for the helmets
  - @BikeTexas for lending balance bikes
  - @dentonparks for lending pedal bikes
  - @NCTCOGtrans and @cityofdentontx for safety literature and giveaways
  - Denton Evening Rotary for planning and doing

- All of our amazing volunteers! — Bike Denton (@bikedenton)

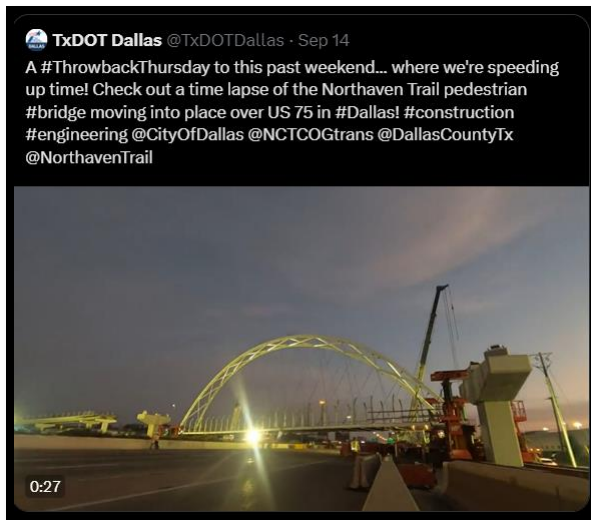
2. DALLAS - Good news! The new Northaven Trail pedestrian bridge over US 75 is open! Crews are still wrapping up work; possible short-term closures over the next few weeks. Thanks for your patience and enjoy! @CityOfDallas @NCTCOGtrans @DallasCountyTx @NorthavenTrail #DFWTraffic — TxDOT Dallas (@TxDOTDallas)



\$20 million to connect a casket store with the back of a furniture store 🧑‍🎨 — threedee 🧑‍🎨 (@3df0x)

someone's never eaten at Cindi's — matt h (@matthavener)

3. With the new Northaven Trail pedestrian bridge now open, here's a look back at the cool #engineering that moved it across & over US 75 in #Dallas to connect regional trails on both sides of the highway! #DFWTraffic @NorthavenTrail @CityOfDallas @NCTCOGtrans @DallasCountyTx — TxDOT Dallas (@TxDOTDallas)



4. Ribbon-Cutting for the new bridge on Saturday, December 2 at 9 am. <https://facebook.com/share/zTQTKPevwjooP9NV/?mibextid=9l3rBW> @CityOfDallas @DallasParkRec @TxDOTDallas @TxDOT @NCTCOGtrans — Northaven Trail (@NorthavenTrail)



5. Free advice @CityOfDallas @NCTCOGtrans — Marc Ishmael (@Marclshmael65)



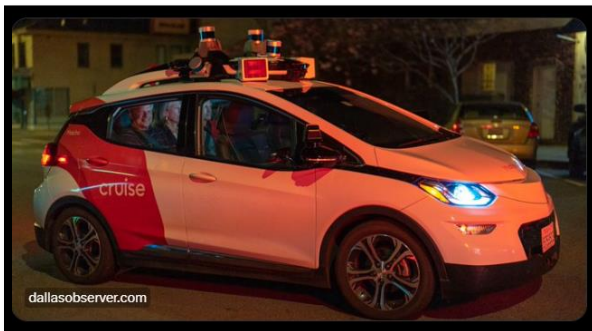
6. \_Ribbon Cutting for the new bridge on Saturday, December 2 at 9 AM. For more details: <https://facebook.com/events/s/northaven-trail-pedestrian-bri/230242683409921/> — Northaven Trail (@NorthavenTrail)



**Innovative Technology**

**Twitter –**

1. One day, I hope to ride in autonomous vehicles. Today, the tech doesn't appear ready & some regs are needed, including safety reporting. @KHancock4TX @NCTCOGtrans  
 What is the Future of Driverless Cars in Dallas? | Dallas Observer — Cara Mendelsohn (@caraathome)



## Public Involvement

### Facebook –

1. US 380 Federal/Local Partnership, FY2024 and FY2025 UPWP Modifications, and more for review/comment.



You all need to look at the completing the Service Road between mile marker 409 and Mile Marker 410 on I-20. By placing a service road over the train track. You will be expanding. Parker County was six lanes of traffic. This would help by giving an alternate route for emergency service personnel. Plus removing some of the pressure off I-20 itself.

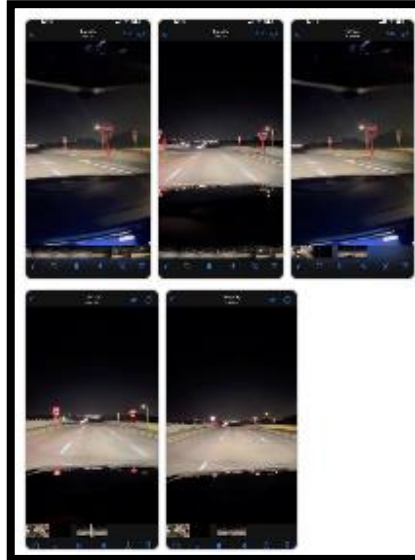
This needs to be pushed. The project was originally slated to be completed back in 2016 however has been pushed back to 2029. This project keeps getting pushed back. This project needs to be at the forefront for the development of Parker County in the life and safety of the people in this county!

#NorthCentralTexasCouncilofGovernments

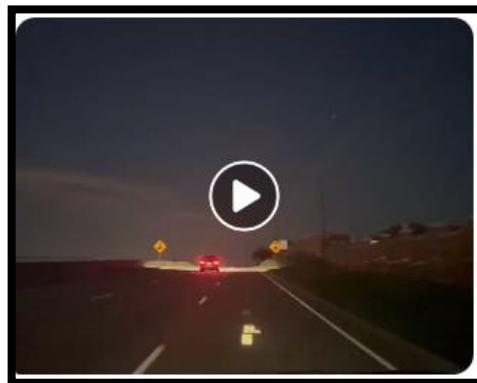
#NCTCOG #ParkerCounty #Weatherford #weatherfordtx #Lifesafety — Hegre Eric

## Roadways

### Facebook –



1.



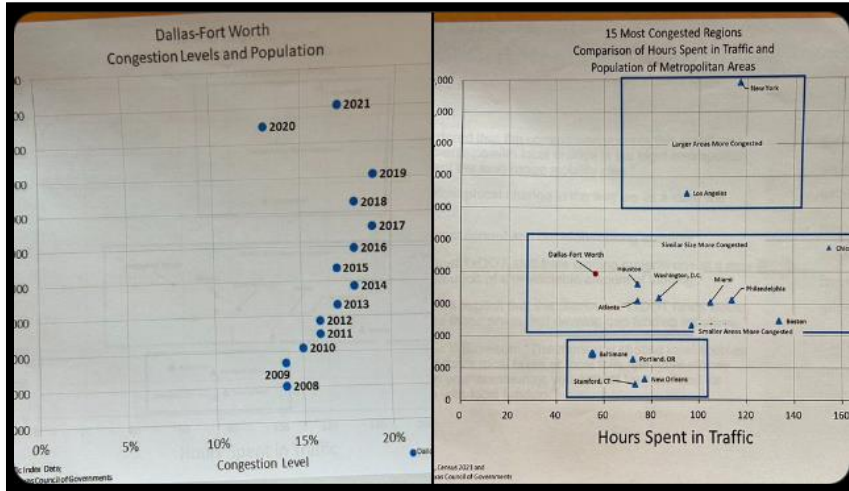
You can see, even in this video... it is difficult to see the vehicles coming off the bridge onto the service road... and this was what looks like a Jeep that is coming onto the roadway. I am traveling eastbound on south service road. Please note how dark this intersection is with no light. This is the S. Service Rd. of I 20 in Parker County... Holland lake Road and I 20. Between exit 408 and 409. — Hegre Eric

#### **Response by NCTCOG Transportation Staff:**

Thank you, Mr. Eric, for your comments you submitted on November 23. We have contacted the Texas Department of Transportation about your concern. TxDOT does not currently have a plan to install a traffic signal in this area. However, they are going to look at crashes in that area to understand the problem and see if something can be added to improve the visibility. For additional questions, please contact Shawna Russell the TxDOT Public Information Officer, at [shawna.russell@txdot.gov](mailto:shawna.russell@txdot.gov).

## Twitter –

1. Traffic congestion in DFW - we are spending less time in traffic than we used to, which is kind of surprising. Also, DFW has less congestion than cities of a similar size (or bigger size, or even smaller size except Baltimore). Here are charts from @NCTCOGtrans #transportation — Cara Mendelsohn (@caraathome)



Now compare the pollution in DFW to other MSAs. — Dallas As A Hole (@dallasasahole)

Don't tell anyone! — Candace Evans (@DallasDirtCandy)

2. one step forward, ten steps backwards for Grand Rapids: — 🌻patrick.kennedy 🌻 (@WalkableDFW)



Love this! @CityOfDallas @DallasPlanUD @WalkableDFW @marklamster @TheLoopDallas @NCTCOGtrans @BikeDFW — Jennifer Grantham (@jen\_grantham)

## Email

### 1. John Donaghey, AIA-E

We need traffic lights as soon as possible, at the intersections of CR 546 / FM 982, and E. Lucas Branch Rd. / 546 / 437. Thank you for anything you can do.

#### **Response by NCTCOG Transportation Staff:**

Thank you for contacting the North Central Texas Council of Governments Transportation Department. Currently, both intersections are authorized for signals. Farm to Market Road 982 at Farm to Market Road 546 is currently being designed, and



the design should be completed in February 2024. However, construction may not take place for at least 18 months following the design.

Farm to Market Road 546 at Farm to Market Road 3286 is part of a roadway improvement project, Control Section Job (CSJ) 1013-01-038, which was let in January of this year. We anticipate activating this signal by the end of February 2024.

## 2. Joel Altsman

The congestion on this road, especially during the afternoon rush hour, is unacceptable! At a minimum, the traffic light timing at 205 needs to be improved (both directions). There needs to be another road over Lavon Lake. Fix the existing one so it can be reopened.

### **Response by NCTCOG Transportation Staff:**

Thank you for contacting the NCTCOG Transportation Department. Your comments will be provided to the Regional Transportation Council. In addition, please contact Clarence Daugherty, Collin County Director of Engineering, at [cdaugherty@co.collin.tx.us](mailto:cdaugherty@co.collin.tx.us) to see if traffic signal evaluations have been requested from the Texas Department of Transportation.

## RTC/STTC/Executive Board

### Twitter –

1. DFW - We're talking #transportation and partnerships with regional leaders! Thanks @NCTCOGtrans for hosting Texas Transportation Commissioners Alvin New and Alex Meade this afternoon during their visit to #Dallas and #FortWorth! 🙌 @TxDOTFortWorth @TxDOT — TxDOT Dallas (@TxDOTDallas)



## Safety

### Facebook –

1. From 2018-2022, more than 80,000 crashes in North Texas were the result of distracted driving. It's not worth your life. — NCTCOG Transportation Department



Bin [REDACTED] Go. You got ppl lives at stake — FattDaddy Mike

This should be a picture of a phone or something not kids. What are we supposed to do, tie them down and duct tape their mouth shut or stick them in the trunk. Make since people. — Brian Buckner

2. Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! — NCTCOG Transportation Department



Diva, you are looking fabulous 😊 — Faye Murphy

We're in pretty bad shape if you need to teach adults how to cross the street 🙄 — Frank Reese

### Instagram –

1. From 2018-2022, more than 80,000 crashes in North Texas were the result of distracted driving. It's not worth your life. — NCTCOG Transportation (@nctcogtrans)



Next to impossible with multiple small children in the back seat. Unless of course you tie them up and duct tape their mouths shut. And obviously don't forget to buckle them in. 🤪👍 — esai362 (@esai362)

2. From 2018-2022, more than 80,000 crashes in North Texas were the result of distracted driving. It's not worth your life. — nctcogtrans (@nctcogtrans)



Im reading this as I drive — g5duck (@g5duck)

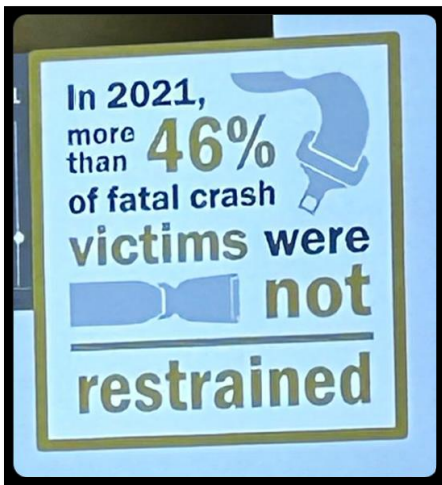
### Twitter –

1. Thanks to Haltom HS and to all who participated, and a big shoutout to everybody who made this possible! Let's continue to always think of #SafeDriving and #TrafficSafety

🤩🕶️🙌🚗❤️#TeenDriverSafetyWeek @TXDOT @STATEFARM @NCTCOGTrans @JacyGood @TEXpressLanes @WatchURBAC — TeensDriverSeat (@TeensDriverSeat)



2. Please wear your seatbelt. @TxDOTDallas @NCTCOGtrans #beatthestreak — Cara Mendelsohn (@caraathome)



Other

Facebook –

1. Happy Halloween! 🎃

The Metropolitan Transportation Plan Team is brewing the next long-range transportation plan for the Dallas-Fort-Worth transportation network - Mobility 2050! The cauldron is heating up with improved programs, policies, and projects to make future travel in our region not so spooky. Find out more at [nctcog.org/planinprogress](http://nctcog.org/planinprogress) #ConnectNorthTexas — NCTCOG Transportation Department



Amazing — Elle Mann

Twitter –

1. 1st place winner in a Far North Dallas #D12 HOA Halloween contest for SCARIEST pumpkin - DART CONSTRUCTION! #CottonBelt #SilverLine @FTA\_DOT @NCTCOGtrans @dartmedia @TxDOTDallas — Cara Mendelsohn (@caraathome)



👍 😊 🎃 — JohnyBot 🤖 👍 (@Johnyalamo)



**Dallas Area Rapid Transit**  
PO Box 660163  
Dallas, Texas 75266-0163  
**214-749-3278**

October 31, 2023

Mr. Michael Morris  
Director of Transportation  
North Central Texas Council of Governments  
616 Six Flags Drive  
Arlington, Texas 76001

**Via Email:** [mmorris@nctcog.org](mailto:mmorris@nctcog.org)

**Subject:** Dallas Area Rapid Transit – 2023 Transit Asset Management Plan

Dear Mr. Morris:

This letter is to inform your office that there are no updates to be applied to the Dallas Area Rapid Transit (DART) 2022 Transit Asset Management (TAM) Plan previously submitted. DART did not add any new assets which warrant updating the 2023 TAM Plan.

However, as an informational update, the Agency has initiated a comprehensive 100% baseline inspection and asset condition assessment of DART transit assets.

We will submit the 2024 TAM Plan based on our findings, inclusive of any newly added assets, by the 2024 Plan update deadline.

If you have questions or need further information, please contact Mr. Darryl Spencer, Vice President of Engineering and Technical Services, at 214-828-6721, or by email at [dspencer@DART.org](mailto:dspencer@DART.org).

Sincerely,

A handwritten signature in blue ink, appearing to read 'Nadine S. Lee', is written over a light blue circular scribble.

Nadine S. Lee  
President & Chief Executive Officer

- c: Bernard Jackson, DART, Sr. Executive Vice President & Chief Operating Officer
- Dee Leggett, DART, Executive Vice President/Chief Development Officer
- Jeamy Molina, DART, Executive Vice President & Chief Communications Officer
- Darryl Spencer, DART, Vice President, Engineering & Technical Services
- Kay Shelton, DART, Vice President, Capital Planning
- Jaime Aleman, Interim Director, Reliability Engineering/SGR



CITY OF NORTH RICHLAND HILLS

Office of the Mayor

RECEIVED

November 3, 2023

NOV 08 2023

David M. Salazar Jr., P.E.  
TxDOT Fort Worth District Engineer  
2501 SW Loop 820  
Fort Worth, TX 76133

TRANSPORTATION

Re: #EndTheStreakTX  
FM 1938 Raised Medians (CSJ 1978-01-061)

Dear Mr. Salazar:

TxDOT's End the Streak campaign has shone a much-needed light on roadway safety in our state, and with that in mind I am writing to request your assistance to expedite a safety project on FM 1938 (Davis Boulevard) within the City of North Richland Hills. A major car accident this week claimed the life of a local 21-year-old when a northbound driver crossed the centerline into oncoming traffic. This is the third fatality within a quarter mile stretch of Davis Boulevard since 2019.

City staff was contacted by TxDOT over six years ago in the summer of 2017 with a proposed Safety Improvement Project to retrofit the six-lane undivided arterial with a raised median. The project was proposed by TxDOT with a letting date in 2019. It is fair to admit that the city's initial reaction to the median project wasn't overwhelmingly positive because it was not clear what real benefit it would provide. Extensive research into accidents along the corridor did reveal at least three locations with a relatively high frequency of accidents that could be prevented or mitigated with a center barrier to limit or restrict turning movements, and as a result the City of North Richland Hills provided concurrence and support for the improvements.

Time went by and 2019 came and went with no apparent progress towards construction. In 2020 city staff was notified that the project was being revived with an anticipated 2024 letting. An updated schematic was provided to the city for review in 2022, and in December of 2022 the City of North Richland Hills once again provided written concurrence and support for the project.

In anticipation of the 2024 letting date, city staff reached out to TxDOT's North Tarrant County Area Office during summer 2023 only to be informed that the project now had a new letting date of September 2028. During a meeting with TxDOT personnel just last week, city staff was informed that the reason for the delay was to accommodate an environmental study. To our knowledge that environmental study has not yet begun, and TxDOT personnel at the NTCAO were not able to provide a schedule for that work.

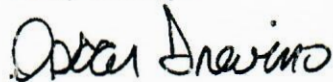
We understand major project delays can occur, particularly during and immediately following the pandemic. However, we cannot comprehend how a safety-driven project like this one could be repeatedly delayed. No one can know how much of a difference a

raised median would have made on Monday night, but the circumstances of that and the prior two fatality accidents would appear to be textbook cases for a center barrier. The 2019 and 2023 accidents involved northbound drivers crossing the centerline and into opposing southbound traffic. A 2020 incident involved a left-turning driver being struck after failing to yield to southbound traffic, and that side street from which the driver turned would not have been provided a median opening per the current schematic. The fact that all three of these deaths occurred in such a small section of the corridor cannot be overlooked. Each of these occurrences devastates families, traumatizes witnesses, takes a toll on first responders, and frustrates the community at large.

On behalf of the City Council and citizens of North Richland Hills I am requesting that TxDOT take action to make permanent safety improvements along the FM1938 corridor as previously proposed as well as any interim measures to mitigate accident severity until those permanent improvements can be made. We have been and will continue to be supportive of this project but cannot support the protracted timeline and repeated delays when lives could be saved.

#EndTheStreakTX

Respectfully,



Oscar Trevino  
Mayor, City of North Richland Hills, Texas

Cc: Commissioner Gary Fickes, Tarrant County  
Michael Morris, P.E., Director of Transportation, NCTCOG



COMMUNITY IMPACT NEWS

## DCTA BOARD GREEN-LIGHTS COLLIN COUNTY RIDES AGREEMENTS

By Colby Farr

The [Collin County Rides program](#) will operate on a reduced service schedule in 2024 when the [Denton County Transportation Authority](#) takes over.

### What you need to know

Chief Operating Officer [Maurice Bell](#) presented a program overview for Collin County Rides during an [Oct. 26 board of directors meeting](#). The board unanimously approved three agreements and two task orders in [preparation for Feb. 1](#), when the transportation authority is slated to take over the program:

- Funding agreement with the North Central Texas Council of Governments
- Interlocal agreement with the city of Allen
- Interlocal agreement with the town of Fairview
- Task order with Irving Holdings Inc.
- Task order with Lyft

The transportation authority will provide transit services for the program for two years with an option for a third year. Funding will be provided by a mix of federal and local funds through an agreement with the council of governments.

The third year option will be based on funding availability, President and CEO [Paul Cristina](#) said. The transportation authority will need to be in constant communication with the council of governments and the cities on how long the program can be funded with the current agreements, he said.

“We’re entering into this with a lot of unknown with regard to demand and the demand growth,” Cristina said. “It’s very important for everyone to understand that, right now, we’re looking at a base two-year program, and if money’s available we go into the third year.”

### The details

Three taxis will operate between 6 a.m.-6 p.m. Monday through Friday, according to a staff presentation. The service area will include Collin County and [Dallas Area Rapid Transit](#) locations within Collin County, Bell said.

Rides must either begin or end in Allen or Fairview.

Customers will be able to book trips by phone or through the [Spare Labs app](#), according to the presentation. Fare costs will remain the same, but staff are evaluating feasibility of a special feature similar to DART’s fare structure.

Under DART, Collin County Rides customers pay 25% of trip costs until they spend \$125 in a calendar month. Then they pay 100% of the trip costs.

The Collin County Rides program currently operates between 5 a.m.-midnight Monday through Saturday, according to the staff presentation. Rides are also available between 7 a.m.-midnight on Sundays and holidays.

## FIVE MILE CREEK GREENBELT RECEIVES \$6.6 MILLION FROM TXDOT GRANT



DALLAS, Texas —Last week, the Five Mile Creek Greenbelt was named as an award winner of the Texas Department of Transportation’s (TxDOT) 2023 Transportation Alternatives Set-Aside program, providing \$6.6 million in state grant funds for the critical connector trail that runs across Dallas’ Oak Cliff community. The project is being developed by Trust for Public Land (TPL) in partnership with the City of Dallas.

The award will be matched with an additional \$1.65 million by TPL’s local philanthropic partners bringing the total dollar amount to over \$8 million. The funds will be used to begin construction of a 1.1-mile long shovel-ready portion of the planned 17-mile trail, and will help the project’s strong momentum continue to grow.

This grant is a gamechanger for the Five Mile Creek Greenbelt because the dollars will go directly to construction of the trail, making the transportation benefits of this trail available to the community even sooner than planned,” said TPL State Director Robert Kent. “We are grateful to TxDOT and our generous supporters for believing in this effort to connect the residents of Oak Cliff to the outdoors.”

TxDOT administers the Transportation Alternatives Set-Aside Program (TA), providing funds for locally sponsored bicycle and pedestrian infrastructure projects in communities across the state.

In December 2022, the announced the Call for Projects for this most recent round of funding.

Thursday, the Texas Transportation Commission voted to approve various projects that had applied for the funds at the commission’s regularly scheduled meeting.

“This is a major investment in communities across the state that will help make it safer and easier to get around on foot or a bike,” Texas Transportation Commissioner Robert “Robie” Vaughn said. “This optionality supports safety, active lifestyles, health and wellness, and can provide alternatives to traveling by vehicle.”

“People who walk and bike make up about 1 out of every 5 deaths on roadways here in Texas,” Texas Transportation Commissioner Alvin New added. “These projects will help the state move closer toward the goal of zero deaths by giving people a place to walk and bike separate from traffic.”

Once complete, the Five Mile Creek Greenbelt will provide nearly 17 miles of new trails and three signature parks, connecting nearly 200,000 residents with a park or trail, providing mental and physical health benefits, as well as a safe alternative transportation route for people traveling to retail sites, healthcare facilities and educational institutions across Oak Cliff. Many see this project as a key piece of Dallas’ current focus on parks.

“This is yet another exciting milestone for the Five Mile Creek Greenbelt and shows once again that Dallas is in the midst of a parks renaissance,” said Dallas Mayor Eric Johnson. “I look forward to seeing continued progress on this project that will help fulfill my vision of making Dallas the greenest and greatest city in Texas.”

Johnson’s sentiments were echoed by Dallas Park & Recreation Board President Arun Agarwal. “The Five Mile Creek Greenbelt is a transformational project for Southern Dallas, and will provide access to the benefits of parks and trails to thousands of residents,” said Agarwal. “Our thanks to our partners at TxDOT for their commitment to this shared vision.” With this grant funding now official, construction on a section of the trail could start as early as next year. In addition, TPL has now raised more than \$35 million of the estimated \$78 million needed to complete the Five Mile Creek Greenbelt’s planned parks and trails.

The nonprofit will soon launch the public campaign for the project, and look to leverage this and other public grants and awards to raise more philanthropic dollars.

## DALLAS' NEW BIKE PLAN MAY NOT NEED TO TOUCH ALL CITY DISTRICTS, COUNCIL MEMBERS SAY

Some elected leaders say they don't believe all residents want or would benefit from more bike lanes all over Dallas

By Everton Bailey Jr.

Dallas officials want to [make it easier to bike in the city](#), but several council members are skeptical the changes are needed citywide.

At least four City Council members said Wednesday during a presentation by city transportation officials on Dallas' bike plan, that they didn't see the point of adding more bike lanes to every part of the city in the hopes it'll increase ridership. A small network of dedicated and connected bike lanes, trails, and other paths may be the best option to address making cycling a more viable option for residents, they said.

"I think we're missing the mark here if we feel that we have to find a project in every single district," said council member Adam Bazaldua, who represents the South Dallas area. "But if...the end result doesn't give us a more connected city and a bigger opportunity for us to have cycling as a means of transit, then I think we've totally missed what this investment should result in."

Dallas is in the midst of updating its bike plan, a citywide guide meant to help the city address on- and off-street cycling options. The plan was first developed in 1985, but hasn't been updated since 2011. City officials say a revamp is necessary to account for public safety and to better diversify options for people to move around Dallas.

But some council members said Wednesday the city should consider a more targeted approach.

Council member Cara Mendelsohn said residents she represents in Far North Dallas likely wouldn't support giving up a car traffic lane to instead dedicate it for bike travel. Deputy Mayor Pro Tem Carolyn King Arnold said residents she represents in South Oak Cliff are more likely to ask for road repairs rather than bike lanes.

"I think we really do need to take time to take into consideration the need to target where you have the most riders," Arnold said. "We have bike trails that I'm looking at now that very few people are even on."

The bike plan in 2011 called for Dallas to create 833 miles of on-street bikeways and 456 miles of off-street options like trails in 10 years. The city had no on-street bikeways, like bike lanes, at the time.

A [June draft report](#) of the latest bike plan says Dallas only has 73 miles of on-street bikeways and 147 miles of off-street paved trails. Only 11% of the city's bike network has a painted line or a physical barrier separating riders from cars on Dallas streets. The city budgeted **\$2.5 million this fiscal year for biking infrastructure**.

"In addition to being primarily located in central, north central and northeast Dallas, the existing bikeway system is disconnected with limited options for continuous travel between facilities and to community destinations," according to the draft report, which also says highways further divide the city's existing bike network.

Gus Khankarli, Dallas' transportation director, told City Council members on Wednesday that trying to close biking gaps is part of the goal of the revised plan. He said one issue that needs to be addressed is how bike lanes in Dallas disappear without warning.

"You'll be biking and then all of a sudden, you're in the middle of an intersection that doesn't connect to anything," Khankarli said.

He said his department intends to have at least one more round of public feedback on the draft bike plan before it goes to the council for a final review. He didn't say Wednesday when the latest opportunity would be for the public to weigh in on the bike plan revamp.

Khankarli said the City Council could adopt the final updated plan by early next year.

The new plan recommends boosting the overall city biking network to 536 miles of bike lanes, trails and other pathways. This includes prioritizing the creation of 15 major bike projects in various neighborhoods.

About half of the projects are in southern Dallas, such as a new almost 4-mile bike lane that would run from Fair Park in South Dallas to Stella Avenue in Oak Cliff. Altogether, the 15 projects are estimated to cost \$9.6 million.

Kathryn Rush, chief planner in Dallas' transportation department, told council members on Wednesday that the city plans to use a combination of grants, bond money and general fund cash to pay for those projects over five years.

She said the department would look into incorporating metrics to make sure the revamped bike plan can hit its goals.

NBCDFW

## DALLAS TRAFFIC DEATH RATE WORST AMONG 10 LARGEST U.S. CITIES

Speed is the No. 1 killer on Dallas city streets, an NBC 5 Investigates analysis of TxDOT crash data finds

By Scott Friedman, Eva Parks, Edward Ayala & Lucia Walinchus

[Dallas traffic death rate worst among 10 largest U.S. cities – NBC 5 Dallas-Fort Worth \(nbcdfw.com\)](https://www.nbcdfw.com/news/nbc5-investigates-dallas-traffic-death-rate-worst-among-10-largest-u-s-cities-2021-07-15)

If you feel like driving in Dallas can be scary, new numbers suggest you are right. **NBC 5 Investigates** has learned that over five years Dallas had the worst traffic fatality rate among the 10 largest cities in the United States.

**NBC 5 Investigates** analyzed the most recent five years of federal highway traffic safety data available and discovered Dallas averaged about 15 traffic deaths for every 100,000 people from 2017 to 2021. That puts Dallas just above Phoenix, with the highest traffic fatality rate of any U.S. city with more than one million people.

What's more, the Dallas traffic death rate is 27% higher than the rate in Houston, 22% higher than in Fort Worth, and 51% higher than in Los Angeles. But what may be more startling is the sheer number of lives lost on Dallas streets.

An **NBC 5 Investigates** review of Texas Department of Transportation (TxDOT) crash data found, in the city of Dallas alone, traffic crashes have killed more than 1,000 people just since 2019. More than 5,600 others have been seriously injured.

Across the 19 counties that make up NBC5's North Texas viewing area, more than 4,300 people have died on the roads in fewer than five years, from 2019 to the present date, and more than 20,000 were seriously injured.

For perspective, the number of people killed and seriously injured in the region would more than fill the seats in the American Airlines Center, in less than five years.

To see what's causing those dangerous crashes and where they are happening most, **NBC 5 Investigates** used TxDOT crash data to map the location of every death and every serious injury since 2019. Our maps reveal places where fatal or serious injury crashes occur again and again.

We've put all of our crash data below, so you can see the spots with the most injuries and deaths.

Our TxDOT data analysis also revealed that, in the city of Dallas, speed was the number one contributing factor to deadly crashes. Speed often combines with other top causes like driving under the influence and drivers failing to keep their vehicles in their lane, the data show.

Marcela Soto's life changed forever when her mom's car was obliterated in a high-speed crash in the Woodall Rodgers tunnel.

Her mother, Reyna Salazar, was a nurse heading home from an evening shift in February when a car driven by a teenager slammed into her at what witnesses described as a high rate of speed, killing her.

“The numbers are too high. And now my mom is one of those numbers,” Soto said. “And that, that is the toughest pill to swallow.”

Soto said coming to terms with the fact that her mother is no longer here and that her children lost their grandmother has been one of the hardest things she’s ever experienced. She said she’s now hyper-aware of how fast some people drive on Dallas streets and that it makes her angry, especially if her children are in the car.

## SO JUST HOW FAST ARE THE SPEEDS ON DALLAS STREETS?

**NBC 5 Investigates** conducted speed studies, clocking drivers on Dallas roads that have seen numerous speed-related deaths since 2019. With the help of NBC 5 colleague Don Peritz, who is a retired traffic sergeant with the Dallas County Sheriff’s Department, we clocked some drivers going more than 100 mph in afternoon freeway traffic.

Within minutes of starting to check speeds on the CF Hawn Freeway south of downtown, we even clocked one motorist traveling at 112 mph, almost 50 mph above the 65 mph speed limit, in broad daylight.

Records from the Texas Department of Transportation show that along CF Hawn at North Prairie Creek Road, 11 people have died in less than five years and nearly all of those crashes were speed-related.

We clocked more than 100 cars at that location and nine out of 10 of them were traveling above the 65 mph speed limit; Four out of every 10 were exceeding the speed limit by 10 mph or more.

As we crisscrossed Dallas to gather information for this report our dashboard-mounted cameras captured images of some of the behaviors our viewers have complained about on Dallas roads – stunning speeds, startling lane changes, and cars riding bumpers, leaving some drivers feeling like they need to speed up or risk being run off the road.

The tales of high speeds and aggressive driving were not restricted to the highways. On Dallas city streets we also clocked drivers traveling at speeds more appropriate for freeways.

On one stretch of Buckner Boulevard in Pleasant Grove, our speed checks found some drivers traveling well above 50 mph or even 60 mph, on a congested city street with a 40 mph speed limit, lots of pedestrian traffic, and busy entrances to stores and restaurants.

Speed matters because research has shown every increase of 10 mph or more increases the risk of death or serious injury in a collision.

“It’s very frustrating, but it happens all the time in this city,” said Max Kayem, who survived a crash that looks like something you’d see on a highway – only it took place on a residential street.

Kayem was driving through the M Streets when witnesses said a driver with a high-performance engine punched the accelerator and lost control of the vehicle. The car careened into Kayem’s SUV, sending both cars into the front yard of a home.

“That is one thing I do remember is the high RPMs, as he was hitting me, I can still hear that sound,” Kayem said.

The crash broke Kayem’s sternum and shattered his wrist, leaving permanent damage.



“I don't recommend it to anybody. It's a very, it's a horrible thing to go through,” Kayem said.

The crashes have left victims like Kayem and Soto wondering what safety features we're missing here in North Texas and if there's any way to calm the speeds on Dallas roads.

To address that question, **NBC 5 Investigates** reached out to people who study road safety strategies. Some suggested many of our roads feel like racetracks because they were designed and built that way.

“I would say this is dangerous by design,” said David Zipper, a Harvard University visiting fellow, and subject matter expert on transportation policy and road safety. “They're driving that fast because they feel like the road is inviting them to do that.”

Zipper said research has increasingly shown wider road lanes encourage higher speeds and that the most effective way to reduce dangerous speeds is often to narrow lanes, and re-shape roads in ways that naturally encourage drivers to slow down.

### **CHART: U.S. TOP 10 LARGEST CITIES TRAFFIC FATALITY RATES**

That's where we'll pick up the story Monday night. We'll look at some of the deadliest streets in Dallas and ask why bolder steps have not been taken to address high speeds with innovative design changes, traffic calming measures, tougher speed enforcement, and safer places for pedestrians to cross. We will also ask what happened since the Dallas City Council pledged to reduce traffic deaths and injuries over seven years, by implementing an international safety strategy that other cities have used to reduce crashes.

To see what might be possible, NBC 5 Investigates even traveled to another country to see how innovative changes to street design are making a difference for both drivers and pedestrians.

“It would mean so much for me to see those numbers come down, knowing that the streets are safer,” Soto said.

*Part two of this story airs Monday at 10 p.m., only on NBC 5.*

### **KNOW A DANGEROUS STRETCH OF ROAD?**

We need your help. If you've identified a road where drivers speed or where there have been a large number of crashes, email us the location at [iSee@nbcdfw.com](mailto:iSee@nbcdfw.com). In future reports, we'll ask local leaders how we can address the problem in other areas.

## **FORT WORTH JOINS NORTH TEXAS INNOVATION ALLIANCE TO AMPLIFY CITY AND REGIONAL PLANNING ACROSS DATA-DRIVEN SOLUTIONS AND CONNECTED INFRASTRUCTURE**

City is demonstrating thought leadership on broadband as a mode of mobility, leveraging NTXIA guidance to build a world-class smart city ecosystem.

North Texas Innovation Alliance

DALLAS, Nov. 6, 2023 /PRNewswire/ -- [North Texas Innovation Alliance \(NTXIA\)](#) – a 501(c)3 regional consortium of more than 40 municipalities, agencies, corporations and academic institutions across North Texas with a mission to build the most connected, smart and resilient region in the country – today announced the city of Fort Worth as its newest member. Fort Worth joining NTXIA signifies a major step towards the city's continued commitment to enhancing quality of life, safety, public health and welfare of residents in the region through a data-driven approach.

"Bringing Fort Worth into the alliance further strengthens our regional efforts in broadening smart city growth and economic development across North Texas," said Jennifer Sanders, NTXIA Co-Founder and Executive Director. "We are proud to partner with city leadership who have demonstrated forward-thinking approaches to improving broadband infrastructure, mobility, entrepreneurial development and access to economic opportunities and human services, as well as offering scalable solutions for the North Texas region, as a whole. We look forward to a collaboration that will help maximize the public benefits gained through the development of an interconnected, safe and efficient smart city system."

As the fastest-growing large city in the country, Fort Worth has adopted a systematic and purposeful approach to smart city integration, with broadband integration as a central focus. They implemented a fiber ring to connect city facilities and provide high-speed internet access to underserved neighborhoods, created smart intersections with advanced detection capabilities to improve safety, deployed Distributed Acoustic Sensing for data collection and improved dynamic signage and more. The city also supports the Alliance Texas Mobility Innovation Zone (The MIZ) as a designated tech space that allows for testing, scaling and commercialization of new technologies in surface and air mobility. In partnering with NTXIA, Fort Worth will receive practical guidance on integrating these projects into a globally recognized, world-class smart city ecosystem.

"In addition to welcoming nearly 20,000 new residents each year, the city is ramping up for major upcoming events like the 2026 World Cup and the 2024 CrossFit Games, which present tremendous economic and investment opportunities for our city," said Carlo Capua, Chief of Strategy and Innovation. "In partnering with NTXIA, Fort Worth is taking a leadership role in fostering collaboration and adoption of new technologies throughout the broader North Texas region. We're exploring the use of artificial intelligence and machine learning to expedite the construction permitting process, as well as exploring pilot programs around on-demand rideshare and digital twinning as a tool for predictive modeling to help ensure we are making the best decisions possible for the public. We are also taking a proactive and regional approach to smart infrastructure upgrades that don't stop at the city limits. With NTXIA providing guidance,

we have additional support to ensure our city is taking the best approach in implementing our smart infrastructure and smart city upgrades through the region."

A key part of the city's smart infrastructure strategy is the concept of broadband as a mode of transportation and mobility. One of the city's standout policies is leveraging transportation funds as a means of expanding broadband access in a more equitable way. Joining NTXIA will allow them to accelerate smart city initiatives, specifically around large-scale events and moving people to and from the city center as quickly and efficiently as possible, staying up to date on AI policies and creating legacy projects that will extend throughout the North Texas region.

"The term 'smart city' isn't just one thing. It describes how we approach the decision-making process, using different technology to analyze challenges and solutions in a rational, deliberate way that is based on data," said Kelly Porter, Assistant Director for Transportation and Public Works for the City of Fort Worth. "Part of our strategy is viewing broadband and high-speed fiber as the foundation that supports everything else, and partnering with NTXIA helps us think creatively about how to build and fund that infrastructure. The knowledge, resources and connections available to NTXIA members will directly support the city's goal of serving as a proving ground for using transportation funding streams to provide equitable access to the community and recognizing broadband as a public utility and mode of mobility. We're constantly thinking through and modeling how to incorporate broadband into transportation projects and how to deliver it to the people who need it. In working with NTXIA, we hope to be a model that other cities can follow."

### **About the North Texas Innovation Alliance**

The North Texas Innovation Alliance (NTXIA) is a 501(c)3 consortium of key cross-sector stakeholders working to develop and implement a smart region strategy for North Texas. The NTXIA is building the most connected, smart and resilient region in the country – bringing together government entities on all levels, transit agencies, utilities/infrastructure, public safety, educational institutions and some of the world's top technology developers in the private sector to pave the way for a brighter tomorrow. The organization's mission is to break down silos and drive the collaborative use of data, technology and community to address the most pressing topics and create solutions that will improve quality of life, drive inclusive economic development and promote resource efficiency. For more information, please visit [www.NTXIA.org](http://www.NTXIA.org), or follow LinkedIn and Twitter.

### **About Fort Worth**

The City of Fort Worth has been the fastest-growing large city in the United States since 2010. What began as a tiny outpost on a lonely frontier quickly grew into one of the largest cattle markets in the world. Fort Worth's metropolitan area has now grown to more than 900,000 people, blending cattle and oil heritage seamlessly with an ever-growing, diverse array of new businesses and industries.

SOURCE North Texas Innovation Alliance (NTXIA)

## **NEWLY COUNCIL-APPROVED BROADBAND CONTRACT TO ENHANCE CITY INTERNET ACCESS, BRING JOBS**

By Sandra Sadek

More reliable and higher quality internet could be coming to Fort Worth's underserved areas.

Fort Worth City Council approved a \$7.5 million, 34-year contract with Dallas-based [Sprocket Networks Inc.](#) for broadband infrastructure. The contract authorizes the installation of an approximately 300-mile network to build up the city's government communication needs while connecting residents and businesses with internet in locations designated as underserved.

Kevin Gunn, IT Solutions director for the city, said this partnership with Sprocket will bring tremendous benefits to the city.

"It's really a win-win," Gunn said. "We see opportunities to recruit and attract more (internet-focused) businesses to locate their facilities here in Fort Worth. And that brings high-paying jobs to the area, that brings new developments and construction to the area."

Around 17% of residents in Fort Worth don't have access to high-speed internet and 8% have no internet access at all, according to the U.S. Census American Community Survey. Most of those residents live in neighborhoods such as Las Vegas Trail, Como, Marine Creek, Stop Six, Rosemont and Ash Crescent.

For those who have some internet access, that connection is below the standard 100 megahertz required for remote work, remote education and remote doctor's visits, Gunn said.

Now that the contract is approved, the next hurdle is to get the network constructed. Gunn said that the process will take around three years to complete. Construction crews will be mobilized over the next six to nine months.

While the construction of the network will take three years, service will become available on a rolling basis, Gunn said.

The city put out the request for proposals to create a broadband plan for Fort Worth back in February 2022. By adding cabling in community and government facilities such as libraries and fire stations in neighborhoods in need, staff hopes to fill the gaps in the network.

Gaps in broadband access were further exposed during the COVID-19 pandemic when students had to switch to remote learning, and patients and doctors switched to telehealth.

American Rescue Plan Act funds and grant funds from the North Central Texas Council of Governments will fund the plan's implementation.

Fort Worth took an initial step in [bridging the internet gap](#) in 2020 through 2022 to bring free Wi-Fi to community centers in underserved areas.

Those wireless internet spots will be phased out progressively as the city installs its fiber optic network. Unlike those fiber optics, wireless networks have limited lifespans, Gunn said.

Texas is also looking to create a \$1.5 billion [broadband state fund](#) to help finance some of these projects. A constitutional amendment establishing that fund is currently on the ballot for this November election.

## TEXAS RANGERS' WORLD SERIES CHAMPIONSHIP SPOTLIGHTS NEED FOR REGIONAL COLLABORATION

With growth comes great responsibility, and North Texas, Arlington included, can do a better job in making it easier for residents to move about and enjoy what the area has to offer.

By Gromer Jeffers, Jr.



*Fans packed the area around North Plaza of Globe Life Field for a post-parade public celebration following the Texas Rangers World Series victory parade Nov. 3 in Arlington. (Smiley N. Pool / Staff Photographer)*

The Texas Rangers celebrated a World Series championship, fulfilling the dream of a young mayor — the late Tom Vandergriff — who in 1972 beat the odds to [bring the national pastime to Arlington](#).

The parade and rally were the first major professional championship celebration in Arlington. The Cowboys, Mavericks and Stars all held their title celebrations in Dallas.

Vandergriff loved Arlington and wanted the Rangers to be a showcase for the growing city that would eventually be the home of the Dallas Cowboys and an entertainment hub that includes Six Flags over Texas.

He saw the Rangers as good for the region, much like DFW International Airport, a major force in the region's economic vitality that opened in 1974.

Rangers manager Bruce Bochy and the players say the goal is to not settle for one World Series championship, but to become a consistent winner. Just as the Rangers seek to improve, so should the elected officials and power brokers in Arlington and across North Texas.

The region has used sports to enhance the quality of life for the nearly 8 million [people who call the Dallas-Forth Worth area home](#). People move here every day, and the area is on pace [to move past the Chicagoland area as the third-largest region](#) in the country.

With growth comes great responsibility, and North Texas, Arlington included, can do a better job in making it easier for residents to move about and enjoy what the area has to offer. That includes sporting and concert events, as well as traveling about to check out a new restaurant or venerable tavern.

As popular as North Texas has become, it's not easy to get from one point of the D-FW area to another. Sporting venues and entertainment districts are not connected enough to make travel easier and convenient.



*Fans cheered along the route during a parade for the baseball World Series-champion Texas Rangers in Arlington on Nov. 3. (Smiley N. Pool/The Dallas Morning News via AP, Pool)(Smiley N. Pool / ASSOCIATED PRESS)*

At nearly 400,000 people, Arlington is still the largest city in America without a public bus stop or rail system. Mayor Jim Ross touts the public rideshare system the city has developed to help residents get around.

“It’s much more efficient than a bus route of sorts, where you’re running a bunch of empty buses in an area,” Ross said. “The issue really becomes, for the cost of getting involved in a transit authority are you going to reap a return on that investment?” Ross said [last month on Lone Star Politics](#), a political show produced by *The Dallas Morning News* and KXAS-TV (NBC5).

But that’s not the way to move people to and from large events that attract people not only from the region, but from across the county.

“I do agree that regional connectivity has to eventually happen that gives all of us an opportunity to connect with one another,” Ross said.



*Globe Life Park (right) and AT&T Stadium (top left) are seen with construction on the Texas Live mixed-used development complex on July 27, 2017, in Arlington. The city of Arlington will decide whether to move forward with plans to further develop its Entertainment District with a hotel and convention center as well as residential, retail and office space. (Smiley N. Pool/The Dallas Morning News)(Smiley N. Pool / Staff Photographer)*

North Texas will [host 2026 FIFA World Cup soccer matches](#) and [Arlington is in the mix to host the World Cup final](#). The 2024 Major League Baseball All-Star game is in Arlington.

“We are going to be a world center and we need to think about those things,” said former Dallas Mayor Mike Rawlings, speaking of a regional approach to improving transportation and other services. “We need to think about them in a way that we’re all doing things together versus one city against another.”

“The Rangers ballpark would be packed every night, now that we’ve got a roof over it, if it was easy to get there,” Rawlings said.

“It’s just tough to do things regionally, when organizations and cities don’t work in tandem,” he added. “We’re all competitors and I caught grief that I believed in kind of promoting the D-FW area. That’s ultimately what the answer is — to work together.”

The North Central Texas Council of Governments is looking for ways to improve transportation as the area grows and large, attractive events are being hosted here.

According to *The News*’ editorial board, the group is developing a transportation plan for the World Cup that includes the Trinity Rail Express and 50 energy-efficient buses. The CentrePort



station in Fort Worth — which serves DFW International Airport — would serve as the connection point to Arlington’s entertainment district, said Karla Windsor, senior program manager for sustainable development at NCTCOG.

The council requested the buses from the U.S. Department of Transportation, the federal agency working with World Cup cities. Windsor said the cost of the buses is not finalized, but the plan is to eventually incorporate them into either the Trinity Metro or Dallas Area Rapid Transit. Those buses could be sent to [Los Angeles for the 2028 Olympics](#).

“We want to guarantee that people don’t come with Uber and Lyft and then they can’t get back because of price hikes,” Windsor told *The News*’ editorial board.

A [high-speed rail project](#) along the Interstate 30 corridor, connecting Fort Worth and Arlington to Dallas, is a long-term plan, but its [reality is uncertain](#).

That’s a start, but more can be done.

Former Dallas Mayor Ron Kirk said other countries, particularly in Europe, have effective mass transit systems and high speed rail. That saves consumers from higher car rental prices and relieves traffic congestion.



*Fans cheered during a parade for the baseball World Series-champion team in Arlington on Nov. 3. (Smiley N. Pool/The Dallas Morning News via AP, Pool)(Smiley N. Pool / ASSOCIATED PRESS)*

“What a tragedy that America is the most innovative country in the world and we can’t find more resources and we can’t find the wherewithal to do that,” Kirk said.

Health care, public housing and even public safety are other things that could improve with a regional collaboration, Kirk said.

Ross, the Arlington mayor, told the crowd at the Rangers victory celebration that North Texans needed to unite.

“This team proved what Arlington knows to be true,” he said. “And that’s: We’re better together.”

NBCDFW

## TEXAS WANTS TO KNOW: HOW WILL THE STATE'S TRANSPORTATION INFRASTRUCTURE HANDLE ITS BOOMING POPULATION?

As the state's population continues to grow, leaders say residents could need to get comfortable with different modes of transportation to ease the movement of more than 30 million people daily

By Chris Blake and Bri Flores

Texans have been hearing about plans for high-speed rail between Dallas and Houston for more than a decade now. The state's population eclipsed 30 million last year and shows no sign of slowing down.

With that kind of population density all over the state, [Michael Morris](#), the director of transportation for the [North Central Texas Council of Governments](#), says it is imperative to find a different way to move large numbers of people.

"You're not going to be a mega-region in this century if you cannot provide fast, safe, inner-city transportation," he said. "And high-speed rail, we think now versus the automobile, high-speed rail is a safe, very convenient inner city transportation mode."

Widening existing roadways and building new ones will ease some congestion, but may not be the most sustainable long-term solution.

"There's just really no way to build yourself out of it because humans are kind of insatiable," said [Kara Kockelman](#), the Dewitt Greer Centennial Professor of Transportation Engineering at the [University of Texas](#). "So we're going to keep wanting to go further, faster, and bigger vehicles unless we institute thoughtful policies to really manage demand."

Even if it takes a little time, Morris said he believes more rail service will make its way to North Texas in the coming years.

"I think Amtrak is making Dallas-Fort Worth sort of their home west of the Mississippi," he said. "If you think of Atlanta, Chicago, Kansas City, Austin, and San Antonio coming by inner-city passenger rail to DFW with high-speed rail to Houston, you're seeing quite a nexus with regard to the gross domestic product that Dallas-Fort Worth represents with its partner communities."

Listen to new episodes of [Texas Wants to Know](#) every Thursday in the [Audacy](#) app or wherever you get your podcasts.

## REGIONAL TRANSPORTATION COUNCIL MAY SWAP FUNDS WITH COLLIN COUNTY

By Colby Farr

The [Regional Transportation Council](#) will consider a funding swap with Collin County during a Nov. 9 meeting, according to the [agenda](#).

### In a nutshell

Staff from the [North Central Texas Council of Governments](#) are proposing RTC members approve a funding partnership with the county. If approved, the RTC would commit \$60 million in federal funds to the [US 380 project](#).

In return, the county would send \$60 million that was already committed to US 380. Those funds would be added to the RTC's [local fund](#) for use on other projects.

This is not the first time the RTC has considered a funding swap with Collin County. In 2020, RTC members approved \$60 million for two projects in [Frisco](#) and [McKinney](#), according to the agenda.

Collin County committed \$60 million to US 380 to replace the federal funds redirected to the Frisco and McKinney projects. Collin County's bond program funds were otherwise ineligible to contribute to those two projects.

### Get involved

The RTC will meet at 1 p.m. Nov. 9 at 616 Six Flags Drive in Arlington. A livestream of the meeting is accessible via the council's [website](#).

## COUNTY BOND UNOFFICIALLY PASSES

Majority of amendments on way to approval

By Rick Mauch

While there were no national or statewide individual races on the ballot this year, folks across the state, including Parker County, had plenty of items on which to cast votes this year.

Topping the list for local folks was a \$130 million transportation bond put forth by Parker County commissioners. As of press time, while results were still unofficial, the bond seemed to be comfortably on its way to passing with 59% of the vote for compared to 41% against.

County-wide road work in the bond will include a total of 35 projects:

- Safety improvements, 12 projects.
- New road extensions, 11 projects.
- Road capacity widening, 8 projects.
- Frontage roads/ramps, 4 projects.

The financial breakdown of the bond includes:

- Precinct projects, \$90 million.
- Partnership projects, \$25 million.
- Discretionary, \$15 million.

Statistics presented to support the bond package included:

- Parker County grew by 34.1% between 2010-22.
- Parker County is ranked No. 6 in the U.S. in fastest growth.
- Parker county is currently growing at a rate of 4.8% per year.
- An estimated 22 people move into the county every day.

In promoting the bond, Parker County Judge Pat Dean and other officials noted local transportation funding will support growth; state and federal partnerships will create more leverage for transportation improvement opportunities; regional partnerships will bring together the North Central Texas Council of Governments, municipalities and school districts; and it would expedite the safety projects in support of #EndTheStreakTX, a project designed to end the streak of daily deaths on Texas roadways.

“It was critical that the Parker County Transportation Bond pass. It’s a big step in the right direction in helping alleviate the infrastructure challenges we face as one of the top 10 fastest growing counties in the country,” Aledo Mayor Nick Stanley said. “We have been working for months with county officials to ensure they fully understand the needs of our growing community and how this funding can support transportation projects in the City of Aledo.”

Amendments

Parker County residents approved 13 of the 14 state amendments on the ballot. The breakdown:

Amendment 1, protecting the right to engage in farming, ranching, timber production, horticulture, and wildlife management. 89% for, 11% against.

Amendment 2, authorizing a local option exemption from property taxes for child-care facilities. 61% for, 39% against.

Amendment 3, prohibiting the imposition of an individual wealth or net worth tax, including a tax on the difference between the assets and liabilities of an individual or family. 84% for, 16% against.

Amendment 4, raise the homestead property tax exemption to \$100,000 for property owners under age 65; raise the homestead exemption to \$110,000 for those 65 or older; temporarily limit maximum value of property for purpose of property taxes in a tax year for commercial, mineral and non-homestead residential properties under \$5 million; compress school district maintenance and operation taxes an additional 10.7 cents per \$100; raise the amount of money a business can make before being subjected to a franchise tax; requires three new appraisal board members be elected in counties over 75,000 in population. 93% for, 7% against.

Amendment 5, relating to the Texas University Fund, which provides funding to certain institutions of higher education to achieve national prominence as major research universities and drive the state economy. 56% for, 44% against.

Amendment 6, creates the Texas water fund to assist in financing water projects in the state. 76% for, 24% against.

Amendment 7, providing for the creation of the Texas energy fund to support the construction, maintenance, modernization, and operation of electric generating facilities (grid reliability). 71% for 29% against.

Amendment 8, creating the broadband infrastructure fund to expand high-speed broadband access and assist in the financing of connectivity projects. 61% for, 39% against.

Amendment 9, authorizes the state legislature to provide a cost-of-living adjustment to retired teachers. 78% for, 22% against.

Amendment 10, authorizes the legislature to exempt from property taxes equipment or inventory held by a manufacturer of medical or biomedical products to protect the Texas healthcare network and strengthen the state's medical supply chain. 57% for, 43% against.

Amendment 11, authorizes the legislature to permit conservation and reclamation districts in El Paso County to issue bonds supported by property taxes to fund the development and maintenance of parks and recreational facilities. 57% for, 43% against.

Amendment 12, abolishing the office of county treasurer in Galveston County. 60% for, 40% against.

Amendment 13, increase the mandatory age of retirement for state justices and judges to 79 years old. 35% for, 65% against.

Amendment 14, provides for the creation of the centennial parks conservation fund to be used for the creation and improvement of state parks. 72% for, 28% against.

#### Other local votes

Elsewhere around the county:

All four Morningstar Ranch Municipal Utility District No. 2 propositions were approved by 100%.

James Synowsky won the Dennis mayoral race running unopposed.

Lawrence Castillo was elected town commissioner in Dennis with 49% of the vote, while Brad Jones received 26% and Mike "Zig" Ziegler 25%.

In the three school bond elections, only Azle passed with 51% of the vote for and 49% against. Springtown's bond was defeated by 57% to 43% margin, and Poolville narrowly lost 50.26% to 49.74%, or 285 votes against and 282 for.

#### State results

Also unofficial, here are the statewide results concerning the amendments:

Amendment 1, 79% for, 21% against.

Amendment 2, 65% for, 35% against.

Amendment 3, 68% for, 32% against.

Amendment 4, 83% for, 17% against.

Amendment 5, 64% for, 36% against.

Amendment 6, 78% for 22% against.

Amendment 7, 65% for, 35% against.

Amendment 8, 69% for, 31% against.

Amendment 9, 84% for, 16% against.

Amendment 10, 55% for, 45% against.

Amendment 11, 63% for, 37% against.

Amendment 12, 53% for, 47% against.

Amendment 13, 37% for, 63% against.

Amendment 14, 77% for, 23% against.

In the race for the unexpired term for state representative in District 2 in Harris County, Republican Brent Money received the most votes, 32%. Republican Jill Dutton was next with 25% and Republican Heath Hyde collected 22%. Democrat Kristen Washington received 11% of the vote.

## REVITALIZING TEXAS: SUSTAINABLE RAIL SOLUTIONS

An argument for why investing in trains is the key to sustainable growth and economic success in the Lone Star State.

By Mustafa Haque

In the vast expanse of the Lone Star State, a vision for a more sustainable and interconnected future is dominating the public stage: a vision that embraces the power of light rail as a catalyst for positive change.

As Texas grapples with urban [sprawl](#), mounting traffic congestion, and environmental concerns, the call for increased funding for light rail projects resonates as a promising solution that transcends mere convenience. Let us embark on a journey through three pivotal themes, each underscoring the transformative potential of expanding light rail networks across Texas.

From fostering sustainable urbanization to facilitating a thriving ecosystem of freight services and manufacturing and enhancing long-distance travel options, this narrative uncovers how strategic investments in light rail infrastructure are poised to reduce emissions, alleviate road congestion, and revolutionize how we traverse this great state. In the context of a rapidly evolving transportation landscape, the case for bolstered funding for light rail initiatives in Texas becomes an imperative that transcends convenience and ushers in a future where sustainability, reduced emissions, and decreased road demand become the new norm.

While the vision of an expanded and interconnected light rail system across major Texas cities and metro areas promises a more sustainable and efficient future, it is evident that there remains much work to be done. Consider the case of Dallas and its Dallas Area Rapid Transit (DART) system. A vital component of the city's transportation infrastructure, DART currently has just one east-west light rail line—one that is still under construction, making it essentially non-existent. This glaring gap severely hinders the system's ability to provide comprehensive service, particularly in a sprawling metropolitan area like Dallas. Moreover, the considerable distance between stations outside downtown areas often fails to justify opting for light rail over personal vehicles, further impeding its potential to reduce road demand and emissions. A comparable situation unfolds in Austin, where the rail system, albeit efficient within its limited scope, consists of just one line insufficient to address the city's burgeoning transit needs effectively. With a public reluctant to rely on buses due to persistent traffic congestion, the urgency to enhance light rail and metro rail systems in these significant Texas cities becomes increasingly apparent. As climate change continues to loom as a pressing global issue, expanding and improving these rail networks becomes an essential step toward reducing emissions and promoting sustainable urban development.

Expanding and enhancing rail infrastructure in Texas holds the promise of transforming trade and manufacturing, significantly impacting the state's economy and its role in international commerce. The sheer magnitude of trade facilitated through Texas is staggering; in 2018, ports of entry within the state accounted for nearly \$740 billion in international trade. Texas boasts 29 official ports of entry, each serving as a pivotal gateway to global commerce through airports, land ports, or seaports. These ports are integral to various domestic and international economic activities across multiple industries, making them linchpins in Texas' transportation network. We can anticipate a multifaceted boon to trade and manufacturing by bolstering freight rail systems.

First, it will foster increased manufacturing in Mexico, capitalizing on Texas' status as the largest state exporter of goods in 2018, with Mexico being its largest market. Improved rail infrastructure will also mitigate the reliance on trucks, thus reducing traffic congestion, enhancing efficiency, and ultimately making cross-border trade, especially with Mexico, more cost-effective. Furthermore, Texas is the largest exporter of cotton in the United States, a distinction that improved rail networks can help maintain and expand. The correlation between robust rail systems and the promotion of trade and manufacturing cannot be overstated, underscoring the urgency of investing in this critical infrastructure.

Establishing a [high-speed rail](#) system connecting Houston and Dallas is not merely a visionary infrastructure project but a potentially transformative force with far-reaching benefits. In an era where climate change mitigation is paramount, such a rail system represents a sustainable alternative to the environmentally detrimental status quo. Approximately 24,300 people traverse the distance between these two major Texas cities daily by air or personal vehicles, contributing significantly to emissions and congestion. By embracing high-speed rail, we have the opportunity to make a substantial reduction in carbon emissions, ultimately limiting the impacts of climate change.

The advantages are not solely environmental. Commuters would enjoy an expedited and convenient mode of travel, spending less time in gridlock or security lines. Businesses can seize new growth opportunities, while local economies along the rail corridor stand to thrive, bolstered by increased trade and tourism. In essence, a Houston-Dallas high-speed rail system is the embodiment of sustainability, reduced emissions, and economic growth, a testament to the promise of a more interconnected, efficient, and ecologically responsible future for Texas and beyond.

The imperative to invest in expanded rail networks and high-speed rail systems across Texas emerges as an urgent call to action, predicated on the principles of sustainability, economic improvement, and enhanced quality of life for its citizens. The challenges posed by urban sprawl, traffic congestion, and environmental concerns underscore the pressing need for greater financial backing for light rail projects. Exploring the transformative potential of this endeavor, it becomes abundantly clear that the benefits extend far beyond mere convenience. Through the establishment of comprehensive rail networks, we can substantially reduce emissions, alleviate road congestion, and foster sustainable urbanization. By addressing these critical issues, we pave the way for a more interconnected and ecologically responsible future that enhances the well-being of Texas citizens and solidifies the state's role as a hub of trade, manufacturing, and international commerce. In the convergence of these goals, the true promise of improved rail systems shines brightly, offering a pathway to a more sustainable future for all Texans.

*Mustafa Haque is a civil engineering student based in Texas. Haque is passionate about infrastructure and its role in promoting social justice and hopes to contribute to a better world through systematic changes in how we approach infrastructure creation and maintenance.*



## TEXAS HAS 13 NEW CONSTITUTIONAL AMENDMENTS. HERE'S WHAT IT MEANS FOR TARRANT COUNTY

By Haley Samsel and Rachel Behrnt

Tarrant County voters approved all but one of the [constitutional amendments](#) on the Nov. 7 ballot, aligning with statewide results on measures affecting property taxes, infrastructure and the retirement age of judges.

The election determined where the state spends some of its \$32.7 billion surplus, creating new research [endowments for universities](#) and funds for water and parks investments. Texans took the rare step of [rejecting an amendment proposal](#), with 63% voting against raising the mandatory retirement age for state judges from 75 to 79.

### 2023 constitutional amendment election results

- Proposition 1, “right to farm” amendment: Approved with 79% support
- Proposition 2, child care tax exemption: Approved with 68% support
- Proposition 3, requiring voters to approve any “wealth tax”: Approved with 68% support
- Proposition 4, property tax cuts: Approved with 83% support
- Proposition 5, endowment for university research: Approved with 64% support
- Proposition 6, creation of Texas Water Fund: Approved with 78% support
- Proposition 7, creation of natural gas power plant fund: Approved with 65% support
- Proposition 8, creation of broadband infrastructure fund: Approved with 69% support
- Proposition 9, cost-of-living raises for retired teachers: Approved with 84% support
- Proposition 10, tax exemption for biomedical equipment: Approved with 55% support
- Proposition 11, El Paso County’s ability to issue parks bonds: Approved with 63% support
- Proposition 12, elimination of Galveston County’s treasurer: Approved with 53% support
- Proposition 13, increase of mandatory and minimum retirement ages for judges: Rejected with 37% support
- Proposition 14, creation of state parks fund: Approved with 76% support

Of registered voters in Tarrant County, 12.46%, or 155,997 people, cast ballots, according to unofficial election results. While the county’s numbers fell behind the state’s 14.4% turnout, Tarrant County outperformed its 11.8% turnout in the 2019 constitutional amendment election.

### What is the impact on property taxes, Tarrant Appraisal District?

Thanks to the approval of voters, Tarrant County homeowners will see an impact on this year's property tax bill. The county [already sent property tax bills](#) to residents with the assumption that Proposition 4 would pass. If a resident needs a refund, it will be applied automatically.

### **Proposition 4 implements these steps**

- Places a temporary appraisal limit on properties that are worth less than \$5 million and don't receive a homestead exemption. It prevents appraisals from rising more than 20% each year until 2026.
- Increases the state's school district homestead exemption from \$40,000 to \$100,000.
- Expands the number of businesses that do not have to pay state franchise tax.
- Allows voters to elect three members to their local appraisal district. Currently, local taxing entities appoint members of the board of directors.

Residents "already see (the discounts) reflected in the bill they have in hand or can download from our website today," Wendy Burgess, Tarrant County's tax assessor-collector, said.

Tax bills are considered late after Jan. 31, Burgess said. Residents in Tarrant County can pay half of their property tax bill no later than Nov. 30, 2023, making the next payment due by July 1, 2024.

Residents should see a [hefty discount](#) on their tax bills thanks in part to the increased school district homestead exemption and several [cuts to local tax rates](#). The average tax bill is \$643 lower for a home appraised at the [average market value](#) in Tarrant County.

Tarrant Appraisal District is the entity responsible for assessing home values across the county. Tarrant County residents and policy makers have recently raised concerns about a [lack of transparency](#) in the appraisal district, [culminating in](#) the resignation of Chief Appraiser Jeff Law in September. Proposition 4 will require the appraisal district to [hold an election](#) next May.

The new appraisal caps required under Proposition 4 will go into effect in 2024, interim Chief Appraiser William Durham said in a statement. Property owners whose most recent appraisal on their property exceeded the 20% cap will have to wait until they receive their next tax bill to see the impact of the amendment, Durham said.

Child care providers will also get a tax break thanks to Proposition 2, which exempts qualified facilities used to run a child care business from paying property taxes. The new amendment allows cities and counties to decide to put the exemption in place.

The tax discount is a win for child care providers who are typically operating on thin margins, said Catherine Davis, director of policy at nonprofit [Child Care Associates](#). Providers will likely be able to pass along the savings created by the tax discount to families or increase the quality of care, Davis said.

"We're thrilled voters in Fort Worth and Tarrant County showed up for child care at the polls this year," Davis said. "This is the first step in uplifting child care providers as essential to our community."

The discount is not a silver bullet, though, Davis said. To chip away at a growing [child care crisis](#), local and state officials should create more policies to support child care providers, she added.

### **Will Fort Worth access \$1B in water infrastructure funding?**

The state will establish a \$1 billion water infrastructure fund aimed at fixing aging pipes and water mains.

The [new Texas Water Fund](#), established with the passage of Proposition 6, will be used for water and wastewater projects in small, rural water utilities; water supply strategies, such as desalination and recycling of water used in natural gas drilling; water projects identified in state water plans; and public awareness programs.

The fund could help cities struggling to meet demand for water created by rapid population growth and deep droughts, Jennifer Walker, director of the National Wildlife Federation's [Texas Coast and Water Program](#), said.

"We've got water supply constraints, and we also have aging infrastructure," Walker said. "Building systems to meet new growth and population demand and creating additional water supplies takes a lot, and keeping infrastructure up to date is a huge investment."

Texas cities experience high amounts of water loss because of unfixed leaks and breaks in pipelines, Walker added. Fort Worth [lost about 6 billion gallons](#) of water last year, with nearly [all of its main breaks](#) coming from old pipes.

"Maybe in the past we could afford to lose that amount of water, but we definitely can't now as the state continues to grow and water supplies get more limited and we want to have water left over to meet environmental needs in the future," Walker said. "It's not a cheap problem to solve, but it is cost effective."

Fort Worth welcomes the opportunity to apply for any additional source of low-interest or interest-free funds, said Mary Gugliuzza, a spokesperson for the city's water department.

Finance staff regularly evaluate options to obtain dollars from state and federal programs, but Fort Worth doesn't always rank high in priority because other communities may have fewer financial resources and more urgent public health challenges, she said. There's no guarantee that the city or any other water utility will obtain dollars through this new fund, Gugliuzza added.

"The reality is there are more needs than dollars," Gugliuzza said. "We estimate it would take more than \$1.6 billion to replace the remaining [805 miles of cast-iron pipe](#) in our system. That is at today's costs. On top of that, we have aging infrastructure in the wastewater collection system and at our treatment facilities that require funding."

### **Fort Worth groups celebrate \$1B in state parks funding**

Texas Parks and Wildlife received \$1 billion [during its centennial year](#). Parks officials are expected to use the funds on acquiring land for new state parks.

North Texas will soon be home to its first new state park in 25 years with the opening of [Palo Pinto Mountains State Park](#), halfway between Fort Worth and Abilene.

More than 90 organizations, including [Friends of the Fort Worth Nature Center & Refuge](#) and the Fort Worth-based [Great Plains Restoration Council](#), joined the [Texas Coalition for State Parks](#) to push for Proposition 14, which passed with 76% support.

Haily Summerford, executive director of Friends of the Fort Worth Nature Center & Refuge, said that her organization frequently partners with the state agency on events and programs.

“In that experience working with state park leaders, it was very obvious that they need the additional funding to really invest in repairs and improvements,” Summerford said.

Challenges facing state parks are familiar to George Bristol, [a Fort Worth parks advocate](#) who organized a coalition to support the 2019 constitutional amendment permanently allocating sporting goods sales tax revenue to the parks system and the Texas Historical Commission. That amendment passed with 88% support, leading to increased funding for Texas Parks and Wildlife.

Although he called a few legislators and raised money to support Proposition 14, Bristol also appreciated seeing the next generation of environmental leaders pick up the torch for state parks. While researching his book, [“Texas State Parks: The First 100 Years, 1923-2023,”](#) he found that every generation of Texas nature advocates thought the parks system was on the verge of falling apart.

“But somebody always stepped in at just the right moment and saved the day,” Bristol said. “There are some younger people who can do a good job and are as enthusiastic about it as I was. I welcome it. I’m 83 years old. Somebody better be ready to step into my shoes.”

PR NEWSWIRE

## CONSTRUCTION BEGINS ON SOUTHERN GATEWAY PARK, OPENING SLATED FOR 2025

Park Supporters Joined by Community and Civic Leaders for "Groundmaking" Celebration

By Kristin Kelly

DALLAS, Nov. 9, 2023 /PRNewswire/ -- The Southern Gateway Public Green Foundation officially kicked off construction of [Southern Gateway Park](#) – a transformational bridge park spanning Interstate 35E in Southern Dallas – at a recent "groundmaking" celebration with more than 200 community and civic leaders, donors and partners in attendance. The Texas Department of Transportation (TxDOT) completed the bridge and related infrastructure earlier this year so that the next phase of the project – construction of the park itself – can begin later this month.



Southern Gateway President and CEO April Allen leads the "groundmaking" celebration for the new Southern Gateway Park in Dallas.

Slated to open in 2025, the five-acre "park with a purpose" will be a key catalyst for closing the opportunity gap that was created when the highway was originally built in the 1950s through the middle of Oak Cliff. The park is a public/private partnership with the City of Dallas and the Southern Gateway Public Green Foundation, with support from the North Central Texas Council of Governments and the Texas Department of Transportation (TxDOT).

Southern Gateway's President and CEO April Allen kicked off the festivities saying: "This generational project will lead to increased greenspace, significant economic development, and safer, healthier places to live and play. But on a personal level, one reason this project is so important to me is that I want to show the people in this community – my community – that they matter ... that they are *worth* hundreds of millions of dollars of investment. Every person,

regardless of where they live, deserves to have beautiful amenities and public spaces where they feel welcome. That's what motivates me every day to keep doing whatever it takes to make this vision a reality."

In addition to comments from Allen, the event featured remarks from Dallas Mayor Eric Johnson and Texas State Senator Royce West; musical performances by local area school groups; and animal encounters with park neighbor, the Dallas Zoo. Guests at the "groundmaking" also had the opportunity to write a personal message to the park as part of a commemorative art piece and tour the site to learn more about the park's future amenities.

"What I hope historians will say is that this moment in time turned out to be the turning point in how we viewed and treated the southern part of our city," Mayor Johnson said. "This marks the moment we stopped talking about investing in Southern Dallas and actually did it ... when we invested in real infrastructure to spur the growth and development not only of the geographic area, but more importantly, the people themselves."

Sen. West echoed Mayor Johnson's sentiments, saying: "Southern Gateway Park (SGP) signifies a historic investment in infrastructure and equity in Southern Dallas and a revitalized Oak Cliff community. This investment would not have been possible without the partnership and cooperation of every level of government. But most importantly, it would not be coming to fruition without the unwavering support from the citizens of Dallas, the voters of Texas and the residents of Oak Cliff who are the inspiration and driving force behind SGP."

The Southern Gateway Public Green Foundation enlisted global design firm HKS and renowned landscape architecture firm SWA to lead the park's planning and design. Their work resulted in a beautiful, unique, multilevel park that both reflects the history and geography of its surrounding neighborhood and responds to community priorities for park features. The park's construction is led by a joint venture between McCarthy, a nationally recognized construction firm with prior deck park experience, and EJ Smith Construction, a local and minority-owned firm. Once open, the park will attract an estimated 2 million visitors annually and generate more than \$1 billion in economic impact in its first five years.

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SOURCE Southern Gateway Public Green Foundation

## WILL THE CARS OF THE FUTURE EVER DRIVE THEMSELVES IN DALLAS?

Cruise suspended its robotaxi testing in Dallas following safety troubles in Austin. What will it take for driverless cars to work here?

By Kelly Dearmore

If you're of a certain age and enjoyed school book fairs in the early 1980s there's a good chance you thumbed through the pages of at least one book with a title along the lines of "Cars of the Future!" The book would be filled with colorful illustrations (there were no photos of the cars, because the '80s were most certainly not "the future"), primarily depicting cars taking flight in a *Jetsons* sort of way.

But driverless vehicles sometimes popped up in those Scholastic books too. And judging by the lack of success of robotaxi provider Cruise, which has halted its [Dallas mapping and testing](#) following a number of high-profile incidents and problems, the future seems to still be a good way off.

On Oct. 26, the GM subsidiary announced that it would immediately suspend its operations throughout Texas, which includes Houston, where tests were underway, and Austin, where a commercialized service had been running throughout 2023. Over the past few months, the white and orange Chevy Bolts, equipped with a camera and sensor equipment on their roofs, have popped up steadily in headlines and on social media feeds for less-than-positive reasons.

One night in September, a busy Austin intersection went viral when more than 20 Cruise cars [converged and came to a stop](#), jamming up traffic all around them. In October, federal regulators announced a second investigation into the ability of Cruise's technology to practice proper caution when operating. Before the end of that month, the California DMV revoked Cruise's permits to operate driverless vehicles.

This week has brought more bad news for the San Francisco-based company. Cruise [recalled 950 of its vehicles](#) on Wednesday due to a software glitch connected to the car's response following a crash. That was quickly followed by the announcement of layoffs of staff designated to support the driverless fleet.

Cruise began initial testing and mapping in Dallas last May, and now it's gone. Oh, driverless cab, we hardly knew ye.

Over the summer, we were curious about how the Dallas police and emergency services would interact with the autonomous vehicles. How would cops pull over a Cruise robotaxi if some sort of traffic violation occurred? Who would get the citation if there were no driver? Neither the Dallas Police Department nor the city representatives we asked seemed to know the answers to those basic questions when September rolled around.

Judging by the recent unfortunate safety and legal developments, it's fair to say that Cruise isn't yet ready for the future it promised, but we're not sure Dallas was ready for that either. Dallas City Council Member Cara Mendelsohn has used her X platform to point out some of the legal

troubles Cruise has found itself in recently. As chair of the council's public safety committee and a member of the its transportation and infrastructure committee, Mendelsohn has a strong set of non-negotiable minimum standards in mind when it comes to autonomous taxi programs in Dallas.

"I'm excited for a future that includes autonomous vehicles," Mendelsohn told the *Observer*. "Today, we need to ensure the safety of the vehicles for the occupants, and surrounding pedestrians, cyclists, motorists and first responders. I don't think the safety expectations have been met for a rollout in Dallas' urban core, where we have significant traffic, pedestrians, construction and special events."

The matter of expectations is arguably the biggest X-factor involved in any discussion regarding the future of driverless cab offerings in Big D, or in any other large city. Dr. Stephen Mattingly, a transportation expert and civil engineering professor at University of Texas at Arlington, is also hopeful for a driverless future, but he doesn't think the technology for autonomous vehicles is quite where it needs to be right now for the public to fully accept them.

"I love the idea of us being able to come up with functionality and systems that can replace the human component of driving," he said. "Because clearly it is one of the most flawed and dangerous components of our transportation systems. But the bar for success is really high because we expect the systems to be flawless, and have you ever come across a computer or sensor that is flawless? No."

Mattingly explained that perhaps more than any sort of improvement in the quality of sensors or lidar (light detection and ranging) a vehicle is equipped with, the ability for driverless vehicles to communicate with each other will be a boost for creating a safer, more acceptable operating scenario.

"Overcoming the human component of the driving is going to be really difficult for the sensors," the professor said. "Sensors look at their adjacent environment relatively well, but they struggle to look further away, and when you're driving in congestion, you're looking for brake lights way up ahead of you. Sensors on driverless cars can't do that. Once we have connected vehicles where they're talking to each other and sharing data, automotive vehicles will be able to function more effectively."

Possible technological advancements are needed, sure, but for municipalities trying to get a grip on this new wave, increased ability to control the product may be needed as well. In 2017, the state made it illegal for cities to regulate driverless vehicles in a move that seemed to foreshadow 2023's House Bill 2127, aka the "death star bill," which prohibits cities from passing ordinances that conflict with state law.

Along with suggesting a gradual rollout for driverless cars, beginning with low-density areas and progressing into busier areas over time, Mendelsohn believes the ability to regulate robotaxi programs in the future will also be key for these types of offerings, regardless of their current legality.

"Cities should be able to shut down operators that aren't able to maintain service within acceptable safety and operational guidelines," she explained. "For Cruise specifically, based on



their newly announced recall and previous pause in service, it appears they are struggling to achieve reasonable safety levels in the communities they operate. I wouldn't want to endanger Dallas residents with an operator already found to have safety problems in other markets, but based on Texas law, we currently have no way to regulate them.”

But in the end, even if people aren't in the driver's seats, it is humans who will have to make robotaxis work and accept them as a safe, reliable mode of transport in the future, whatever that may look like.

“I tend to think about what our expectations are as people,” UTA's Mattingly said. “Our expectations are incredibly high when it comes to air travel. There, we have super high expectations, even where the unlikelihood of failure is astronomical. So, that's what the public demands in order to use those systems. I tend to believe that's where we'll have to be for auto travel in order for the public to accept it.”

WFAA

## TEXAS 'DRIVING WITH DISABILITY' PROGRAM AIMED TO HELP THOSE WITH COMMUNICATION IMPEDIMENTS

For some people, interacting with law enforcement can be nerve-wracking. But for those living with disabilities, it can be a different kind of stress.

By Tashara Parker & Makenzie Kenny

TEXAS, USA — Imagine this: You're driving and suddenly see those red and blue lights behind you. You pull over to the side and get ready to talk to the officer who stopped you.

For many people, that's anxiety-inducing enough. But if you're living with a disability, there can be another level of stress added to the situation.

Texas has a program that aims to reduce some of that uneasiness for those who struggle to communicate.

[The Texas Driving with Disability](#) program helps identify those with communication impediments on their driver's license or state-issued ID. Those drivers are also identified through a system that would help officers understand a person's communication impediment before approaching their car.

There are two main groups of people who will qualify for this program:

1. People whose disability impacts their processing speed. That includes individuals with autism, down syndrome, brain injuries, and other speech and language disorders.
2. People who have a difference in the way they communicate, including those who are deaf or hard of hearing.

So how does it work?

If you want to place a code on the back of your Texas ID or driver's license, you'll need to have your [doctor fill out a form](#) and take it to the driver's license office.

If you want your information added to the law enforcement system to be identified before you interact with an officer, you'll have your doctor or psychologist fill out [a different form](#) to be presented when registering your car at the DMV.

Take care of yourselves, and if you know someone who could benefit from this program, let them know!

# City of Fort Worth hosting grease round-up with holidays around the corner

By [Dominga Gutierrez](#) • Published November 13, 2023 • Updated on November 13, 2023 at 1:32 pm

With holidays around the corner, homes will be cooking meals across North Texas. Grease and oils from those meals sometimes find themselves down the drain causing problems to plumbing and sewer systems. The city of Fort Worth is offering residents a solution to the problem with its 2023 Holiday Grease Roundup campaign.

From Nov. 13 to Jan. 12, Fort Worth's Environmental Services Department and Water Department will participate in the 2023 Holiday Grease Roundup campaign hosted by the North Central Texas Council of Governments.

According to the city, by recycling fats, oils and grease with the city of Fort Worth, participants:

- Divert a valuable resource from landfills.
- Turn these substances into a clean and green alternative fuel.
- Protect household pipes, wastewater infrastructure and, ultimately, the environment

Fort Worth provided these prevention tips:

- Collect all fats, oils and grease from foods in a sealable container and take it to any of [Fort Worth's four drop-off stations](#) or the [Environmental Collection Center](#).
- For grease that cannot be poured into a container, wipe with a paper towel to soak up the grease and put the paper towel in the trash.
- Let food cool and scrape off excess food from pans and plates before rinsing with cool water.
- Avoid relying on your garbage disposal to handle food scraps. Compost your food scraps, or put them in the trash.

[Drop-off stations](#) are open to Fort Worth homeowners and some renters for disposal.

# Expansion of North Loop 820, Highway 183 begins in Tarrant County

By [Alan Scaia](#), NewsRadio 1080 KRLD

Less than ten years after completion of an expansion of North Loop 820 and Highway 183 in Northeastern Tarrant County, a second expansion is beginning this week. North Tarrant Infrastructure will use tolls to pay for the \$414 million project.

"When the original project was built, this phase was in mind, so no additional right-of-way was needed," says North Tarrant Infrastructure's Tommy Williamson.

Construction will add a free lane on 820 in each direction from Riverside Drive to Boulevard 26 and a tolled "TEXpress" lane in each direction on 183 from Bedford-Eules Road to Industrial Boulevard.

Nighttime lane closures are starting Monday with eastbound general purpose lanes on 820 closing at 7:30 pm between Beach Street and Rufe Snow. The lanes should open by 5:30 a.m. Tuesday.

Williamson says traffic will be diverted to the TEXpress lanes at no cost. Other closures are planned through the week.

"We have already started business outreach and coordination with local emergency responders in an effort to keep everyone informed and minimize disruptions or delays," he says. "Just like with any other construction project, we encourage motorists to know before you go."

Since routes will be changing and exits may be closed periodically, Williamson urges people who use the corridor to check [www.texpresslanes.com](http://www.texpresslanes.com) for

planned closures. Closures will also be posted on the company's "X" account @TEXpressAlerts and on Facebook @TEXpressLanes.

While an expansion was expected, Williamson says this work became needed five years ahead of schedule.

"When certain markers were met, this project was going to get going," he says. "Those markers were met years ahead of time, so that's why this project is getting ready to kick off."

Williamson says the expansion will alleviate bottlenecks and reduce the need for peak tolling rates. NTE Mobility Partners uses an algorithm to adjust tolls automatically based on how many cars are using the lanes. The company has an agreement with North Central Texas Council of Governments to turn off its algorithm when they reach a certain level and start adjusting tolls manually.

"Our intent is to keep traffic moving," Williamson says. "We knew this project was going to happen, it just happened a couple years earlier than we thought."

Construction on the entire expansion is expected to continue through the first part of 2027.

# Parker County transportation bond proposal passes at polls

## Judge Deen: ‘It’s a great day for Parker County’

MADELYN EDWARDS | TRI-COUNTY REPORTER

Posted Monday, November 13, 2023 1:34 pm

**By MADELYN EDWARDS**

PARKER COUNTY, Texas — Parker County residents, including those in Precinct 1, can expect better roads in the future after the \$130 million transportation bond proposal passed during the Nov. 7 elections.

Voters approved Parker County’s Proposition A with 13,753 votes, or 58.85%, for the bond and 9,617 votes, or 41.15%, against it, according to the unofficial results.

County officials sought local transportation funding through a bond election to support growth and expedite safety projects throughout the county. The 32 total bond projects include safety improvements, new road extensions, widening roads and working on frontage roads and ramps in the county, in cities and on TxDOT roads.

After having more than 30 town hall meetings across the county with minimal negative feedback, Parker County Judge Pat Deen thought that the bond would have passed by a wider margin. Still, he called the victory “decisive” and said it shows that the county’s residents recognize the need to improve transportation.

“The fact of it is that we are losing lives,” Deen said. “The roads are not the same as what they used to be because of the traffic that's on them now. Fatalities (are) unacceptable.”

The judge added, “It's a great day for Parker County. I'm ecstatic that we had the vision as a community to see the needs and then go to the polls and do the right thing.”

Local funds can be leveraged with state and federal partners so the county can afford even more transportation improvements. The county also hopes to collaborate with the North Central Texas Council of Governments, cities and school districts in the bond proposal. During a public meeting in Springtown, Deen pointed out that the bond passing means the county could receive additional millions of dollars in federal funding.

Precinct 1 Commissioner George Conley said the bond passing will allow twice as many roads to be worked on. He said the bond will especially be good for roads in Precinct 1, which includes Springtown and Reno, and people seemed positive about the bond proposal at the town hall meetings.

“It's really going to help Precinct 1, and everybody knows that,” Conley said. “We've got the worst roads in Parker County out here in Precinct 1, so it's only going to help them and their vehicles.”

Deen described the growth in Precinct 1 as “off the charts,” and more work needs to be done to improve connectivity in the Springtown area. The bond proposal also includes discretionary funds that will allow Conley to tackle additional roadway projects that may come up.

“That should make Commissioner Conley feel very good that we have put him in a position to respond to things that we don't know about yet,” Deen said.

Homeowners whose property value is about \$333,000 are expected to pay about an extra \$7 in taxes per month or about \$83 more per year. However, Deen said it is possible that the county's growth and thriving economy could absorb the taxpayer's impact, which has happened for the last two bond elections.

“I don't see why we can't,” Deen said about the county absorbing the tax impact. “I just can't promise that we're going to do that, obviously, but that is the goal.”

The projects in and around Precinct 1 include:



- Extending Hutcheson Road from Farm-to-Market Road 51 to State Highway 199, thus connecting Hutcheson Road with Williams-Ward Road; Hutcheson is also expected to be expanded slightly.
- Extending Church Road to cross FM 730 to connect with Newsom Mound Road and adding a four-way traffic signal.
- Reconstructing Midway Road.
- Reconstructing W.N. Woody Road near Briar from FM 730 to County Road 4863.
- Reconstructing Thomas Road from Hill Road to FM 51 and smoothing the road's 90-degree turn.
- Realigning Veal Station Road and its intersection with FM 51.
- Improving safety at the intersection of SH 199 and Old Agnes Road.
- Extending Pojo Road from Goshen Road to FM 51, providing an alternate path to Springtown High School.
- Adding turn lanes to SH 199 at Poolville Cut Off Road intersection.

Conley said all the projects in Precinct 1 are badly needed and important improvements for safety and efficiency.

"I'm looking forward to starting these projects and get several of them done and make things better for people," he said.

Moving forward, the county is expected to receive bond funds around April, but Deen said work on the bond projects will start fast thanks to surplus funds from the county's last bond election. The county is also expected to hire multiple engineering firms to tackle the projects and accelerate the process.

"We're doing this with a sense of urgency because again, we're talking about losing lives on roads that are very busy," the judge said.

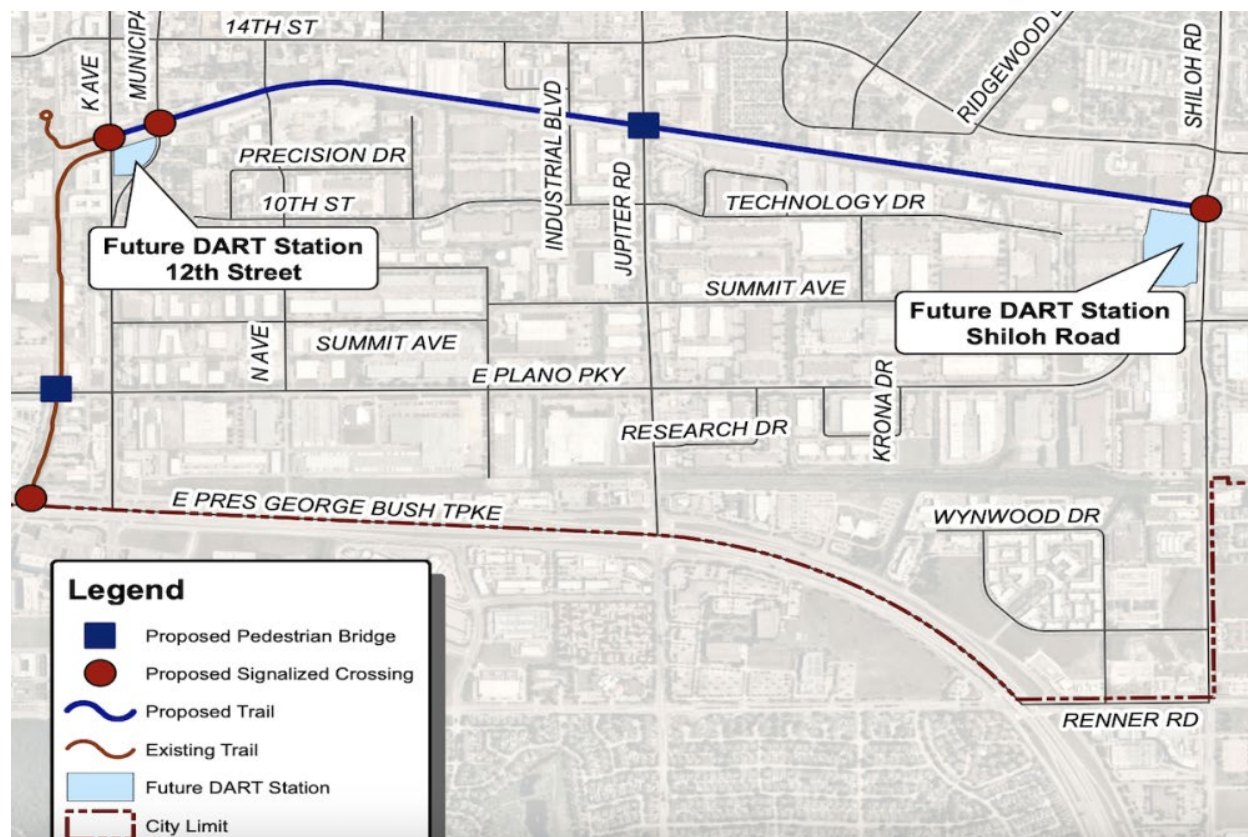
Deen thanked the community for trusting the county with taxpayer funding.

"At the end of the day, whether it's federal money or whether it's county money, we're getting that from them and how we manage that, we take very seriously and a very special thank you to them for the trust in us to deal with this growth and make this a good place and continue to make it a good place to live in all of Texas," Deen said.

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## PLANO APPROVES INTERLOCAL AGREEMENT, FUNDS \$1.7 MILLION FOR COTTON BELT TRAIL

By Connor Pittman



An interlocal agreement between [Plano](#) and the [North Central Texas Council of Governments](#) that will pave the way for future [Cotton Belt Regional Trail](#) construction was approved by [Plano City Council](#).

As part of the interlocal agreement approved during the [Nov. 7 meeting](#), Plano is providing a local match of a little more than \$1.7 million, which will be transferred to [Dallas Area Rapid Transit](#), the project's overseer.

### The gist

To be eligible for improvements funded through the Cotton Belt Regional Trail, Plano is required to provide the local match funding. Based on estimates included on a council [memo](#), the city is set to receive nearly \$24 million in trail improvements.

The Cotton Belt Regional Trail is a component of DART's proposed [Silver Line](#) project, which is an almost \$2.1 billion commuter rail project covering a 26-mile track between Plano and Dallas

Fort Worth International Airport set to enter service between late 2025 and mid-2026. The trail is planned to run alongside the Silver Line track in most cases.

Per the memo, funding is budgeted in the city's parks improvement allocation for the current fiscal year and will be returned to the city March 1, 2025, if a construction contract has not been awarded. Any remaining funds from the city's contribution will also be returned if they are not expensed.

### **The details**

The proposed improvements in Plano span between the President George Bush Turnpike and Shiloh Road and include:

- At-grade trail segments
- Signals
- Crossings
- Pedestrian bridges at Plano Parkway and Jupiter Road

## DALLAS COUNTY COMMISSIONERS CONSIDERING LEASE AGREEMENTS, TRANSPORTATION IMPROVEMENTS

By Cecilia Lenzen



*Dallas County commissioners could approve transportation improvements near the intersection of Greenville Avenue and Buckingham Road. (Cecilia Lenzen/Community Impact)*

Dallas County commissioners are scheduled to consider a variety of topics affecting the north Dallas and Richardson area during their [upcoming meeting Nov. 21](#).

Topics on the agenda include authorizing a lease agreement to move the county's Juvenile Probation Department for District 2, which includes parts of north Dallas and Richardson, to a new space in Vickery Meadow. Commissioners could also potentially approve a funding agreement with the [Texas Department of Transportation](#) to improve trail infrastructure at the border of Lake Highlands and Richardson.

### Items worth mentioning

The Juvenile Probation Department, located 12970 Pandora Drive, could move to 8330 Meadow Road. The new location would be more centrally located for District 2 families and clients, provide more space, and "alleviate inefficiencies" at the Pandora Drive location, according to [commissioner documents](#).

If commissioners approve the lease, it would start Dec. 1, 2023, and expire March 1, 2034.

### **What else?**

Commissioners will also consider a multimillion-dollar deal for transportation infrastructure improvements along Buckingham Road, South Greenville Avenue, Walnut Street and Abrams Road. The project would include:

- 1.4 miles of off-street path improvements from the existing Central Trail at Buckingham Road to the existing sidewalks west of the Dallas College Richland Campus
- An enhanced DART rail crossing for pedestrians and cyclists on Buckingham Road
- A 12-foot trail with a concrete buffer and drainage improvements along Greenville Avenue
- Americans with Disabilities Act improvements at the intersection of Greenville Avenue and Buckingham Road
- A 12-foot trail with a concrete buffer tying into an existing sidewalk near Abrams Road

If approved, the project would use nearly \$6.5 million from TxDOT, about \$1.4 million from Dallas County, nearly \$1.3 million from the [Regional Transportation Council](#) and \$475,000 from the city of Richardson.

### **Stay tuned**

Dallas County Commissioners Court will meet at 9 a.m. Nov. 21 at 500 Elm St., Dallas. Residents can watch the meeting in-person or online through the county's [website](#).

## DART'S FUTURE IS THINKING SMALLER

DART CEO Nadine Lee will give a "state of the agency" update that focuses more on improving its operations and less on building new things.

By Matt Goodman

Nadine Lee, Dallas Area Rapid Transit's chief executive, is thinking about how the agency operates. Growth, she says, doesn't necessarily mean expensive infrastructure projects. Which is a radical statement considering the agency's history. It has rarely met a capital project it didn't like.

Lee was hired about two years ago, when the \$2 billion downtown "D2" subway was still in the cards and the Silver Line construction was just beginning [through the suburbs and Far North Dallas](#). Throughout its nearly 40 years, DART built by sprawl, running light-rail trains along unused freight track. It created the largest system in the country and also one of the most inefficient in the world. Its bus system followed the same strategy: a hub-and-spoke network that covered a lot of land and required a lot of transfers.

[In 2022](#), it rolled out a new bus system that flipped the strategy, running buses on fewer routes that were longer and more direct, with stops within walking distance from more frequent core routes. [It shelved the D2 subway earlier this year](#), after ridership numbers failed to meet the thresholds that warrant its existence. That decision freed up significant borrowing power that could go toward improving its operations.

Lee will deliver her first "state of the agency" address this evening at the under-used Eddie Bernice Johnson Union Station, which is perhaps the first such presentation in DART's history. (She couldn't find another example, at least.) She is thinking smaller, focusing on ways to improve service and make transit more useful to more people. To her, the agency's future is tied directly to how its 13 member cities plan to accommodate growth and how reliable her agency's services are.

"We have 4 million people coming here in the next 20 years," she says, referring to regional estimates projected by the North Central Texas Council of Governments. "I certainly don't want them moving outside of the DART service area."

For DART's part, that means upgrading its bus fleet and light-rail trains; the latter will require an upgrade to its signal system. (It received \$130 million in federal funding to replace aging buses and help pay for a pedestrian trail that will run parallel to the Silver Line.)

Lee says the agency has identified another seven routes to upgrade to frequent service status in the next phase because of increased ridership. It took about a year for DART to hire enough drivers to roll out the full bus system, but [it has seen ridership increase](#) since the full implementation in January. But [the most recent financial report](#), from 2022, shows that the agency is still reeling from the pandemic, when ridership was cut in half. Weekday ridership in 2022 was still down about 42 percent compared to 2019. Lee hopes the gains shown since the full rollout this year will begin to chip further into that deficit.

"Our ridership is coming back a little bit faster than we anticipated," she says. "We also think we're capturing other riders that we maybe didn't capture before."

Safety and cleanliness remain challenges for DART. Lee says the agency recently launched a pilot program that placed mental health workers on buses and trains to help if a passenger becomes threatening or faces a psychiatric emergency. It also hired 100 private security officers to supplement its own police fleet, which this summer had more than 200 vacancies.

“Our services are our product,” she says. “We want to provide a product that is good enough for them to buy.”

DART’s biggest challenge, in some ways, will be working with its partners on things it cannot control: land use, zoning, and last-mile infrastructure. Lee says DART is willing to engage with its partners on how to reuse some of its lightly used land, particularly parking lots near transit stops.

The city of Dallas and DART in 2021 entered into a formal partnership to [rezone and redevelop five parking lots near transit](#). The city has hired consultants to come up with a plan to create mixed-use developments on this land, with the end goal to put more people in housing near light rail.

These are the types of strategies Lee is pursuing: making DART a true amenity for people who could easily take it to work or to run errands. It also faces 13 different partners with different needs and expectations. Dallas accounts for about half of DART’s sales tax revenue, and its relationship with City Hall has grown rocky after issues with the Silver Line and [a botched return of sales tax revenue](#). (Lee says the agency’s relationship with the city is “100 percent different” since the blowup had to be mediated by the NCTCOG’s transportation director.) She also knows that some suburbs are questioning the return on their investment. To solve these issues, the agency must double down on reliability and become more than just an amenity for some.

“What we want to do is make sure ... DART becomes integral to their transportation masterplans in each of our cities,” she says. “The future depends on them being able to leverage DART services.”

That seems to be Lee’s takeaway for the state of the agency: how do we use transit to meet the demands of the future? For once, that isn’t building more. It’s a focus on improving existing services and working with member cities to fix some of the problems created by how DART previously did business.

## **WITH 8 MILLION RESIDENTS, D-FW IS LARGEST TEXAS METRO, TEXAS DEMOGRAPHIC CENTER ESTIMATES**

North Texas cities of Celina, Princeton, Prosper have led population boom, while the Park Cities saw a marginal decline in residents since 2020

By José Luis Adriano and Leah Waters

The Dallas-Fort Worth-Arlington metro area could now be home to more than 8 million people, according to the latest [Texas Demographic Center population](#) estimates.

As of Jan. 1, D-FW for the first time had an estimated 8,060,528 inhabitants. The D-FW area was responsible for 36% of Texas' population growth in the last three years by adding over 423,000 inhabitants in that period, according to data released this month.

"The four metropolitan areas that we call the Texas Triangle are now 20.5 [million] people," said Cullum Clark, director of the Bush Institute-SMU Growth Initiative. "So it's just over two-thirds of all the people in the state and clearly growing faster than the rest of the state."

Much of the state's booming growth — there are now about 30 million people living in Texas — comes as suburban communities expand. More than 14 million people live in suburban cities throughout Texas, making up about 44% of the state's population, according to the report.

"The growth rates are kind of breathtaking," Clark said, noting significant population gains in Collin and Denton counties to the north and Rockwall and Kaufman counties to the east.

Dallas County grew by only 0.9%. But Kaufman and Rockwall counties, northeast and southeast of Dallas, saw significant percentage population gains of 22.3% and 14.3%, respectively, from 2020 to 2023.

Collin County has been the epicenter of the state's largest population boom in the last three years, according to the database. It added over 125,000 people from 2020 to January.

Denton was third in the state for attracting new residents, with over 89,000 new neighbors in the same period. Tarrant added over 56,000 inhabitants, ranking sixth in counties with the largest population growth from 2020 to 2023.

Dallas County is home to 2.6 million people, with a population gain of over 23,000 people in the last three years.

### **North Texas cities**

In Collin County, Celina, now home to 33,000 residents, nearly doubled its population in three years; Princeton's population during the same time grew by 55%, Anna's grew by 52%, Van Alstyne by 51% and Melissa by 50.6%. Prosper has seen a nearly 35% increase in residents since 2020.

The city of Dallas' 1.3 million residents as of January saw fewer new neighbors relative to its surrounding cities, with only a 0.4% increase since 2020. Fort Worth, with a population of 967,000, attracted a 5.3% increase over the same period.

A few cities have seen a drop in population in the past three years, including the Park Cities.



Highland Park, home to more than 8,600 people as of January, lost about 2.6% of its population since 2020.

University Park, with a population of a little over 25,000, lost about 0.7% of its residents since 2020.

### **About the data**

The new estimates are in line with previous reports from the [U.S. Census Bureau](#).

Collin, Denton and Tarrant counties all experienced both domestic and international migration. But Dallas County's meager growth was mostly due to [international migration](#).

While the Census reports indicate that Hispanics have become the [largest population in the state](#), with 40% of the total, the Texas Demographic Center still considers non-Hispanic white residents as the largest population group, with 41%, followed by Hispanics at 39.6%.

"Our estimates are different from those of the U.S. Census Bureau as we use slightly different data and different methods," Texas Demographer Lloyd Potter said via email. "We also seek and receive feedback from local governments that either confirms or questions our estimates (and when questioned, we try to resolve the concerns)."

The TDC held a webinar this month to provide details on their methodology, which extrapolates population growth based on natural changes – births minus deaths – and net migration.

According to Dr. Helen You, associate director at the TDC, sources include surveys, administrative data, and the Census Bureau's publicly available data.

Analyzed data includes building permits, and voter registrations, and data from agencies such as the Census Bureau and Texas Department of State.

School enrollment data allow the TDC to predict migration patterns for people below 64 years, while Medicare changes are used to estimate the same, but for people 65 and older.

"All these data are highly correlated with population, and instead of using them separately, we put them in a model and try to predict population [changes]," said Dr. You.

Both agencies estimated Texas' population as of July 2022 to be about 30 million inhabitants, with a difference of around 19,000 more people in the Texas Demographic Center calculus. TDC's latest estimation says there were more than 30.3 million people in Texas in January 2023.

"We are pretty comparable in terms of accuracy to the Census Bureau estimates," You said.

## A NORTHWEST TARRANT NEIGHBORHOOD HAS SPENT YEARS STOPPED BY TRAINS. THAT MAY CHANGE

By Seth Bodine



*Drivers across Tarrant County sometimes have to wait hours at railroad crossings like the one at Tinsley Lane. The county is devoting \$1.5 million to create a train-free exit for the Vista Ranch neighborhood in northwest Tarrant County. (Seth Bodine | Fort Worth Report)*

Jason Dyer, who has lived in Vista Ranch for 10 years, said he has on speed dial the number to call when a train is blocking the development's exit.

Many of his neighbors do, too. He said he realized he moved into a neighborhood with a single way in and out, but didn't realize how often it would be blocked.

"This last one, the one that I got stuck at," Dyer said, "(the train) was three cars short of crossing the track."

A new road project could relieve years of frustration for residents of an unincorporated northwest Tarrant County community. The neighborhood of Vista Ranch's only entrance and exit is regularly blocked by trains — sometimes for hours at a time.

Blocked crossings are common in Tarrant County; nearly 270 were reported in [Tarrant County in the past year — a number that is likely underreported, the Fort Worth Report previously found](#). The self-reported database maintained by the Federal Railroad Administration shows blockages from 15 minutes to 2-6 hours. Some workers in Fort Worth crawl over stopped trains [to get to work](#).

There are [no federal](#) or [state laws](#) in place that deter slow-moving or stopped trains, according to the Federal Railroad Administration and the Texas Department of Transportation. There were previously criminal penalties if trains blocked a railroad crossing for more than 10 minutes, but a U.S. [Fifth Circuit Court of Appeals federal law preempted the rule](#). That's why local officials have to find solutions beyond regulations.

Tarrant County Precinct 4 Commissioner [Manny Ramirez](#) said plans are 60% finished for constructing a road in the neighborhood that would connect Tinsley Lane to Peden Road. The \$1.5 million project is being planned by engineering firm [Parkhill](#) and will be built by county workers. The exact route of the road is to be determined.

Ramirez said Vista Ranch's train problem got his attention when he first stepped into his position as commissioner. He considers unimpeded accessibility a safety issue.

"I was a police officer for 15 years in Fort Worth. I understand how critical it is that we have entrances into these neighborhoods for public safety services in the event of an emergency," Ramirez said. "And also, I look at just the topography, I mean, if there were a wildfire or something and that crossing was blocked, it can be very, very dangerous."

Ramirez estimates the road will be built in about a year, after the county acquires right-of-way for construction and the engineering plans are finalized.

Residents and area businesses in the Vista Ranch area say trains can block the only in-and-out access to the area for anywhere from 15-20 minutes. Charlotte Phillips, office manager of trucking company Phillips and Son Heavy Haul Inc. said on several occasions the trains have blocked the intersection for hours. No one can get in. No one gets out. It interrupts business, but she's also worried about safety.

"If you have a medical emergency ... you can't get an ambulance to you," Phillips said. "And you can't get out to go to the hospital."

Fort Worth's Fire Department was delayed 87 times when responding to calls between January 2022 and May 2023, according to data obtained by the Fort Worth Report from the fire department.

Union Pacific spokesperson Robynn Tysver said in a statement that the company is committed to working with Tarrant County to find solutions at the Tinsley Lane crossing. The company recommends reporting any issues with a crossing at [UP.com](#) or by calling the Emergency Response Center at 1-800-877-7267.

Tysver previously told the Fort Worth Report trains can move slower or stop for a number of reasons — weather events that damage tracks, signal malfunctions, reduced speed restrictions, mechanical issues, adding or removing cars from a train or moving rail cars in and out of a customer's building.

“We understand the frustration of those impacted by occupied crossings, but it is important to remember that one train can remove hundreds of trucks from the highway, reducing congestion on our state and city highways,” Tysver wrote.

Ramirez said he recognizes the importance of the rail industry to the economy and said the companies are partners on projects. BNSF funded part of a \$22.9 million overpass at the train crossing at the nearby [Bonds Ranch Road](#). He said he has spoken with Union Pacific about solutions for blocked entrances in the meantime, such as sending crews to split the train cars and creating a 24-hour hotline.

“Our focus is on creating that secondary entrance,” Ramirez said. “That’s what we can control. But the bottom line is every tool at our disposal, every option that we have within our power to utilize, we’re using it.”

## CAN DENTON COUNTY BECOME A NATURE TOURISM HOT SPOT? SOME THINK SO

By Juan Betancourt (Denton Record-Chronicle)

LEWISVILLE — Denton County nature enthusiasts discussed whether county parks can become a nature tourism hot spot and spoke about the importance of preserving natural areas during an event Saturday morning at Lewisville Thrive.

The panelists discussed details of Clear Creek Natural Heritage Center, Ray Roberts Lake State Park, Lewisville Lake Environmental Learning Area and nearby attractions such as Bob Jones Nature Center in Southlake.

[Amy Martin](#), author of *Wild DFW: Explore the Amazing Nature Around Dallas-Fort Worth*, had Diane Wetherbee, vice chair of the Flower Mound Foundation, speak on her behalf during the introduction due to her health.

“North Texas is fast-growing ... we all know that,” Wetherbee said, reading Martin’s opening statement. “Thousands more move here each month. Hundreds of acres of nature go down to development every week. ... We have to preserve it now, or it’s gone. And the way to preserve it is to show there’s potential for future nature tourism profit.”

Martin said they need to start acting now to get more tourists in the area because an aging generation isn’t camping anymore.

“What’s happening right now in nature tourism is that baby boomers are aging and these people, they still love nature, but they ain’t camping anymore,” Martin said during the panel.

Panelists also included Scott Keister, project manager of the Lewisville Lake Environmental Learning Area; Pat Thompson, a former Ray Roberts Lake State Park ranger; Clay Thurmond, project manager of Denton’s Clear Creek Natural Heritage Center; Anne Beckmann with Friends of Northeast Denton; and Jerry Hamby from the Elm Fork Master Naturalists Chapter.

### **How county parks can become a tourist attraction**

It’s pelican season at Lewisville Lake Environmental Learning Area, Keister told the audience, and Lewisville’s 2,600-acre park is focusing on its bird banding station.

The station was founded in 2006 to monitor the flow of spring and fall migrating birds moving through LLELA and to document species diversity and abundance from year to year. Staff, faculty and students from the University of North Texas and community volunteers contribute in operating the station.

Hamby talked about how local residents can use the [iNaturalist](#) app to document their own observations, share them with fellow naturalists and discuss the findings. Data collected through iNaturalist also helps scientists and resource managers understand when and where animals and plants are found.

According to Hamby, Clear Creek Natural Heritage Center has logged about 15,000 observations thorough iNaturalist, while LLELA has over 103,000 and Bob Jones Nature Center & Preserve has about 6,600 observations.

Hamby said LLELA is one of the top 149 bird observation areas in the nation. Martin said bird watchers help drive nature tourism and explained how Texas A&M University helped shift McAllen in South Texas into a nature tourism destination.

“They have a huge bird nature tourism business that is particularly robust in winter because people are coming down from the North,” Martin said. “This could be done here. This could be done at LLELA and Clear Creek.”

Denton’s Clear Creek area features family-friendly hiking trails through diverse habitats and is a gateway to more than 2,900 acres of bottomland hardwood forest, upland prairie and aquatic habitats.

Thurmond said that at Clear Creek, he gets to meet people visiting from out of town, some from around the world.

“I meet people from all over the United States that are visiting relatives and they say, ‘You’ve got to go to Clear Creek,’” Thurmond said. “People from Plano come out there. There’s people from England and other countries that are out there.”

Thompson said Ray Roberts Lake State Park is one of the state’s top three most visited parks.

“If you’re looking for a nature experience, that is where you want to camp,” Martin said.

### **Fighting the urbanization of northeast Denton**

Clear Creek Natural Heritage Center is at risk of urbanization with [Denton moving forward with a developer-friendly area plan](#).

Community group Friends of Northeast Denton has been fighting to protect and defend the rural area’s unique ecology, which includes Clear Creek.

Beckmann said the North Central Texas Council of Governments has rated northeast Denton with the highest score for ecological importance in the entire 12-county Dallas-Fort Worth area.

Beckmann said abundant wildlife and plant diversity make it a popular spot for hiking and outdoor activities for individuals and group outings, such as school field trips.

“So, right now, the city of Denton is developing a plan to basically set the stage for development for the entire northeast area,” Beckmann said. “And a lot of that is pretty high-density housing, and that would include expansion of rural roadways out there in northeast Denton.”

Beckmann said Friends of Northeast Denton and some Denton City Council members have communicated with local state senators seeking to make the historic Hartlee Field Ranch into a state park. Texas voters recently approved Proposition 14 in the constitutional amendment election to [create a parks conservation fund](#), with the goal of improving state parks and purchase more land for the parks system.

“We propose that the historical 826-acre Hartlee Field Ranch that was once used to train glider pilots in World War II be preserved as a state park,” Beckmann said.

### **Asking local leaders to support nature parks**

Wetherbee praised Denton County Judge Andy Eads and commissioners for [purchasing the 60-acre Briarwood Lutheran Ministries camp](#) in Copper Canyon.

“Denton County is one of the fastest-developing areas and the county judge sees it as a priority for the county to maintain this area — get that ecotourism and economic development,” Wetherbee said.

Keister said the city parks staff, volunteers and the Master Naturalists work pretty well together in Lewisville.

Martin said it is pivotal for locals to continue to ask city and county leaders to help nature parks become tourism attractions, even if it means bugging them nicely repeatedly.

“We’re obviously at a very pivotal time with the rapid development that’s going on,” Martin said. “And we have to move very quickly. 2024 is going to be an absolutely essential year for preserving the nature in Denton County.”

NBCDFW

## **COMMUNITY, COUNTY LEADERS FIGHT PLANNED LANDFILL IN SILVER CREEK AREA OF TARRANT COUNTY**

The project was initiated based on a landfill permit that was issued in the early 1970s

By Keenan Willard

In northwest Tarrant County, community and county leaders are fighting plans for a landfill to be built near a natural spring.

Opponents believe the project would drive up traffic and pollution in the Silver Creek area to the west of Lake Worth.

Looking out over the aquifer near Silver Creek Road, Save Silver Creek organizer Katheryn Moore could remember why she moved to northwest Tarrant County.

“Just the peace, the solitude,” Moore told NBC 5. “It’s beautiful, and it’s so peaceful.”

17 years later, Moore said she’s been leading a fight to save that natural beauty.

“When we bought our home, we had no idea that there was a permit for a landfill here,” Moore said. “That was a total surprise.”

Dallas-based company BAP Kennor Landfill, LLC has planned to build a solid waste facility at 3411 Silver Creek Road, within sight of the aquifer.

Tarrant County leaders told NBC 5 that to proceed with the project, the company has been citing a previous permit to build a landfill on the lot – that was issued for the land in the early 1970s.

“And in that 50 years, northwest Tarrant County has grown up, and the community has grown up around that site,” said Manny Ramirez, Tarrant County Commissioner for Precinct 4. “And so we are fully supportive of the neighborhood’s efforts to make sure that that spot does not become a landfill.”

Ramirez said the northwest part of the county couldn’t handle the traffic that would come with a new landfill.

People living in that area said they believed a solid waste facility could pose a threat to the waters of Silver Creek.

“It’s actually the water we use for baths, drinking, everything,” said Jody Johnson. “So there are no other options if this project should contaminate our wells.”

“We got air pollution, noise pollution, and water pollution, it’s just across the board, you know?” Robert Sterling said. “It’s not good for this area over here.”

NBC 5 reached out to BAP Kennor Landfill, LLC for a response to those concerns.

“BAP is aware of the community's concerns and has hired a team of professionals to address all aspects of the project,” a spokesperson for the company said. “BAP remains committed to being a conscientious member of the community.”



In response to appeals from the community and elected officials, the Texas Commission on Environmental Quality is reviewing the landfill permit for the land where the project is slated.

A public meeting is set for 7 p.m. in the auditorium of Brewer High School on Dec. 5, with representatives from BAP Kennor Landfill, the Fort Worth mayor, and other elected officials set to attend.

People living near the project site plan to make their case for the landfill to be built as far as possible from the waters of Silver Creek.

“There’s a lot of land in Texas, they can find another place,” Sterling said. “They’re not from here, so they’re not worried about drinking the water. We are.”

DALLAS MORNING NEWS

## DALLAS' SHINGLE MOUNTAIN SITE IS CLEAN, BUT TRUST IS BROKEN

City has long road to earn back residents' goodwill.

By Editorial Staff



The property where Shingle Mountain rose sits empty on Wednesday, June 9, 2021, in Dallas. Completing the cleanup process is a significant step in the site's revival, but the city ignored this environmental blight for too long. Now, it's up to Dallas to work with neighborhood residents and determine a path forward. (Juan Figueroa / Staff Photographer)

Dallas has [finally completed the soil cleanup at the former site of the Blue Star Recycling facility](#). This is a significant milestone for the area's revival, but the city must make a path forward clear.

The closure of the facility left a 100,000-ton monster, "Shingle Mountain," towering 60 feet high. The pile of ground-up shingles and roofing debris was a heinous blight left along South Central Expressway near Paul Quinn College.

The cleanup project was completed ahead of schedule in October, a city press release says. That's a small consolation prize considering how long the city ignored it.

Marsha Jackson, [a finalist in 2021 for the Dallas Morning News Texan of the Year, fought tirelessly](#) to see the site cleaned up, slogging through city bureaucracy.

Jackson shouldn't have needed to, but she rose to the challenge and helped her neighborhood through the process, looking to a better future for the site.

Even after the mountain was moved, [the soil remained toxic because of a past landfill](#), leaving it with high levels of lead. Dallas invested \$2 million into cleaning the soil. It owed that much to residents. But it took too long to get to that solution, and it may be quite a while longer before anything else can be done with the site.

Residents in the area want it to be a park, but council member Tennell Atkins said the possibility of rezoning it is likely a year away, our newsroom reported.

Related: [Shingle Mountain is gone, but Dallas still has to earn back trust](#)

Turning the site into a recreational green space would be a fitting end for an environmental mess that polluted the air and which residents believe created health problems for so long. We've seen this before with great success. The Trinity River Audubon Center sits atop an old dump. But, in this case as in that one, residents will have to wait for a better future.

Sadly, this kind of story isn't unfamiliar to southern Dallas. The permitting of heavy industry in underserved residential areas is a Dallas tradition, from West Dallas to Red Bird to Pleasant Grove.

In recent years, the city has taken steps to undo that. In West Dallas, [the Environmental Protection Agency will soon conduct a study of environmental conditions in the area](#).

Now, we also have good news about the remediation completion at the Blue Star site in far southern Dallas, just south of the Audubon center.

It's a good thing the study is happening. But [earning back residents' trust will be a long road for the city](#) both west and south.

Dallas is responsible for listening to and engaging with residents to determine a clear path forward. And it can't afford to wait as long as it did to clean up Shingle Mountain and the soil under it.

## TEXAS TREES FOUNDATION SET TO CREATE URBAN OASIS IN DALLAS

New green space developed by the Texas Trees Foundation is set to transform Dallas' southwestern medical district into a cool oasis landscape.

By Grant Brown

An innovative project is underway to convert the Southwestern Medical District (SWMD) in Dallas into a verdant, pedestrian-friendly oasis that provides respite and promotes the well-being of patients, staff, and visitors. Led by Texas Trees Foundation, the redevelopment will overhaul the outdated Harry Hines corridor into a vibrant linear parkway enveloped by tree canopy. The project's centerpiece is a new 10-acre public green space replacing an antiquated cloverleaf intersection.

According to Texas Trees Foundation, increasing green space and tree cover will help offset the excessive heat of Dallas' urban environment. The project aims to mitigate the urban heat island effect that currently plagues the Medical District by installing vegetation, cool paving, and a thoughtfully designed landscape. Researchers have shown urban greenery provides significant cooling through shade and evapotranspiration. This can potentially reduce peak summer temperatures by 2–9°F.

See also: [France Leads the Way With Green Roof Revolution](#).

Just as importantly, the pedestrian-oriented environment will foster community and de-stress those visiting the area. Numerous studies demonstrate access to green spaces lower blood pressure, improves mental health, and promotes healing. An appealing green corridor and park will provide an accessible oasis where patients, employees, and residents can relax, reflect, and connect with nature.

More trees and footpaths will also encourage active lifestyles and cleaner air. The calming effects of being immersed in nature have been shown to decrease recovery times and improve outcomes for hospital patients. For staff, the green corridor will provide both a literal and a figurative breath of fresh air during hectic workdays.

The Texas Trees Foundation is a nonprofit organization dedicated to planting, protecting, and promoting trees across Texas. For over 30 years, the foundation has worked to expand and improve urban forests through tree-planting efforts, educational programs, and public-private partnerships.

Since its founding in 1982, The Texas Trees Foundation has planted over 4 million trees. Major programs include reforestation of areas damaged by storms or wildfires and tree plantings in underserved neighborhoods to provide shade, clean air, and green jobs. The foundation has helped green key areas like the [Trinity River Corridor](#), [Cool Connect Oak Cliff](#), and the [North Texas Tree Recovery](#).

Education is another priority. The Texas Trees Foundation provides tree care training to youth and professional arborists. It also educates policymakers and the public on proper tree planting and urban forest management best practices. Recently, the foundation partnered with healthcare providers on a Trees & Healing program exploring the therapeutic benefits of nature.

The Texas Trees Foundation is working with the City of Dallas to assess and expand its tree canopy in other areas. It also collaborated with private donors and businesses to create the Dallas Arboretum.

The diverse projects of the Texas Trees Foundation promote healthier, more livable communities. Tree planting enhances public health through improved air quality, reduced asthma, and more walkable neighborhoods. Thoughtful urban tree management also provides energy savings and carbon storage to counter climate change. The foundation's efforts showcase how strategic investment in urban forests pays dividends for Texan communities through environmental, economic, and social benefits.

"We're thrilled to transform Dallas' busiest medical district into a thriving green space," said Texas Trees Foundation head Lannie McClelen. "Research clearly shows the cooling, restorative benefits of urban nature. Our therapeutic landscape will help improve wellbeing for the 3 million people that experience this space annually."

The \$100 million redevelopment will commence in late 2025 through public-private partnerships. It exemplifies a growing focus on evidence-based greenspace solutions to enhance livability in America's expanding cities.

## HIGH-SPEED RAIL: SHOULD DALLAS TO FORT WORTH BE TEXAS' FIRST ROUTE?

We should be talking about NCTCOG's early stages high-speed rail project between Dallas and Fort Worth.

By Editorial Staff

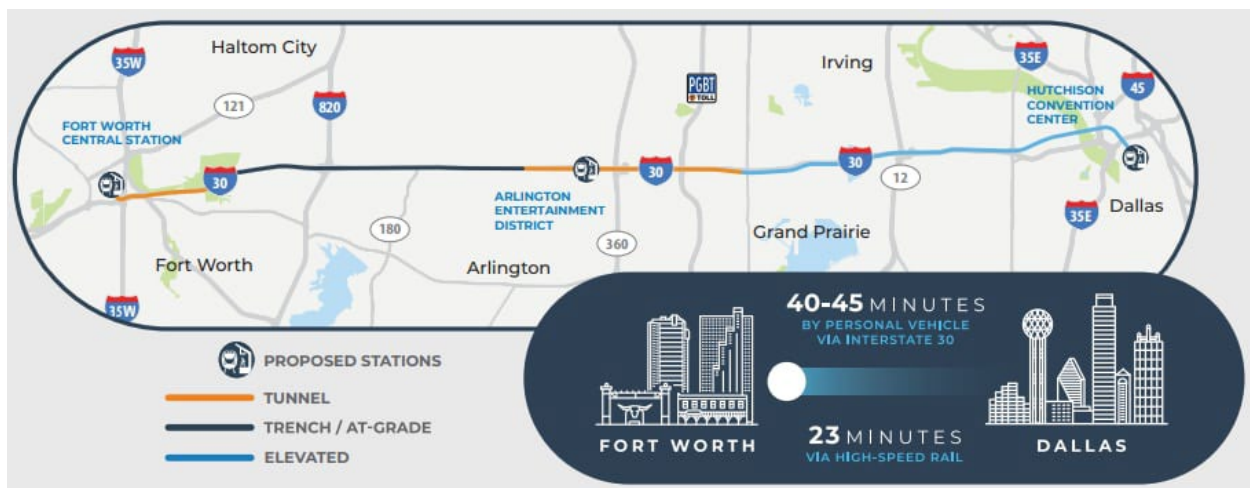
As congestion and accidents plague our roadways, innovative transportation solutions are key to sustaining our region's rapid growth. Though it seems utopian in Texas, high-speed rail could be a huge boon for the state if implemented strategically.

That's why a preliminary plan for a high-speed rail between downtown Dallas and downtown Fort Worth deserves more attention even as it raises questions about its viability and the level of public disclosure surrounding the planning.

The North Central Texas Council of Governments (NCTCOG), the regional body that advises on mobility, has been quietly chugging along on a plan for a high-speed rail corridor between Dallas and Fort Worth since [spring 2020](#). This project is separate from the Dallas to Houston high-speed rail line that was going to be built by the private company Texas Central.

The plan is still in early stages but could affect residents in West Dallas, land near Reunion Tower and the new convention center development. The status of the Dallas to Houston project is uncertain at best, and without that extension, the Dallas to Fort Worth project may end up being an expensive solution to a traffic jam on Interstate 30.

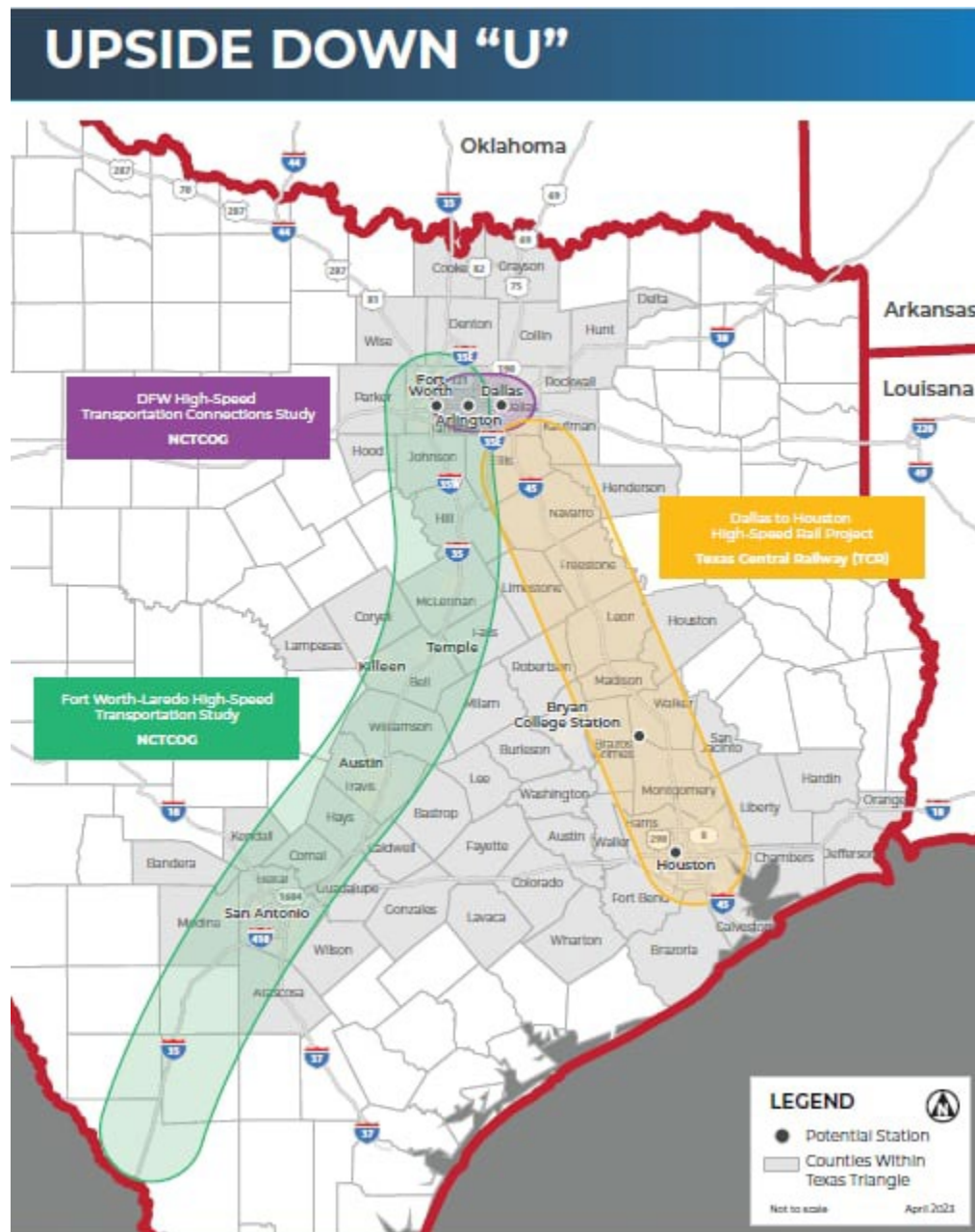
NCTCOG studied 43 alignments. The train would reach a top speed of around [180 mph](#) and stop at underground stations in downtown Fort Worth and in Arlington's entertainment district, according to the selected route. In Dallas, the train will travel [about 75 feet](#) above the ground through West Dallas with a station in the Cedars, just south of downtown. Around 90% of the route goes through publicly owned land, Michael Morris, director of transportation for NCTCOG, told us.



But some of it goes through private land owned by powerful stakeholders who have concerns about this project, a fact that could lead to significant disputes before all is said and done.

Morris has stressed that none of this is set in stone. He said that his organization is awaiting the greenlight from federal authorities to begin a 12-month environmental study process. NCTCOG cannot acquire right of way from private landowners, secure funding or identify a company to build the project until after this process is done.

The long-term vision is to use high-speed rail to link the Texas Triangle together. It's an admirable one because improving mobility between Dallas-Fort Worth, Austin, San Antonio and Houston, will revolutionize business and quality of life. But it's questionable for the Dallas to Fort Worth route to be the proof of concept for these idealistic plans.



Trinity Railway Express, the existing commuter rail line between downtown Dallas and Fort Worth, takes around an hour. The high-speed train would take 23 minutes and, unlike the TRE, have a stop in Arlington.

But no matter how the project is funded, high-speed rail is not cheap. The technology is worth investing in if there's a plan for creating the statewide network, and for that, we need more clarity on the status of the connection to Houston.

The Dallas to Houston project has faced issues since 2012 as Texas Central battled private landowners and struggled with funding and leadership changes internally. In August, Amtrak announced it was looking into a [collaboration](#) with Texas Central. Subsequently, the organizations applied to two Federal Railroad Administration grants together, breathing new life into the moribund effort.

An Amtrak spokesperson told us that the results for these grants should be out [next month](#) but didn't give us an update on the project's planning. Texas Central's website hasn't been updated since 2020, and its representatives did not respond to a request for comment.

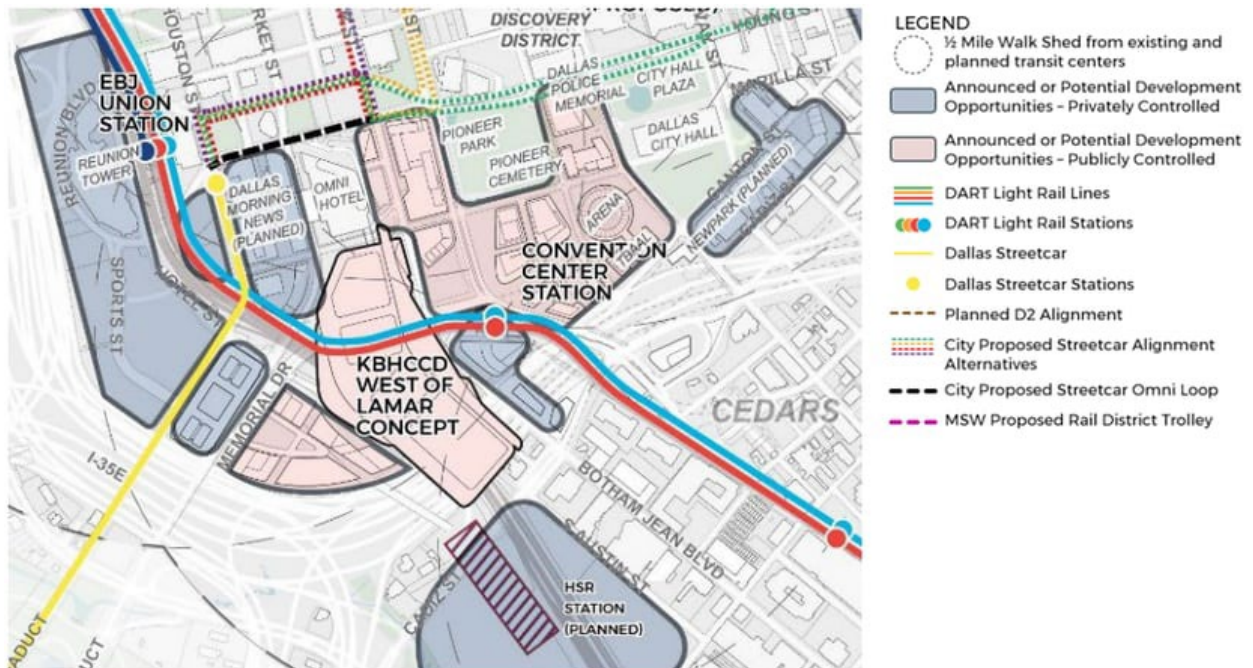
NCTCOG's alignment for the Dallas to Fort Worth project is based on the preliminary work done for the Dallas to Houston line. The main reason the train will be elevated in Dallas with a station in the Cedars is because that site was approved for the Houston project in [September 2020](#). If both projects come to fruition, passengers traveling from Fort Worth could have a 'one-seat ride' to Houston, without any transfers.

The plan for the elevated line isn't popular with everyone, though. Nearly 10% of the route that goes through private land is all in Dallas and concerned parties range from billionaire corporations to ordinary residents. For decades, Hunt Realty Investments has been holding out on a plot of land by Reunion Tower, where the proposed alignment will run. The company requested NCTCOG to consider putting the alignment below grade in Dallas like it will be in Fort Worth and Arlington.

The train will go over [homes in West Dallas](#), as per the current alignment. A representative for the area said residents have been working with NCTCOG to find a compromise that works for everyone.

Whether it's high-speed rail or highways, some groups, irrespective of the influence they wield in the city, will have to make sacrifices for the greater good. NCTCOG seems open to altering the alignment, but interestingly, the high-speed rail station is right next to one of Dallas' big ticket projects — the new Kay Bailey Hutchison Convention Center. The master developer of that project, [Jack Matthews](#), also owns the land in the Cedars where the high-speed rail terminal is planned.





A map of planned expansions to transit around the proposed Kay Bailey Hutchison Convention Center development. The planned high-speed rail station is marked south of the new Convention Center. (City of Dallas)

The [nearly \\$3 billion convention center](#) project is expected to be complete by 2028. The proposed development aims to make the surrounding areas, including the Cedars, a lively entertainment district for convention-goers and residents alike. This includes improving multimodal transportation in the area, and the master plan accounts for the potential high-speed rail station.

The Convention Center master plan was first developed in [February 2021](#) and since then, so much about the Dallas to Houston project has changed that it raises the question about whether Texas Central, NCTCOG and the city of Dallas have accounted for different possibilities.

High-speed rail sounds great in concept, and we support a network of rail that links the Texas Triangle. But a much deeper public discussion needs to be held before we commit to turning over public and private land, not to mention public money, to a concept that might just shave a few minutes off a trip to Arlington.

Absent a deeper public and private commitment to the full project throughout the state, this could become a very expensive and lightly used Dallas bauble.

## TEXAS REPORTS HIGH POLLUTION FROM GAS-POWERED LAWN EQUIPMENT. WHERE DOES TARRANT RANK?

By Haley Samsel



*Tarrant County ranks 28th in the U.S. for carbon dioxide emissions from lawn and garden equipment, according to an Environment Texas Research & Policy Center report. (Dean Hochman | Creative Commons License)*

Gasoline-powered lawn equipment is releasing 120 tons of particulate-matter pollution into Tarrant County's air each year, or the equivalent of emissions from 1.28 million cars, according to a new study.

The [report](#) by the Environment Texas Research & Policy Center ranks Tarrant County in the top 30 counties nationwide for particulate matter, carbon dioxide and nitrogen oxide emissions generated by gas-powered lawn equipment.

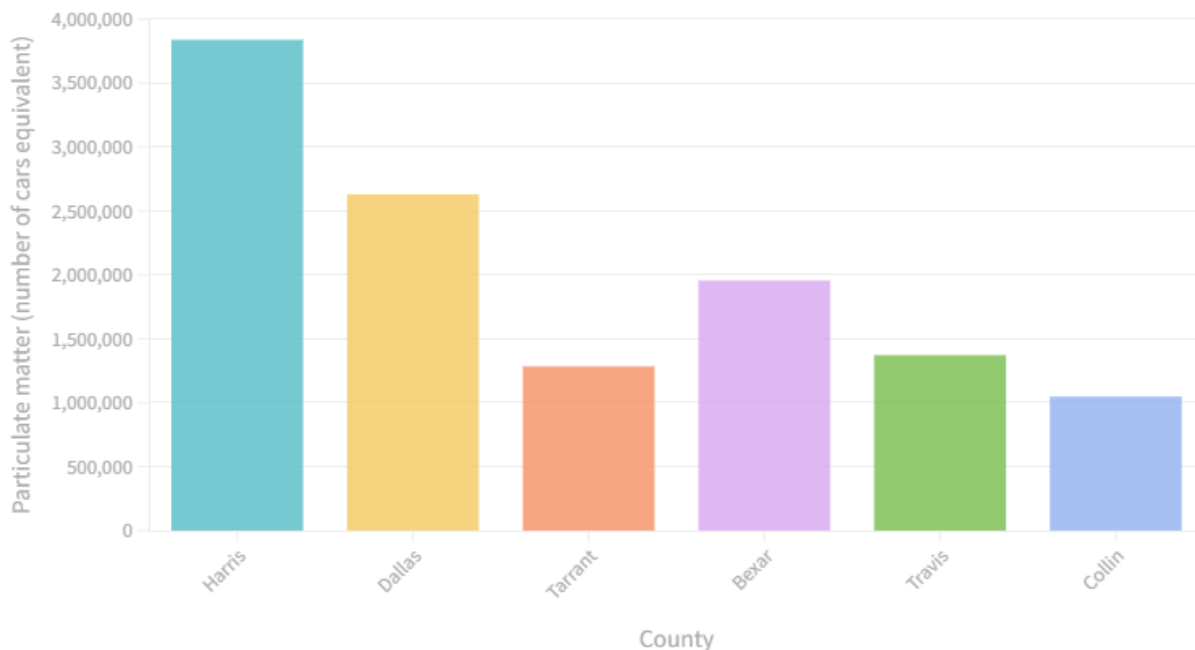
Those machines include lawn mowers, leaf blowers, string trimmers and chainsaws. The analysis, produced with Frontier Group and CoPIRG, used Environmental Protection Agency emissions data from 2020, the most recent year for which data is available.

[Harris County](#) was the worst offender in Texas, with Dallas, Bexar, Travis, Tarrant and Collin also ranking in the top 100 counties in the U.S. for pollution from lawn equipment. Texas ranked

second behind Florida in particulate matter pollution, which [has been linked](#) to millions of premature deaths in the U.S. and a wide range of health conditions, including cancer and reproductive issues.

## How much pollution is generated by lawn equipment in major Texas counties?

Lawn equipment in the U.S. emitted more than 21,800 tons of fine particulate matter– equivalent to pollution from 234 million cars. Harris County led the U.S. in particulate matter emissions, measured below in cars.



Source: [Environment Texas Research and Policy Center](#) • Chart created by Haley Samsel

Environment Texas executive director Luke Metzger and other advocates want to transition Americans to using electric equipment, which generates less pollution, noise and vibrations than traditional gas-powered tools. Smaller, gas-powered machines often use two-stroke engines, generating large amounts of exhaust that users breathe in, he said.

“There’s also the noise if you aren’t wearing protective gear,” Metzger said. “You could have hearing damage, and then the equipment’s vibrations from it can really take a toll in your body. Electric is better on all three fronts: cleaner, quieter and less shaky for the user.”

Beyond the higher price of electric tools, some consumers are skeptical that electric equipment will perform as well as gas-powered machines, Metzger said. Landscaping workers may also dislike the inconvenience of charging and swapping out batteries rather than their typical routine of filling the machine with gas each day.

“Is a battery-powered piece of equipment as powerful as a gas one? They’re getting much better and a lot closer to that,” Metzger said. “Those are all minor and overcome-able obstacles, but they’re out there. I think that’s one reason we haven’t seen as many people using [electric] yet, as all the benefits would suggest they should.”

The issue has risen in prominence over the past several years, especially as Dallas considered banning gas-powered lawn equipment last year. A new state law prevents government agencies

from banning the use of engines based on their fuel source, which led [Dallas officials](#) to change course.

In September, Dallas City Council members [approved a \\$750,000 rebate program](#) to help residents purchase electric or battery-powered lawn equipment. Dallas environmental staff also intend to phase out all city-owned gas-fueled landscaping tools.

Metzger is encouraging other government agencies and the North Central Texas Council of Governments to create similar incentive programs for electric leaf blowers and mowers. The Texas Commission on Environmental Quality could also establish a statewide initiative as part of its efforts to reduce ozone pollution, Metzger said.

Last year, North Texas became a “severe” violator of 2008 Clean Air Act standards requiring metro areas to average at or below 75 parts per billion of ozone. The clock to avoid imposing \$45 million in annual fines on businesses begins ticking in 2024 and wraps at the end of 2026, according to [previous Fort Worth Report coverage](#).

“This is a significant source of smog-forming pollution,” Metzger said. “Whether it’s individuals or lawn care companies — perhaps some that are lower-income — we think this would be a smart way to spend some of that money to help them purchase cleaner equipment and help the state meet its obligations under the Clean Air Act.”

## **“HOW LONG CAN WE KEEP THIS UP?” FOOD BANKS ARE UNDER PRESSURE FROM TEXAS’ HIGH LEVEL OF FOOD INSECURITY**

Inflation, stagnant federal funding for food programs and high housing costs mean that demand at food banks still hasn’t returned to pre-pandemic levels.

By Keaton Peters

Twice a week starting around 6:30 a.m., drivers head to a parking lot in South Austin. Once there, volunteers direct them into orderly rows, where they are ushered forward one-by-one to open their doors and receive a bundle of free food.

The process, coordinated by the staff of El Buen Samaritano, is meant to squeeze as many cars as possible into a small space, preventing the line for the nonprofit organization’s food pantry from stretching around the block where it has previously backed up traffic.

On a recent Tuesday, Maria Torres was among that group, waiting alone in a white SUV.

Torres has lived in the southeast Austin neighborhood of Del Valle for eight years, but didn’t come to El Buen Samaritano’s food pantry until this year. Her family of three depends on the incomes from her cleaning business and her husband’s contracts with a gas company, but money from either source can vary each month. Torres’ rent has been going up, so trips to the food pantry help ensure the family has a place to live comfortably when they have less money coming in.

As living costs rise in Austin as well as across Texas, Torres thinks there are many people in her community that could use resources available from groups like El Buen Samaritano.

“There are many that need [help], but they’re embarrassed,” Torres said.

Texas food banks are feeling that need. During the height of the COVID-19 pandemic response in 2020, the staff at El Buen Samaritano would provide food to more than 300 families every Tuesday and Thursday.

Now they’re seeing around 250 families each day, still well above the pre-pandemic average of 150, according to Luis Garcia, director of technology and analytics at El Buen Samaritano. Many other food banks, thanks to inflation, housing costs and stagnant federal funding for food assistance, have seen demand rise past even what they saw during the height of the global coronavirus pandemic.

In recent months, the Central Texas Food Bank, which covers 21 counties, has fed 400,000 families, which is equal to the peak number served during the spring and summer of 2020.

A [study](#) from the U.S. Department of Agriculture found that 15.5% of Texas households lack consistent access to food that is both healthy and affordable, meaning they fit the definition of being food insecure. Texas has the second highest rate of food insecurity in the nation, and food banks are warning that the challenges could soon get worse.

Food pantries, positioned as they are at the frontlines of providing food assistance, are the first to see increasing levels of hunger. But federal food assistance programs are the largest resource available.

Today, about 3.3 million Texans receive federal food assistance through the Supplemental Nutrition Assistance Program, or SNAP and more older Texans are now receiving monthly SNAP assistance.

From January of 2020 to October 2023, there was a 28% increase in the number of Texans age 65 and older receiving SNAP benefits, and an increase of 19% for those aged 60 to 64 years old. Other age groups stayed flat or saw single-digit growth. The increase in housing prices has made it harder for seniors who typically live on fixed incomes.

There's also growth based on region, with Southeast Texas seeing the biggest rise in SNAP users. For example, SNAP enrollment in Liberty County grew 41.8% from January 2020 to October 2023. The county's population grew by about 10% over that period.

In Texas, the average SNAP participant gets [\\$265 per month](#) — or just under \$9 per day. Texas Health and Human Services distributes the money to individuals via the Lone Star debit card, which is accepted by grocery retailers.

Every five years, the nation's lawmakers rewrite the omnibus farm bill that sets funding levels for both SNAP and the emergency food assistance program that provides bulk food to food banks. Two weeks ago, Congress extended the 2018 farm bill until next September. During the pandemic, the federal government added more money into these two programs but that funding was on a short-term basis.

But now as the nation enters into a sixth year since the SNAP program saw its last increase in funding, food bank operators say that 2018 funding levels fall short of meeting the rise in demand they now see.

Meanwhile, the processing times for SNAP applications have also been growing longer than the 30-day standard. For people who do not qualify or are waiting to hear a decision, food pantries — operated by churches and nonprofits — are the most immediate option to receive food assistance.

"[Food banks] are looking ahead and thinking, how long can we keep this up?" said Celia Cole, president of Feeding Texas, which represents a network of 21 food banks in Texas.

Feeding Texas' network helps supply smaller food pantries including El Buen Samaritano. For every one family that food banks provide a meal to, SNAP provides meals for nine families, according to Feeding Texas.

"If the safety net breaks, we're the last threads that are left," said Brian Greene, CEO of the Houston Food Bank, which has served nearly twice the amount of people so far in 2023 as it did throughout all of 2019.

While the number of customers has fallen since the pandemic's peak, the San Antonio Food Bank is currently serving about 100,000 Texans each week. The food bank's chief executive, Eric Cooper, said the reason the number of people needing food assistance has not fallen closer to pre-pandemic levels is because stagnant wages have made it hard "to stay afloat in the Texas economy" where housing prices are the biggest "wrecking ball."

As housing costs rose dramatically during the pandemic, many impacted families cut back on food costs.

“The rising cost of housing is the problem,” said Teresa Jackson, founder and CEO of Sharing Life, a Mesquite charity that offers food, clothing, medicine and educational programs. Sharing Life has become a hub distributing food to more than 100 food pantries around southeast Dallas and distributed 7.3 million pounds of food to these partners in 2022, up from 4.3 million in 2020.

Eva Clements, 88, has been coming to the Abiding Love food pantry in Southwest Austin since 2021. “Every year it seems like [rent] doubles,” she said earlier this month while waiting to receive a bundle the food pantry gives out to seniors. Rent and high electricity costs in the summer have made the hit Clements hard. Her household includes her adult son and their dogs.

“Something’s gotta give and most of the time it’s the food,” she said.

Abiding Love’s food pantry manager, Rosa Hatfield, says about 250 families have been coming each week by her count, the most she has ever seen. If this upward trend continues, the volunteer-run pantry may have to cut back service. Hatfield said she dreads the prospect of having to turn away people who depend on the food pantry’s help.

San Marcos resident Armando Hernandez said before coming to Abiding Love’s food pantry, he had to choose between his next meal or medicine prescribed by his doctor.

“I’d be starving, one month. I’d be really sick the next month,” he said, adding that a divorce drained his savings and assets, leaving him with only his retirement.

Because of eligibility requirements, many people get left out of SNAP benefits, making food pantries their last resort. Immigrants living in Texas who entered the country illegally are barred from receiving SNAP benefits.

Work requirements have also made it harder to qualify.

“Nobody chooses to be poor,” said Julie Ballesteros who has spent 16 years as executive director at Manos De Cristo, a nonprofit operating in North Austin that provides food, dental care and other basic needs.

After entering into an outpatient mental health treatment, Austin resident Miranda Solis said she had to go on indefinite leave of absence from her job in a health care call center where she used to give out information on accessing food assistance. Now, she needs the assistance, herself.

After waiting more than 30 days, she got one emergency payment through SNAP, but she was denied recurring benefits. A single mother of three, Solis said she did not qualify because Texas Health and Human Services told her she had made too much money already earlier this year and could easily return to work.

With her 9-year-old son beside her in the passenger seat, Solis is also facing eviction, and is growing more frustrated: “There’s a little bit of a fault in the system.”

UTA

## DFW AIR QUALITY CONTINUES TO MISS EPA GOALS FOR SAFETY

UTA study shows wind carries polluted air from Dallas County to Tarrant County

By Katherine Egan Bennett



Average wind direction for July 2021 in the Dallas-Fort Worth area. Photo courtesy [Talanta](#)

Air quality in the Dallas-Fort Worth metropolitan area continues to miss safety levels set by the Environmental Protection Agency (EPA) and is unlikely to meet EPA goals anytime soon, according to new research from The University of Texas at Arlington.

Purnendu “Sandy” Dasgupta, professor of chemistry and biochemistry and the Hamish Small Chair of Ion Analysis at The University of Texas at Arlington, said the region’s low population density, lack of widespread public transportation and reliance on cars contribute to its poor air quality. Its ozone values have exceeded safety levels set by the EPA for the last 20 years.

“Compared to other metro areas, DFW is unique in that the majority of the nitrogen dioxide and ozone in the air comes from auto emissions, construction equipment and airport traffic rather than discharge from industrial sources like petrochemical manufacturing or steelmaking,” said Dasgupta, co-author of [a new study published in the peer-reviewed journal Talanta](#). “Although automobile traffic and thus ozone levels declined during COVID-19, DFW is now at ‘severe’ nonattainment of the EPA air quality standards. Now that the transient lull of vehicular traffic is gone, with the rapid growth of the region, our chances of attaining regulatory limits are slim.”

Poor air quality can lead to health problems such as heart disease, asthma and low birth weight. In addition to the human toll, companies in the region can face steep fines from the EPA for violating the federal Clean Air Act.

Researchers were surprised to find that Tarrant County overall has a greater incidence of poor air quality, primarily caused by high ozone concentrations, despite having a significantly smaller population than Dallas County.



“This suggests some of the pollution seen in Tarrant County may actually be transported into it from bordering regions, notably Dallas County, which lies to the east,” said co-author Seth Horn, who was an undergraduate research assistant in Dasgupta’s lab and is now a graduate student at Purdue University.

Ozone exceedances occur more in the summer than in any other part of the year. The researchers noted that the summertime wind data from Arlington Municipal Airport and Dallas-Fort Worth International Airport indicated that prevailing winds can transport a significant amount of the air mass from Dallas County over to Tarrant County.

“This trend can be further noticed when one plots the Dallas County air quality values against the difference between the air quality values in the two counties,” Horn added. “Although the magnitude in difference can be small, the trend is consistent.”

## TRANSPORTATION DIRECTOR TELLS ARLINGTON CITY LEADERS GETTING A HIGH-SPEED RAIL STOP ISN'T FREE

By Kailey Broussard

The head of North Texas' regional transportation authority told Arlington officials they will need to figure out how to pay their share for the proposed high-speed rail project that includes a stop in town.

Michael Morris, transportation director for the North Central Texas Council of Governments, showed city council members plans for the project that would put an underground train station and retail destination underground around AT&T Way.

The Tarrant County stretch of the high-speed rail line would go underground along Interstate 30 or alongside the thruway.

That train stop would play into the city's economic development needs and complement programs like Arlington's newly announced [electric vertical takeoff and landing program](#). It would also provide a connection to Dallas-Fort Worth International Airport, South Texas and eventually Mexico.

There's just one thing.

"The policy question for Arlington is how are you going to partner with a transportation authority as the mechanism to help move some of these items through ... As part of the conversation, you don't get high-speed rail for free; you become a partner with the rest of the system," Morris said.

Mayor Jim Ross said Arlington has covered significant ground in transportation initiatives such as Via rideshare. He pointed to a study underway on how to unify the multiple transportation authorities in the region.

"I think Arlington's been doing quite a bit about transportation. We're just being wise about how we do it and how we enter agreements with other parts of North Texas," Ross said.

Morris said Arlington has been a leader in transportation solutions in place of traditional buses or trains. Arlington voters have thrice rejected propositions that would have either let the city join a transit authority or form one of its own.

"I think Arlington's technology-based transit investment, you skipped two or three or four or five generations of transit," Morris said.

### Preparing for the World Cup

As host cities wait to hear who is awarded the coveted final game of the 2026 FIFA World Cup, Morris said the region's plan holds a "special sauce."

He said FIFA officials have asked him and other NCTCOG staffers to work with other host cities on their transportation plans.

Morris said they would help if FIFA announces Arlington as the final game site.

“They said, ‘You only will help us if you get the final game?’ We said, ‘No, we’re gonna help you, but we’re not going to help them before your announcement,’” Morris said.

Morris and other regional planners for the 2026 games have touted [a range of transportation options](#) that include bus-only lanes on interstates known as “managed lanes;” charter buses; passenger rail services along the Union Pacific Railroad; and air travel.

“There is redundancy of major magnitude built into our particular plan that has not even begun to be thought of in our competitive other communities,” Morris said.

Regional planning officials will conduct a test run of their World Cup plans during the 2024 Major League Baseball All-Star Game.

An announcement from FIFA on the final game is expected by the end of the year. Arlington is considered a top contender for the final, along with New York and Los Angeles.

NBCDFW

## **UNITED WAY OF METRO DALLAS ANNOUNCES MAJOR FUND BENEFITTING SOUTHERN DALLAS**

United Way of Metropolitan Dallas celebrates 'Giving Tuesday' with a \$20 million fund to support its impact work in this sector of the city

By Alanna Quillen

United Way of Metropolitan Dallas has announced a new fund to support short-term and long-term needs of the Southern Dallas community.

Designated as the Southern Dallas Thrives Fund, United Way has already secured \$8 million in commitments toward its \$20 million goal.

The fund, supported in part by current and retired PepsiCo employees, is set to meet the goal by the nonprofit's centennial anniversary in fall 2025.

United Way selected Giving Tuesday as the day to announce the fund in celebration of generosity.

“These financial commitments are transformational for the Southern Dallas community, and for current and future programs that work to improve education, income and health – the building blocks of opportunity – for residents of this traditionally under-resourced area of our city,” said Jennifer Sampson, McDermott-Templeton President and CEO of United Way of Metropolitan Dallas. “As we build the Southern Dallas Thrives endowment fund, we hope this initial generosity serves as a catalyst to inspire others in the community to join us in providing the opportunity and access to thrive for people across North Texas.”

Created in partnership with the PepsiCo Foundation and Frito-Lay North America, Southern Dallas Thrives was launched by the United Way in 2018. The initiative has since developed programs to improve the quality of preschool education, provide families with nutritious meals, prepare high school students for college or a career, and provide supportive services and workforce development training in high-growth industries to women.

“More than a program, Southern Dallas Thrives is a model partnership and collaboration that advances economic mobility for some of Dallas' most vulnerable and marginalized residents,” said Steven Williams, chief executive officer of PepsiCo Foods North America. “We know that in order to create a community where everyone has the opportunity to thrive, we also have to create the access to thrive, and that's exactly why Southern Dallas Thrives is so successful and why we endorse and support it wholeheartedly.”

Other organizations making investments in Southern Dallas Thrives include Celanese, Vistra, AT&T, Comerica, Trinity Industries, Oncor, Hilti, and Bank of Texas.

CBS TEXAS

## **SAFETY OFFICIALS RELEASE DETAILS OF INVESTIGATION INTO CLOSE CALL BETWEEN PLANES IN TEXAS**

Associated Press

**DALLAS** — The air traffic controller on duty when FedEx and Southwest planes nearly collided earlier this year in Texas told investigators that he expected the airliner to take off more quickly — before the incoming FedEx plane reached the same runway.

That is because in his four years working the tower at Austin-Bergstrom International Airport, the controller said, Southwest planes usually took off as soon as they got permission.

"But hindsight being 20/20," controller Damian Campbell told investigators, he "definitely could have held them," referring to making the Southwest crew wait.

Campbell said in a transcript released Wednesday that he couldn't even see the Southwest plane through the dense early morning fog on Feb. 4. The FedEx pilots spotted it at the last second and aborted their landing.

The planes missed each other by about 100 feet.

The National Transportation Safety Board released transcripts of interviews and other details of its investigation but did not state a probable cause for the harrowing close call. That determination is expected early next year.

The near-disaster in Austin is the scariest among more than a half-dozen close calls that the NTSB has investigated this year.

The surge in such incidents prompted the Federal Aviation Administration — which hires air traffic controllers and manages the nation's airspace — to convene a "safety summit" of aviation industry officials this spring.

A panel of independent experts concluded this month that the FAA needs better staffing, equipment and technology to cope with a surge in serious close calls. The panel said aviation's margin of safety is shrinking.

The captain of the FedEx plane flying into Austin said he was "irritated" and "perplexed" when the controller cleared Southwest to take off from runway 18-left, the one he was approaching.

"My initial response was an expletive, like 'What's he doing?'" Hugo Carvajal III told investigators. Still, he assumed that the Southwest plane "was going to be well down the runway" by the time he touched down.

Carvajal's first officer, Robert Bradeen Jr., estimated they were 100 to 150 feet above the runway when he saw the Southwest jet — first a light, then a silhouette of a wing.

"I think I said, 'Go around, go around, go around'" to the captain, Bradeen said, meaning pull up and fly away. He used the radio to tell the Southwest crew to abort their takeoff, but they did not.

Asked what saved the day — special training or something else, Bradeen said, "I think it was more experience and just the combination of luck that I happened to look out (the cockpit window) at the right time."

At a recent congressional hearing, the president of the union representing air traffic controllers complained about understaffing and frequent overtime leading to fatigue.

Campbell, a Navy veteran who had been a controller for 13 years at the time of the Austin incident, said he was on a mandatory six-day work week.

Austin-Bergstrom doesn't have the latest technology, called ASDE-X, for tracking planes and vehicles on the ground — which could have helped prevent the February close call.

"We had this dense ground fog ... you couldn't see anything," Campbell told investigators. He couldn't see the Southwest jet from the tower.

"It became a concern when I didn't hear Southwest's engines" revving for takeoff on a flight to Cancun, Mexico, he said. "And at that point, it became a critical issue."



North Central Texas  
Council of Governments

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## **Residents Can Provide Input Online About Transportation Topics Starting Nov. 13**

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**Nov. 13, 2023** (Arlington, TEXAS) – The North Central Texas Council of Governments is opening an online public input opportunity Nov. 13 to receive residents' feedback regarding ongoing projects beneficial to the region.

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Council of Governments

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## **NCTCOG Seeking Public Input for Air Quality Improvement Plan**

Open houses to be hosted on Dec. 4 and Dec. 12

**Nov. 30, 2023** (Arlington, TEXAS) – The North Central Texas Council of Governments is developing a comprehensive air quality improvement plan with the help of stakeholders across the region, and residents are invited to provide input at open houses in December.

The first meeting is scheduled for 6 p.m. Monday, Dec. 4 at the West Dallas Multipurpose Center, 2828 Fish Trap Road in Dallas. Another open house is set for 6 p.m. Tuesday, Dec. 12 at the Aledo Community Center, 104 Robinson Court, Aledo.

The development of this plan is funded through the Environmental Protection Agency's (EPA) Climate Pollution Reduction Grants (CPRG) Program. The EPA established the CPRG program to help states and local governments create and implement plans that could reduce greenhouse gas emissions and other pollutants.

NCTCOG's plan will create a roadmap to protect public health, reduce the impact of extreme weather events and enhance air quality in a region working to meet the federal government's ozone standards.

The CPRG program has two phases. Phase One focuses on planning, and Phase Two on implementation. NCTCOG has received funding for planning, which will allow the development of a priority climate action plan. This will permit the region to compete for a portion of the \$4.6 billion available nationwide to develop and deploy different technologies and solutions to improve air quality.

Visit the NCTCOG project webpage at [www.publicinput.com/dfwAQIP](http://www.publicinput.com/dfwAQIP) to provide feedback on solutions you would like to see in your community. For special accommodation due to a disability or for language interpretation, contact Jackie Castillo at [jcastillo@nctcog.org](mailto:jcastillo@nctcog.org).

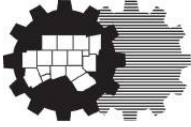
There will be more in-person opportunities for the public to provide feedback and learn about the project in 2024. Sign up for updates at [www.publicinput.com/dfwAQIP](http://www.publicinput.com/dfwAQIP) so you do not miss the next chance. You can also provide feedback through an online survey on the project webpage.

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## **DFW Clean Cities Recognizes Fleets for Contributions to Air Quality**

7 entities earn the top award for efforts to improve air quality

**Nov. 9, 2023** (Arlington, Texas) – The Dallas-Fort Worth Clean Cities Coalition recently recognized 24 local fleets for their efforts to reduce petroleum use and improve air quality, as part of its annual Fleet Recognition Awards. The winners included seven Gold, nine Silver and eight Bronze recipients.

Entities were judged based on their contributions recorded in the DFW Clean Cities Annual Survey, with a maximum of 100 points possible. The points included 55 for emissions reduction, 25 for fuel consumption reduction and 20 for partnering with DFW Clean Cities. Gold Level status required 50 or more points; Silver Level status required 40-49; and Bronze Level status required 30-39. Dallas garnered the top score of 79 points.

Dallas Area Rapid Transit was awarded Gold status for the fifth consecutive year, while the cities of Carrollton, Dallas and Lewisville, and Dallas Fort Worth International Airport earned Gold for the fourth straight year. Other entities bringing home the top honor were the Town of Flower Mound and City of Frisco.

The winners of the Silver recognition were the cities of Arlington, Denton, Grand Prairie, Irving, Mesquite, North Richland Hills and Southlake, Denton County, and Trinity Metro. Irving earned Silver status for the sixth year.

Eight entities – the Town of Addison, the cities of Coppell, Grapevine, Richardson and Watauga – joined Tarrant County, Bimbo Bakeries and Weatherford College to claim Bronze status.

The winners contributed significantly to a regional reduction of approximately 30 million gallons of gasoline and 176,226 tons of greenhouse gas emissions. Through the efforts of local fleets, Dallas-Fort Worth was able to exceed the reduction targets set by the U.S. Department of Energy for both greenhouse gas and gallons of gasoline reduced. A total of 52 Dallas-Fort Worth area fleets reported their activities.

Additionally, DFW Clean Cities recognized six Shining Stars for their work to enhance air quality by reducing nitrogen oxides and particulate matter, improving efficiency and converting to alternative fuels. Southlake and Addison demonstrated the greatest showcase of efficiency strategies; Irving and Grand Prairie were named alternative fuel champions; and Denton County and Carrollton won the Rising Star Award as air quality champions for the progress they demonstrated reducing nitrogen oxides and particulate matter. Fort Worth was also acknowledged for its decision to adopt the Clean Fleet Policy for the first time.

Thirteen fleets were recognized for a decade of reporting. They were:

- Addison
- Benbrook
- Dallas
- DART
- Denton
- Denton County
- DFW Airport
- Flower Mound
- McKinney
- Plano
- Richardson
- Southlake
- Tarrant County

DFW Clean Cities is a locally based, public-private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce transportation energy impacts and improve air quality, primarily in the transportation sector. For more information on DFW Clean Cities, visit [www.dfwcleancities.org](http://www.dfwcleancities.org).

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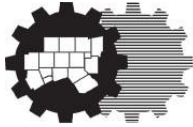
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#### **About the Dallas-Fort Worth Clean Cities Coalition:**

In 1995, the Dallas-Fort Worth (DFW) Clean Cities became one of the first Clean Cities coalitions under the Energy Policy Act's provision for an organization that promotes the use of alternative fuels to lessen America's dependence on foreign sources of petroleum. Dallas-Fort Worth Clean Cities is a locally based, public-private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce transportation energy impacts and improve air quality, primarily in the transportation sector.

# # #



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###

# **Safety Program Implementation of Innovative Ideas to Reduce Youth Fatalities Due to Motor Vehicle Crashes**

**Regional Transportation Council**

**Natalie Bettger  
Senior Program Manager  
December 14, 2023**

# \$50 Million Regional Transportation Council Safety Program (DFW Region) FY 24-26

Category	Final	
Speed Enforcement <sup>1</sup>	\$7 Million	
Speed Education <sup>2</sup>	\$2 Million	
Bicycle/Ped Education <sup>2</sup>	\$2 Million	
Bicycle/Ped Engineering <sup>3</sup>	\$10 Million	
Freeway Operations Engineering and Intercity Connections <sup>3</sup>	\$25 Million	
Other	\$4 Million	<b>+4 Million</b>
<b>Totals</b>	<b>\$50 Million</b>	

<sup>1</sup> Increased Law Enforcement Presence

<sup>2</sup> Enhance Existing Education Campaigns – Drive Aware N. Texas and Look Out Texans

<sup>3</sup> Identify through Roadway Safety Audit and Regional Safety Plans



# What are we missing?

In Texas:

12 percent Licensed Drivers under 25 and  
account for 19 percent of fatalities in motor vehicle crashes.

# Call for Partners for Youth Innovative Ideas

Colleges, Universities and School Districts

Mental Health Experts

Law Enforcement

Driver Education Curriculum Developers

Social Media / Gaming Industry

# Action Requesting

RTC approval of:

- Allocate \$4M in Regional Toll Revenue to focus on ways to reduce the youth fatality rate associated with motor vehicle crashes in the Dallas-Fort Worth Region.
- Amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the project funding

# Safety Team Contacts

## Roadway Safety

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Kevin Kokes  
Program Manager  
[kkokes@nctcog.org](mailto:kkokes@nctcog.org)

# Additional Professional Services for the Cotton Belt Trail



Karla Windsor

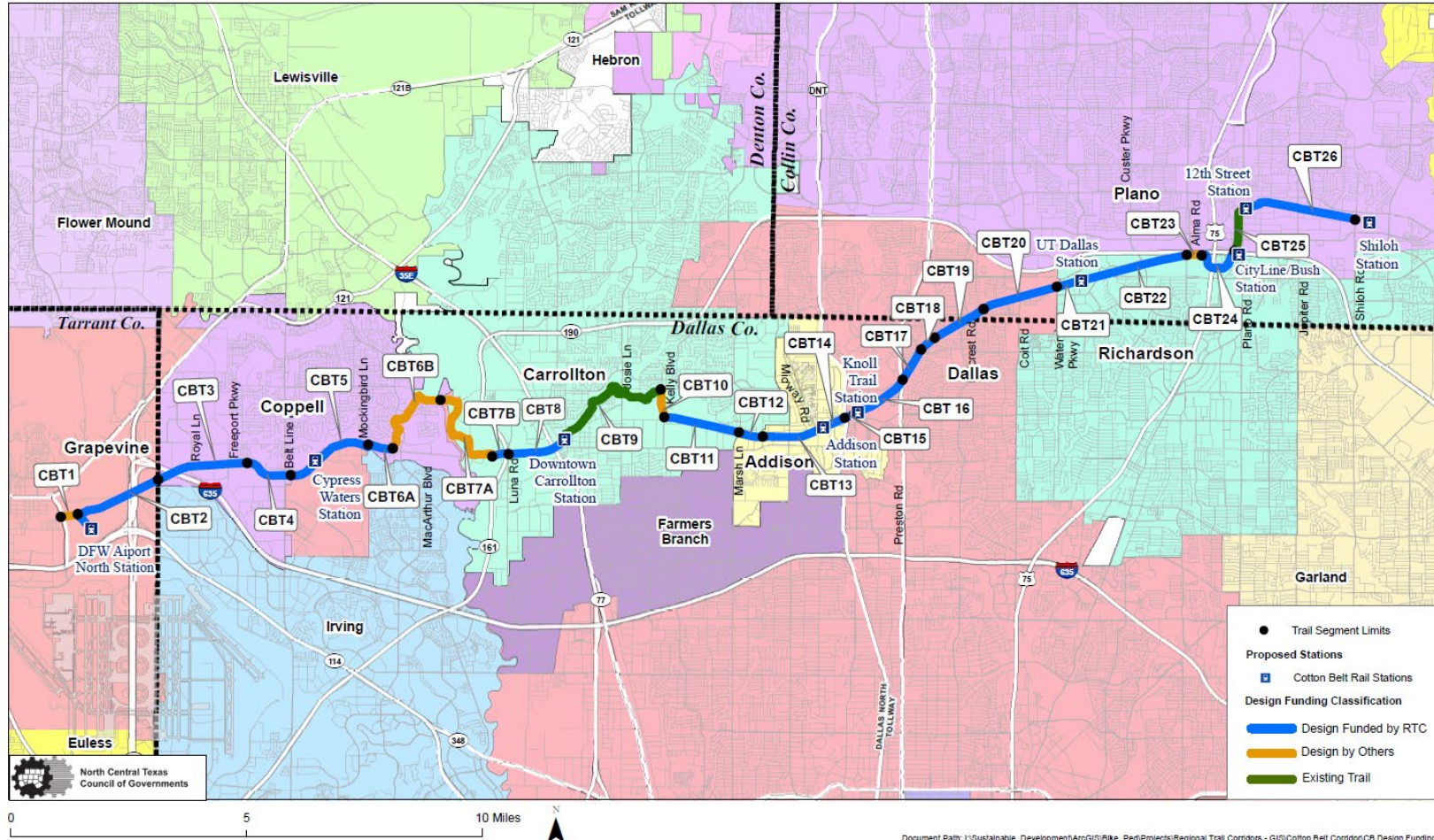
Regional Transportation Council

December 14, 2023



# History

Cotton Belt Regional Veloweb Trail: DFW Airport to Plano  
Trail Design Funding



- Regional priority
- Seven cities in three counties
- 24+ miles of trail
- Dallas Area Rapid Transit (DART) partnership to implement with the Silver Line Rail
- Engineering design currently underway

# Timeline

Date	
2018 (Oct)	RTC approved funding for design (\$8.2M) and construction of the Cotton Belt Trail “critical” sections (\$19.46M federal and \$1.81M local)
2020 (Sept)	RTC approved additional funding for design (\$8.2M to \$14.9M)
2020 (Nov)	Notice to Proceed Trail engineering design
2023	Phase 1 Construction Initiated (five critical bridges)
2023 (June)	USDOT RAISE Grant Award Announced (\$25M)
2023 (Oct)	TxDOT Transportation Alternatives Award Announced (\$25M)
2024 (spring)	Phase 2 Construction: Local Acquisition of Easements completed
2024 (spring / early summer)	Phase 2 Project Advertisement, Open Bid, Negotiate and Award Construction Contract
2024 (fall)	Phase 2 Begin Construction

# Cotton Belt Regional Veloweb Trail

## Phase 2 Construction: Addison to Plano





# Additional Professional Services

- Design process identified additional unanticipated constraints and alternatives needed. Additional engineering design needed to adequately complete the plans that will be issued for construction.
- Staff requests up to \$4 Million of federal Congestion Mitigation and Air Quality Improvement Program funds for the additional professional design services.
- Local Governments will coordinate directly with DART and NCTCOG concerning any changes related to design and ensure there are no unauthorized changes impacting the project budget or timeframe for project implementation.

# Requested Action

Regional Transportation Council Approval of:

- Up to \$4 Million of federal Congestion Mitigation and Air Quality Improvement Program funds with 800,000 Regional Transportation Development Credits for additional professional services
- Administratively amending the TIP/STIP and other planning/administrative documents to incorporate these changes

# Contact Us



**Karla Windsor, AICP**

Senior Program Manager

[kwindsor@nctcog.org](mailto:kwindsor@nctcog.org)

(817) 608-2376

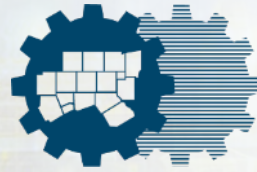


**Kevin Kokes, AICP**

Program Manager

[kkokes@nctcog.org](mailto:kkokes@nctcog.org)

(817) 695-9275



# Update on Dallas-Fort Worth Air Quality Improvement Plan Development

Lori Clark,  
Senior Program Manager & DFW Clean Cities  
Director  
Regional Transportation Council  
12.14.2023

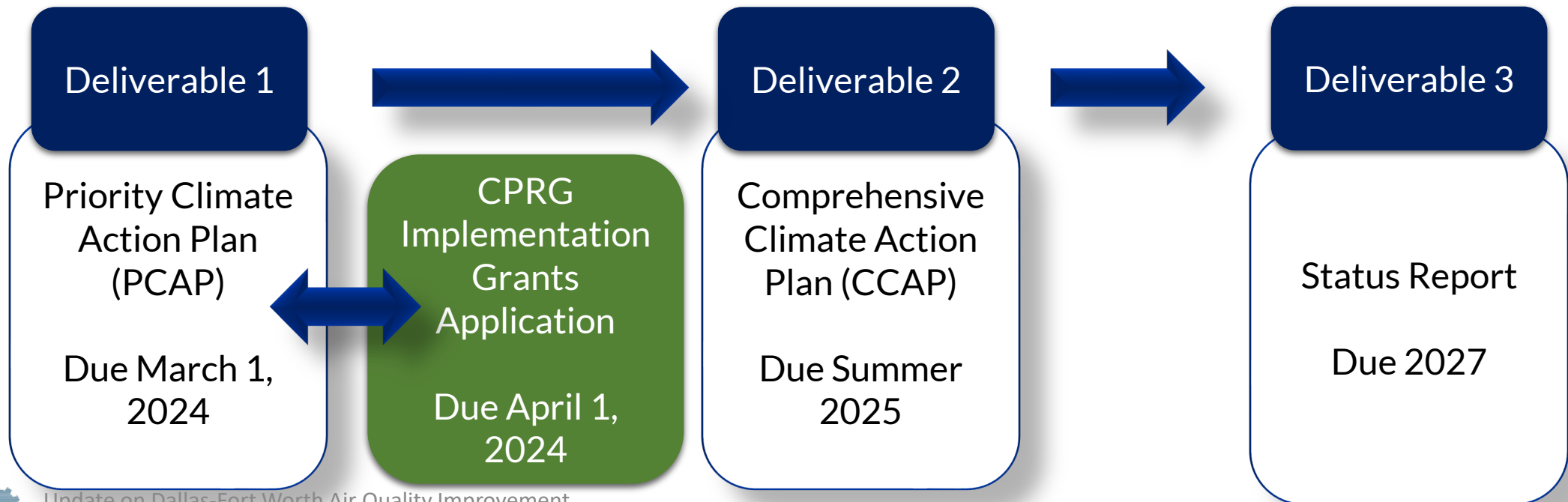
# Background on Planning Grant

## Funding:

\$1 million in Environmental Protection Agency (EPA) Funds From Climate Pollution Reduction Grant (CPRG) Planning Grant Program

## Scope:

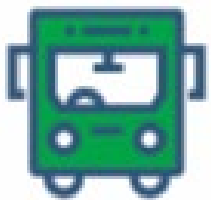
Develop and implement plans to reduce greenhouse gases (GHGs) and other pollutants of local concern North Central Texas Council of Governments (NCTCOG) serving as lead for the eligible Dallas-Fort Worth Metropolitan Statistical Area



# NCTCOG Approach

## Leverage CPRG Planning Grant to Develop Dallas-Fort Worth (DFW) Air Quality Improvement Plan

- Implement measures that reduce ozone-forming pollutants, particulate matter, and GHGs
- Create cost-effective benefits to the region, particularly low-income and disadvantaged communities
- Complement state efforts to attain federal ozone standards
- Include all 16 NCTCOG counties
- Coordinate across 3 NCTCOG Departments
  - Transportation
  - Environment and Development
  - Workforce Solutions of North Central Texas
- Collaborate with local governments, special districts, and other stakeholders
- **Pursue Competitive Implementation Grant application**



Transportation



Energy



Solid Waste



Water



Agriculture/  
Forestry/Land Use



Carbon Removal



# CPRG Implementation Grants

## Will Provide Funding to Implement Strategies Included in PCAPs Submitted under Planning Grants

Eligible applicants include Lead Agencies for CPRG Planning Grants, States, Municipalities, Tribes  
Applications are due April 1, 2024

## Competition Incentivizes Collaborative Applications

30-115 Awards Anticipated Nationwide  
Scoring based on cumulative benefits of proposed initiatives  
EPA will not award multiple grants for the same initiative in the same area  
EPA anticipates no more than 2 awards to applicants at same level of government within a certain area

Tier	Grant Ranges	Funds Targeted for Each Tier	Anticipated Number of Grants to be Awarded
Tier A	\$200M - \$500M	\$2B	4-10
Tier B	\$100M - \$199M	\$1.3B	6-13
Tier C	\$50M - \$99M	\$.6B	6-12
Tier D	\$10M - \$49M	\$.3B	6-30
Tier E	\$2M - \$9.9M	\$.1B	10-50



# Planning Grants Deliverable 1: Priority Climate Action Plan

“A narrative report focused on near-term high-priority, implementation-ready measures to reduce GHG pollution and an analysis of GHG emissions reductions that would be achieved through implementation.” - [CPRG Planning Grants Guidance](#)

Task	Description	Completion Date
GHG Emissions Inventory	Calculate the GHGs produced in the 16 counties in North Texas	January 2024
Quantified GHG Reduction Measures	Identify short-term projects, programs, and policies to reduce GHG emissions ( <b>targeting emissions benefits in 2025</b> ) Quantify the benefits of projects, programs, and policies	January 2024
Low-Income/Disadvantaged Communities (DACs) Benefits Analysis	Calculate the potential benefits to disadvantaged communities through the deployment of GHG reduction measures	February 2024
Review of Authority to Implement	Review GHG reduction measures to ensure they can be implemented <i>NCTCOG anticipates measures will be voluntary/incentive</i>	February 2024
Funding Analysis	Identify funding to implement the GHG reduction measures	February 2024





# Public Involvement and Outreach

## “Open House” Style Public Meetings

City of Dallas/Dallas County – December 4

City of Aledo – December 12

City of Fate – January 16, 2024

City of Fort Worth – January 18, 2024

Others TBD

## Virtual Engagement

Survey on topics of concern and interest

<https://www.publicinput.com/dfwAQIP-survey>

## Meetings with Nonprofits/Community Groups

Listening Session 1 – November 14

Listening Session 2 – January 2024

Presentations to Local Meetings as Requested

## Existing Feedback (e.g., Map Your Experience)

**PLAN PARA MEJORAR LA CALIDAD DEL AIRE EN DALLAS-FORT WORTH**

¡El North Central Texas Council of Governments (NCTCOG) solicita recomendaciones sobre los proyectos de mejoras en la calidad del aire para tu comunidad!

El NCTCOG está colaborando con las partes interesadas locales en la región de Dallas-Fort Worth para desarrollar un Plan de Mejora para la Calidad del Aire (DFW AQIP por sus siglas en inglés).  
 ¡Se solicita tu aportación y es importante! Visita [www.publicinput.com/dfwAQIP](http://www.publicinput.com/dfwAQIP) para hacer recomendaciones, asistir a una sesión informativa, y más.

**ÁREAS DE ENFOQUE:**

- Energía**
  - Reducir el uso y costos de energía
  - Facilitar el uso de productos eficientes en energía
  - Mejorar la fiabilidad de la red eléctrica de Texas
  - Generar más energía a partir de fuentes de energía renovables o de bajas emisiones
- Agua, Aguas Residuales, Residuos Sólidos**
  - Mejorar la calidad del agua y reducir las inundaciones
  - Conservar agua
  - Fomentar la expansión local del reciclaje y compostaje
- Transportación**
  - Aumentar el uso de vehículos menos contaminantes, como eléctricos y gas natural
  - Formar comunidades peatonales
  - Proporcionar más opciones de transporte público
  - Construir un sistema de carreteras más eficiente y seguro

Este proyecto se financia por Subvenciones para la Reducción de la Contaminación Química de la Agencia de Protección al Medio Ambiente, Subvenciones de Planificación. Los comentarios por correo electrónico envíese por correo a Elena Harmsillo, Air Quality Planner, al P.O. Box 3886, Arlington, TX 76010-3886

North Central Texas Council of Governments | [nctcogtrans](https://www.nctcogtrans.com)

**DALLAS-FORT WORTH AIR QUALITY IMPROVEMENT PLAN**

The North Central Texas Council of Governments (NCTCOG) is seeking recommendations on air quality improvement projects for your community!

NCTCOG is collaborating with local stakeholders in the Dallas-Fort Worth region to develop a comprehensive Air Quality Improvement Plan (DFW AQIP). The plan will create a roadmap to improve air quality, protect public health, and reduce the impacts of extreme weather events.

Your input is requested and important! Please go to [www.publicinput.com/dfwAQIP](http://www.publicinput.com/dfwAQIP) to make recommendations, attend an open house, and more.

**FOCUS AREAS:**

- Energy**
  - Reduce energy use and costs
  - Facilitate the use of energy efficient products
  - Improve reliability of the Texas electrical grid
  - Generate more power from low-emitting or renewable energy sources
- Water, Wastewater, and Solid Waste**
  - Improve water quality and reduce flooding
  - Create walkable communities
  - Encourage expansion of local recycling and composting
- Transportation**
  - Increase use of cleaner vehicles, such as electric and natural gas
  - Create walkable communities
  - Provide more public transit options
  - Build a more efficient and safer roadway system

This work is funded by the Environmental Protection Agency's Climate Pollution Reduction Grants, Planning Grants. Written feedback can be mailed to Elena Harmsillo, Air Quality Planner, at P.O. Box 3886, Arlington, TX 76010-3886

North Central Texas Council of Governments | [nctcogtrans](https://www.nctcogtrans.com)



# Get Involved

## Ensure Your Organization is Engaged

Attend Workshop-Style Meetings

Respond to Survey

Projects of Highest Interest

Projects Where Funding is Most Needed

Existing Plans/Reports that Enable “Shovel-Ready” Projects

Submit a Letter of Support (If Not Done Already)

Template Available on Website

## Promote Opportunities for Community Engagement

Open House Public Meetings

Survey for Residents

Listening Session for Community-Based Organizations and Nonprofits



<https://publicinput.com/dfwAQIP>



# Anticipated Schedule

(Deliverable 1 and Implementation Grant Submittal)

Milestone	Date
Public Engagement Opportunities	Ongoing Through February 2024
RTC Information Item – Preliminary Strategy Identification	January 11, 2024
Workshop for Collaborating Entities	January 17, 2024
Executive Board Information Item	January 11, 2024
STTC Action Item – Recommend Plan Approval	January 23, 2024
Optional Notice of Intent to Apply to CPRG Implementation Grants	February 1, 2024
RTC Action Item – Plan Approval	February 8, 2024
Executive Board Action Item – Plan Approval	February 22, 2024
Preliminary Climate Action Plan Due to EPA	March 1, 2024
STTC, RTC, and Executive Board Action – Implementation Grant Submittal	February – March 2024
CPRG Applications Due	April 1, 2024
Anticipated EPA Award of CPRG Implementation Grants	October 2024



# For More Information

## DFW AQIP Plan and Strategy Development

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Lori Clark  
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DFWCC Director  
[lclark@nctcog.org](mailto:lclark@nctcog.org)

Chris Klaus  
Senior Program Manager  
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Savana Nance  
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Alyssa Knox  
Environment &  
Development Planner  
[aknox@nctcog.org](mailto:aknox@nctcog.org)

## Greenhouse Gas Inventory Development

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Jenny Narvaez  
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Vivek Thimmavajjhala  
Transportation System Modeler  
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Daniela Tower  
Air Quality Planner  
[dtower@nctcog.org](mailto:dtower@nctcog.org)



# CPRG Planning Grants Deliverables

Plan Element	Deliverable 1: Priority Climate Action Plan – Due March 31, 2024	Deliverable 2: Comprehensive Climate Action Plan – Due Summer 2025	Deliverable 3: Status Report – Due 2027
Greenhouse Gas (GHG) Inventory	Required	Required	Update Encouraged
GHG Emissions Projects	Not Required	Required	Update Encouraged
GHG Reduction Targets	Not Required	Required	Not Required
Quantified GHG Reduction Measures	Required (priority measures only)	Required (comprehensive)	Status & Updates Required
Benefits Analysis	Encouraged	Required	Required
Low Income/Disadvantaged Communities Benefits Analysis	Required	Required	Required
Review of Authority to Implement	Required	Required	Update Required
Identify other Available Funding	Encouraged	Required	Required
Workforce Planning Analysis	Encouraged	Required	Required
Next Steps/Future Budget Needs	Not Required	Not Required	Required



# Eligible Implementation Grant Measures

## Goals:

- Advance the transition towards a decarbonized economy
- Improve air quality
- Pursue innovative policies and programs that are replicable and can be “scaled up” across jurisdictions
- Benefit low-income and disadvantaged communities
- Incorporate high labor standards
- Support measures for which funding is unavailable or insufficient

## Eligible Measures:

- New stand-alone measures
- Expansion of current measures that are already implemented
- New measures which needs additional funding
- There are no limits on the number of measures an application can include and applications are scored on the cumulative benefits from all measures

**To be eligible for CPRG Implementation Grant funding a Measure must be included in a PCAP**



# Public Involvement – EPA Requirements

## CPRG Planning Grants

Must involve stakeholder groups and the public in the plan development process  
Can include in-person and/or virtual meetings, making information available through websites, and more

## CPRG Implementation Grants

Applicant must discuss:

1. How input by DACs has been incorporated into application.
2. How meaningful engagement with DACs will be continuously included in the development and implementation of the GHG reduction measures throughout the life of the grant

Grant recipients will be expected to report on their community engagement



# Proposed Strategy Prioritization

Strategies Could Be:

- Regional - Implemented by NCTCOG on behalf of the region
- Local - Implemented by local governments
- Other - Implemented by other organizations (e.g., utilities, private companies, etc.)

## CPRG Deliverable 1

Reduces GHGs and Criteria Pollutants

Reflects Regional Interest

Benefits DACs

Is Voluntary or Reflects State Regulation

Can be Implemented in 2025

## Implementation Grants

Reduces GHGs and Criteria Pollutants

Reflects Regional Interest

Benefits DACs

Is Voluntary or Reflects State Regulation

Can be Implemented in 2025

Funds a Strategy for Which Other Funding is Unavailable or Insufficient

Is Cost-Effective

Advances Decarbonization

Is Innovative

## CPRG Deliverable 2

Reduces GHGs and Criteria Pollutants

Reflects Regional Interest

Benefits DACs

Is Voluntary or Reflects State Regulation

No Implementation Deadline

Supports Air Quality Improvement Goals (Targets)





# EPA Scoring Criteria for CPRG Implementation Grant Proposals

Evaluation Criteria	Points
Overall Project Summary and Approach	45
Impact of GHG Reduction Measures	60
Environmental Results - Outputs, Outcomes, and Performance Measures	30
Low Income and Disadvantaged Communities	35
Job Quality	5
Programmatic Capability and Past Performance	30
Budget and Timely Expenditure of Grant Funds	45



# End of Ozone Season Recap

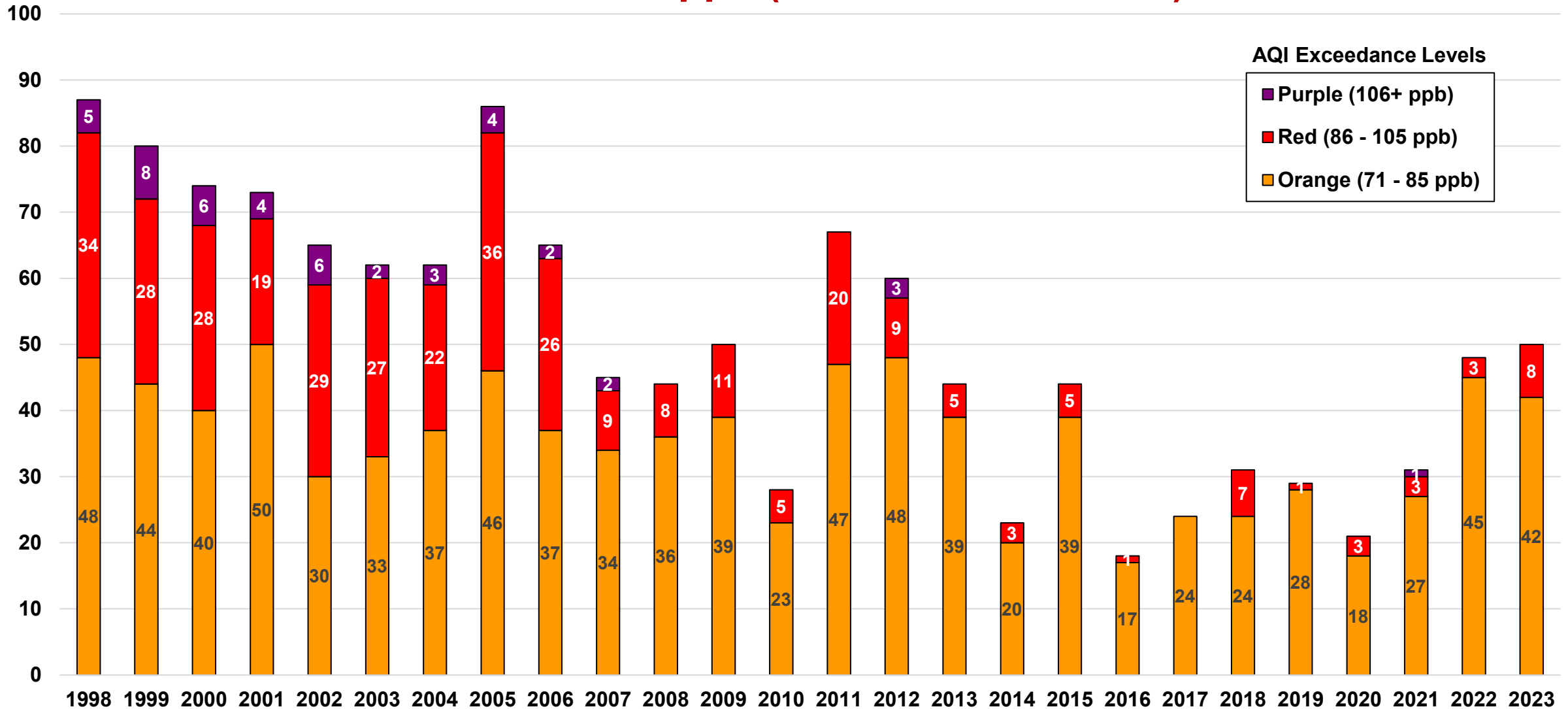
Regional Transportation Council  
December 14, 2023

Chris Klaus



# 8-Hour Ozone National Ambient Air Quality Standards - Exceedance Trends

Based on  $\leq 70$  ppb (2023 Ozone Season)



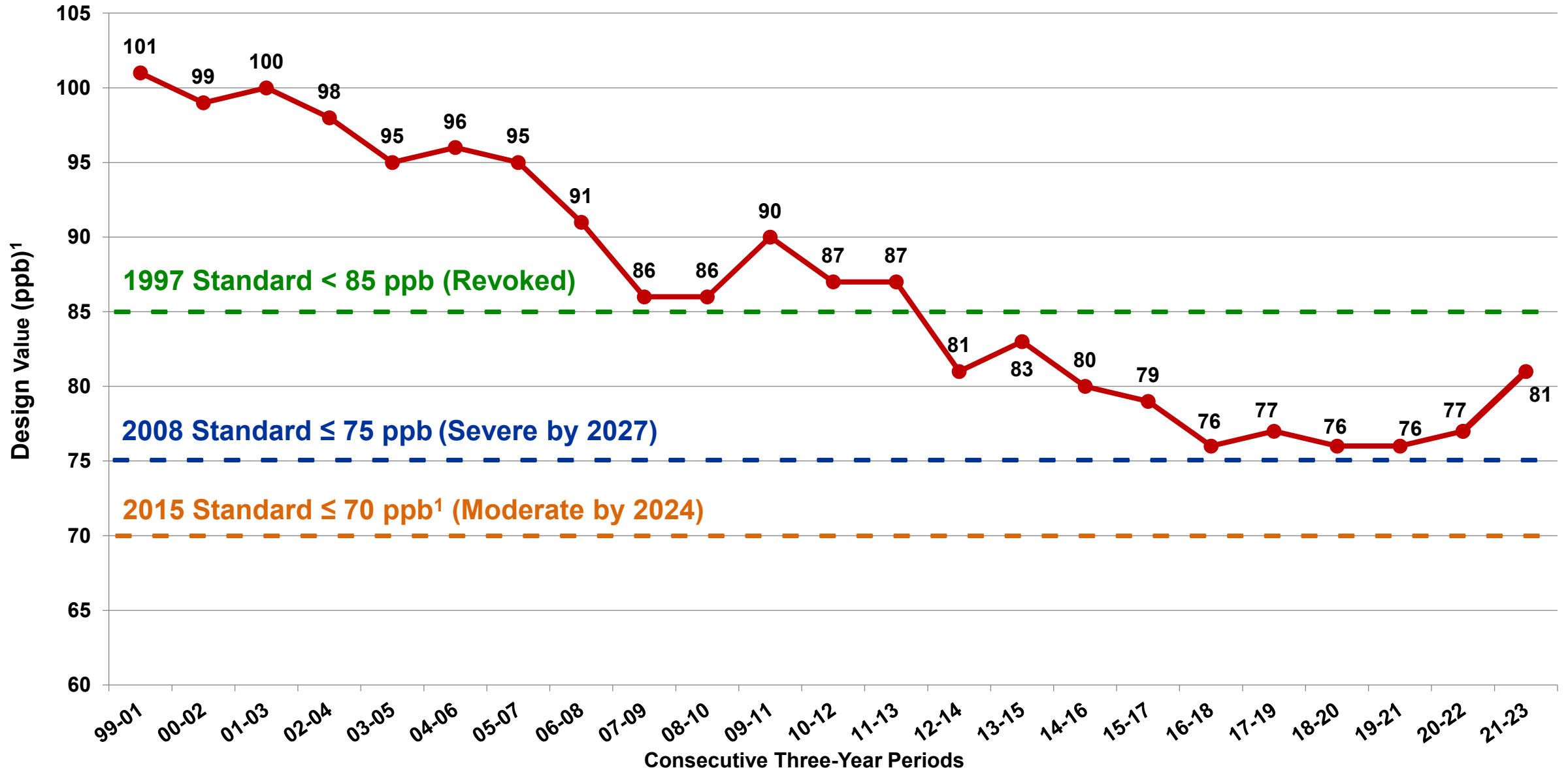
## AQI Exceedance Levels

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

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

Source: TCEQ, [http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr\\_monthly.pl](http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl)  
ppb = parts per billion NAAQS = National Ambient Air Quality Standards

# 2023 Ozone Design Value Trends – Preliminary



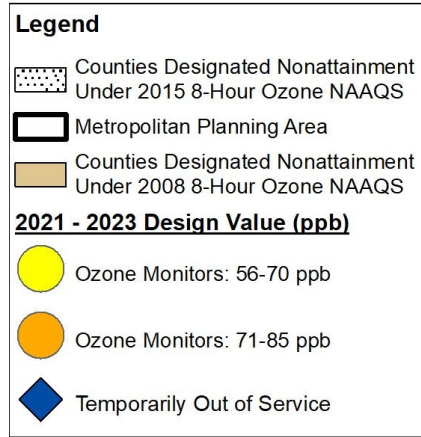
<sup>1</sup>Attainment Goal - According to the US Environmental Protection Agency (EPA) National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

# NO<sub>x</sub> and VOC Emissions Apportionment

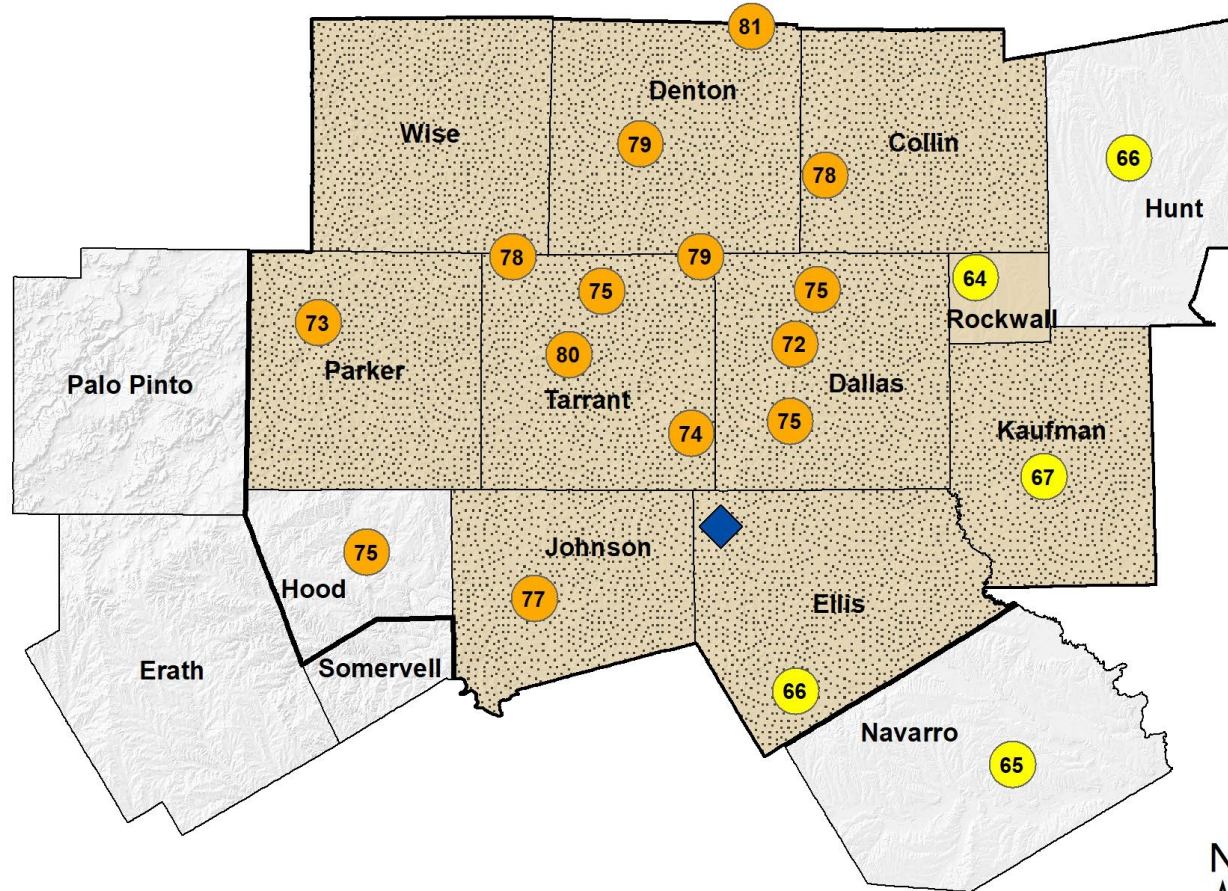
Dallas-Fort Worth (DFW) 10-County Nonattainment Area Nitrogen Oxides (NO <sub>x</sub> ) (tons/day)						
Sources	Analysis Years				% Change from 2006 to 2023	% Change from 2023 to 2026
	2006	2017	2023	2026		
On-Road Mobile	284.27	130.77	72.30	60.20	-75%	-17%
Non-Road Mobile	98.06	45.54	34.38	32.03	-65%	-7%
Off-Road Mobile	32.92	25.24	23.59	24.59	-28%	4%
Point (All sources)	57.55	54.80	42.34	42.00	-26%	-1%
Oil & Gas (Production & Drill Rigs)	80.07	13.87	3.61	1.86	-95%	-48%
Area	29.02	26.55	31.33	32.17	8%	3%
<b>Total</b>	<b>581.89</b>	<b>296.77</b>	<b>207.55</b>	<b>192.85</b>	<b>-64%</b>	<b>-7%</b>
DFW 10-County Nonattainment Area Volatile Organic Compounds (VOC) (tons/day)						
Sources	Analysis Years				% Change from 2006 to 2023	% Change from 2023 to 2026
	2006	2017	2023	2026		
On-Road Mobile	116.50	64.91	38.74	33.27	-67%	-14%
Non-Road Mobile	64.69	34.01	42.68	44.12	-34%	3%
Off-Road Mobile	5.74	3.66	4.60	4.86	-20%	6%
Point (All sources)	50.44	47.38	23.53	23.56	-53%	0%
Oil & Gas (Production & Drill Rigs)	44.88	32.18	24.72	11.80	-45%	-52%
Area	290.46	236.70	265.77	275.73	-9%	4%
<b>Total</b>	<b>572.71</b>	<b>418.84</b>	<b>400.04</b>	<b>393.34</b>	<b>-30%</b>	<b>-2%</b>

# Monitor Locations with Associated Fourth Highest Value

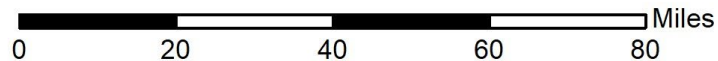
## 2023 Ozone Season



Colors represent Air Quality Index Breakpoints



Prevailing Wind Direction During Summer Ozone Season



# Timeline and Milestones – 2015 Ozone Standard

## 2015 Ozone Standard ( $\leq 70$ ppb)

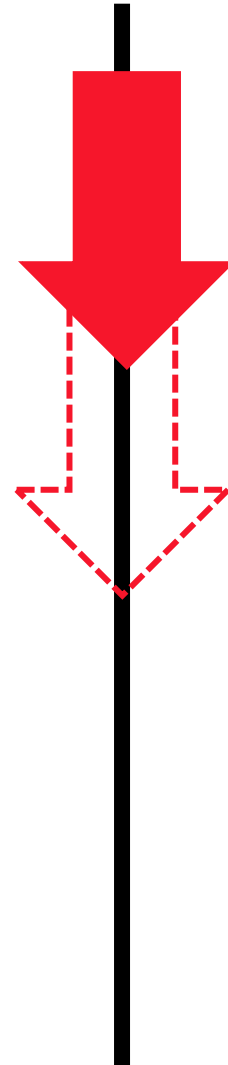
Attainment Date:  
No later than **August 3, 2024**

*Attainment will be based on  
2021-2023 Ozone Monitor Data*

Preliminary Ozone Season  
Monitor Value = 81ppb

Governor submitted voluntary  
reclassification to EPA (10-12-2023)  
**(Electronic Item 9.2)**

TCEQ indicated assistance need  
for emission reduction strategies



## EPA Ozone Classifications

## Attainment Date

Marginal  
(3 years to attain)      2021

Moderate  
(6 years to attain)      2024

Serious  
(9 years to attain)      2027

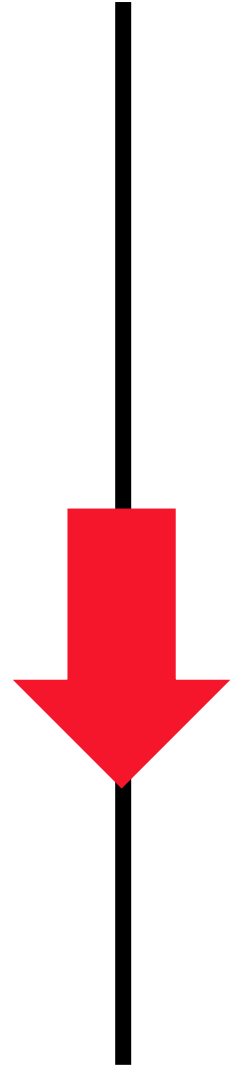
Severe  
(15/17 years to attain)

Extreme  
(20 years to attain)



# Timeline and Milestones – 2008 Ozone Standard

<u>2008 Ozone Standard (<math>\leq 75</math>ppb)</u>	<u>EPA Ozone Classifications</u>	<u>Attainment Date</u>
Attainment Date: No later than <b>July 20, 2027</b>	Marginal (3 years to attain)	---
<i>Attainment will be based on 2024-2026 Ozone Monitor Data</i>	Moderate (6 years to attain)	2018
*Severe designation = Section 185 fees if unable to reach attainment	Serious (9 years to attain)	2021
TCEQ State Implementation Plan Hearing = January 11, 2024 <b>(Electronic Item 9.3)</b>	Severe (15/17 years to attain)	2027
TCEQ State Implementation Plan Comments End January 16, 2024	Extreme (20 years to attain)	





# Air Quality 2.0 – Path Forward

**Diesel Engines**

**Idling**

**Tampering**

**Locomotives**

**Construction Equipment**

**Vehicle Inspection Fraud**

**Vehicle Miles Traveled**

**Low Speeds/Stop & Go**

**Engine Cold Starts**

**Photochemical Modeling**

**State and National Transport**

**Weather/Meteorology/High**

**Temperatures**

**Coal Power Plants**

**Politics**

**Energy Consumption**



# For More Information

**CHRIS KLAUS**  
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**VIVEK THIMMAVAJJHALA**  
Transportation System Modeler  
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817-704-2504

**DANIELA TOWER**  
Air Quality Planner  
[dtower@nctcog.org](mailto:dtower@nctcog.org)  
817-704-2956

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





## GOVERNOR GREG ABBOTT

October 12, 2023

The Honorable Michael Regan  
Administrator  
U.S. Environmental Protection Agency  
1200 Pennsylvania Avenue, NW  
Washington, D.C. 20460

Via Email

**Subject: Voluntary Reclassification of Texas 2015 Ozone Standard Moderate Nonattainment Areas**

Dear Administrator Regan:

I am exercising my authority under federal Clean Air Act (FCAA), §181(b)(3) to request voluntary reclassification of the Bexar County, Dallas-Fort Worth, and Houston-Galveston Brazoria 2015 ozone standard nonattainment areas from moderate to serious. EPA has left Texas no choice but to request voluntary reclassification of these areas by establishing absurd state implementation plan (SIP) submittal deadlines, changing the accepted approaches for how to meet FCAA requirements while SIP development is in progress, and failing to provide states with timely guidance on how to meet these moving goalposts, all of which demonstrates disrespect for limited state resources.

EPA placed an undue burden on states to develop and implement complex plans for moderate nonattainment areas on an unreasonably compressed timeline. Effective November 7, 2022, EPA established a deadline for states to submit required plans by January 1, 2023, a timeline of less than two months. EPA knowingly set states up to fail by establishing a deadline that was impossible to meet. EPA's compressed timeline did not provide a reasonable amount of time for Texas to develop new attainment plans, evaluate controls, conduct rulemaking, and give affected businesses sufficient time to implement control requirements that could demonstrate attainment by December 2023.

All of these failures on the part of EPA have put Texas at risk of potential sanctions and federal implementation plans that could have lasting detrimental impacts to industry in our state. I am requesting voluntary reclassification of these nonattainment areas to protect the Texas economy and my fellow Texans from the unreasonable consequences of EPA's failures.

Sincerely,

A handwritten signature in black ink that reads "Greg Abbott".

Greg Abbott  
Governor

cc: Earthea Nance, EPA Administrator for Region 6  
Jon Niermann, Chairman of TCEQ  
Kelly Keel, Interim Executive Director of TCEQ

December 1, 2023

Mr. Michael Eastland, Executive Director  
North Central Texas Council of Governments  
P.O. Box 5888  
Arlington, Texas 76005-5888  
VIA EMAIL

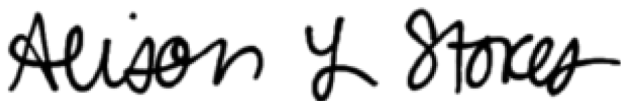
Dear Mr. Eastland:

In accordance with 40 Code of Federal Regulations §51.102(d)(5), Procedural Requirements, Public Hearings, I am enclosing a Notice of Public Hearing scheduled by the Texas Commission on Environmental Quality to be held in Arlington on January 11, 2024, at 7:00 p.m. CST in the Arlington City Council Chambers, located at 101 West Abrams Street. The purpose of this hearing is to receive public testimony regarding proposed state implementation plan (SIP) revisions resulting from reclassification of the Dallas-Fort Worth (DFW) area from serious to severe nonattainment for the 2008 eight-hour ozone National Ambient Air Quality Standard (NAAQS). The hearing will also be offered to receive testimony regarding proposed air quality rules applicable to the DFW area. These proposals are made under the requirements of Texas Health and Safety Code, §382.017; Texas Government Code, Chapter 2001, Subchapter B; and 40 Code of Federal Regulations §51.102 of the United States Environmental Protection Agency (EPA) concerning SIPs.

You may download all of the documents to be considered at this public hearing at the following website: [https://www.tceq.texas.gov/rules/propose\\_adopt.html](https://www.tceq.texas.gov/rules/propose_adopt.html). Information concerning the proposed SIP revisions, including proposal documents and instructions for providing public comment, is available at <https://www.tceq.texas.gov/airquality/sip/dfw/dfw-latest-ozone>.

Your attendance and comments are invited. Comments may now be submitted online by accessing the Public Comment system at: <https://tceq.commentinput.com/>. If you have any questions or need additional information, please contact Ms. Denine Calvin, at (512) 239-0613, for Project Nos. 2023-107-SIP-NR and 2023-108-SIP-NR, Mr. Bob Gifford at (512) 239-8541, for Project No. 2023-116-115-AI, and Ms. Lindley Anderson at (512) 239-0003, for Project No. 2023-117-117-AI.

Sincerely,



Alison Stokes  
SIP Team Lead

cc: Ms. Edith Marvin, PE. Director of Environment and Development North Central Texas Council of Governments  
Mr. Michael Morris, Director of Transportation, North Central Texas Council of Governments  
Ms. Alyssa Taylor, Regional Director, Dallas/Fort Worth (*via electronic email*)

Attachments

Jon Niermann, *Chairman*  
Emily Lindley, *Commissioner*  
Bobby Janecka, *Commissioner*  
Kelly Keel, *Interim Executive Director*



# TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

*Protecting Texas by Reducing and Preventing Pollution*

## NOTICE OF PUBLIC HEARING ON PROPOSED REVISIONS TO 30 TEXAS ADMINISTRATIVE CODE CHAPTERS 115 AND 117 AND TO THE STATE IMPLEMENTATION PLAN

The Texas Commission on Environmental Quality (commission) will offer a public hearing to receive testimony regarding proposed state implementation plan (SIP) revisions resulting from reclassification of the Dallas-Fort Worth (DFW) area from serious to severe nonattainment for the 2008 eight-hour ozone National Ambient Air Quality Standard (NAAQS). The hearing will also be offered to receive testimony regarding proposed air quality rules applicable to the DFW area. These proposals are made under the requirements of Texas Health and Safety Code, §382.017; Texas Government Code, Chapter 2001, Subchapter B; and 40 Code of Federal Regulations §51.102 of the United States Environmental Protection Agency (EPA) concerning SIPs.

The proposed revisions to the SIP include an attainment demonstration (AD) that includes a photochemical modeling analysis and a weight-of-evidence assessment that meets EPA modeling guidance (**Project No. 2023-107-SIP-NR**) and a demonstration that includes an analysis of reasonable further progress towards attainment (**Project No. 2023-108-SIP-NR**). The RFP SIP revision includes motor vehicle emissions budgets (MVEB) for the 2023 analysis (milestone) year and both the RFP and AD SIP revisions include MVEB for the 2026 attainment year. The concurrently proposed rulemakings concern amendments to 30 Texas Administrative Code (TAC) Chapter 115, to address reasonably available control technology (RACT) and contingency measure requirements for the 2008 ozone NAAQS and to correct inadvertent errors made in a previously adopted rulemaking (**Project No. 2023-116-115-AI**) and Chapter 117, to address RACT requirements as well as a rule petition for stationary diesel engines and associated emissions monitoring requirements (**Project No. 2023-117-117-AI**).

The commission will offer a public hearing on these proposals in Arlington on January 11, 2024 at 7:00 p.m. CST in the Arlington City Council Chambers, located at 101 West Abrams Street. The hearing is structured for the receipt of oral or written comments by interested persons. Individuals may present oral statements when called upon in order of registration. Open discussion will not be permitted during the hearing; however, commission staff members will be available to discuss the proposal 30 minutes prior to the hearing.

The hearing will be conducted in English, and Spanish language interpretation services will be made available. Persons who have special communication or other accommodation needs who are planning to attend the hearing should contact Jamie Zech, Office of Air at (512) 239-3935 or 1-800-RELAY-TX (TDD). Requests should be made as far in advance as possible.

Written comments may be submitted to Denine Calvin, MC 206, Office of Air, Texas Commission on Environmental Quality, P.O. Box 13087, Austin, Texas 78711-3087, or faxed to either (512) 239-4804 or [fax4808@tceq.texas.gov](mailto:fax4808@tceq.texas.gov). Electronic comments may be submitted via the *Public Comment* system at: <https://tceq.commentinput.com/>. File size restrictions may apply. All comments should reference the respective project number.

The comment period closes at 11:59 p.m. CST on January 16, 2024. Information concerning the proposed rules, including proposal documents and instructions for providing public comment, is available at [https://www.tceq.texas.gov/rules/propose\\_adopt.html](https://www.tceq.texas.gov/rules/propose_adopt.html). Information concerning the proposed SIP revisions, including proposal documents and instructions for providing public

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comment, is available at <https://www.tceq.texas.gov/airquality/sip/dfw/dfw-latest-ozone>. For further information, please contact the project manager for the proposed project: for **Project Nos. 2023-107-SIP-NR** and **2023-108-SIP-NR**, contact Denine Calvin, at (512) 239-0613. For **Project No. 2023-116-115-AI**, contact Bob Gifford at (512) 239-8541. For **Project No. 2023-117-117-AI**, contact Lindley Anderson at (512) 239-0003.



# COMISIÓN DE CALIDAD AMBIENTAL DE TEXAS

*Protegiendo a Texas Mediante la Reducción y la Prevención de la Contaminación*

## AVISO DE AUDIENCIA PÚBLICA SOBRE REVISIONES PROPUESTAS A LOS CAPÍTULOS 115 Y 177 DEL TÍTULO 30 DEL CÓDIGO ADMINISTRATIVO DE TEXAS Y AL PLAN DE IMPLEMENTACIÓN ESTATAL

La Comisión de Calidad Ambiental de Texas (la Comisión) ofrecerá una audiencia pública para recibir testimonios sobre revisiones propuestas al plan de implementación estatal resultado de la reclasificación del área de Dallas-Fort Worth de no cumplimiento serio a grave por el Estándar Nacional de Calidad del Aire Ambiental para el ozono de ocho horas de 2008 (SIP, DFW y NAAQS, por sus respectivas siglas en inglés). La audiencia también se ofrecerá para recibir testimonios sobre las normas de calidad del aire propuestas aplicables al área de DFW. Dichas propuestas se realizan bajo los requisitos de la sección 382.017 del Código de Salud y Seguridad de Texas, el Capítulo 2001, Subcapítulo B del Código de Gobierno de Texas y la sección 51.102 del Título 40 del Código de Regulaciones Federales de la Agencia de Protección ambiental de Estados Unidos (EPA, por sus siglas en inglés) en relación con los SIPs.

Entre las revisiones propuestas al SIP se encuentran una demostración de cumplimiento (AD, por sus siglas en inglés) que incluye un análisis de modelado fotoquímico y una evaluación de peso de evidencia que cumple con la guía de modelado de la EPA (**Proyecto Núm. 2023-107-SIP-NR**), así como una demostración que incluye un análisis del progreso razonable (RFP, por sus siglas en inglés) hacia el cumplimiento (**Proyecto Núm. 2023-108-SIP-NR**). La revisión de RFP al SIP incluye presupuestos de emisiones de vehículos motorizados (MVEB, por sus siglas en inglés) para el año de análisis (hito) de 2023 y tanto las revisiones de RFP y AD al SIP incluyen MVEB para el año de cumplimiento 2026. Las reglamentaciones propuestas de manera simultánea se refieren a las modificaciones a dos de los Capítulos del Título 30 del Código Administrativo de Texas: la primera, al Capítulo 115 para abordar tecnología de control razonablemente disponible (TAC y RACT, por sus respectivas siglas en inglés) y requisitos de medidas de contingencia para el NAAQS para el ozono de 2008, y para corregir errores accidentales realizados en una reglamentación adoptada anteriormente (**Proyecto Núm. 2023-116-115-AI**). La segunda, al Capítulo 117 para abordar requisitos de RACT así como una solicitud de reglamentación para motores a diésel estacionarios y requisitos de monitoreo de emisiones asociados (**Proyecto Núm. 2023-117-117-AI**).

La comisión llevará a cabo una audiencia pública sobre estas propuestas en Arlington el 11 de enero de 2024 a las 7:00 p. m. (hora estándar del centro) en las Cámaras del Consejo Municipal de Arlington (Arlington City Council Chambers) ubicadas en 101 West Abrams Street. La audiencia está estructurada para la recepción de comentarios orales y por escrito de personas interesadas, las cuales podrán presentar testimonios orales al ser llamadas por orden de inscripción. Aunque no se permitirá la discusión abierta durante la audiencia, miembros del personal de la comisión estarán disponibles para hablar sobre la propuesta 30 minutos antes de la audiencia.

La audiencia se llevará a cabo en inglés y contará con interpretación al español. Las personas con necesidades especiales de comunicación o que necesiten otros arreglos especiales que planeen asistir a la audiencia deben comunicarse con Jamie Zech de la Oficina del Aire mediante llamada al teléfono (512) 239-3935 o bien al 1-800-RELAY-TX (TDD, dispositivos de telecomunicación para sordos). Las solicitudes deben realizarse con la mayor antelación posible.

Es posible enviar comentarios por escrito a Denine Calvin a la siguiente dirección: MC 206, Office of Air, Texas Commission on Environmental Quality, P.O. Box 13087, Austin, Texas 78711-3087, o por fax ya sea al (512) 239-4804 o a *fax4808@tceq.texas.gov*. También es posible enviar comentarios electrónicos a través del Sistema de Comentarios Públicos en *https://tceq.commentinput.com/*. Podrían aplicar restricciones al tamaño de los archivos. Todos los comentarios deben hacer referencia al número de proyecto respectivo.

El periodo de comentarios concluye el 16 de enero de 2024 a las 11:59 p. m. (hora estándar del centro). Para información sobre las normas propuestas (documentos de propuesta e instrucciones para presentar comentarios públicos inclusive), favor de visitar *https://www.tceq.texas.gov/rules/propose\_adapt.html*. Para información relacionada con las revisiones propuestas al SIP (documentos de propuesta e instrucciones para presentar comentarios públicos inclusive), favor de visitar *https://www.tceq.texas.gov/airquality/sip/dfw/dfw-latest-ozone*. Para más información, favor de comunicarse con el gerente de proyectos del proyecto propuesto. Para los **Proyectos Núm. 2023-107-SIP-NR** and **2023-108-SIP-NR**, favor de comunicarse con Denine Calvin al teléfono (512) 239-0613; para el **Proyecto Núm. 2023-116-115-AI** con Bob Gifford al (512) 239-8541; y para el **Proyecto Núm. 2023-117-117-AI** con Lindley Anderson al (512) 239-0003.



**Regional Transportation Council Attendance Roster  
December 2022 - November 2023**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>12/8/22</b>	<b>1/12/23</b>	<b>2/9/23</b>	<b>3/9/23</b>	<b>4/13/23</b>	<b>5/11/23</b>	<b>6/8/23</b>	<b>7/13/23</b>	<b>8/10/23</b>	<b>9/14/23</b>	<b>10/12/23</b>	<b>11/9/23</b>
Daniel Alemán Jr (01/22)	Mesquite	P	P	E(R)	P	E(R)	P	P	P	E	E(R)	P	E(R)
Arfsten, Bruce (07/23)	Addison	-	-	-	-	-	-	-	P	P	P	P	P
Steve Babick (06/22)	Carrollton	P	P	P	E	P	P	P	P	A	P	P	P
Dennis Bailey (02/21)	Rockwall County	A	P	P	P	P	P	P	E(R)	P	A	P	P
Rick Bailey (07/22)	Johnson County	P	P	P	P	P	P	P	P	P	E	P	P
Adam Bazaldua (09/21)	Dallas	P	P	P	E	P	P	P	E	P	P	P	A
Elizabeth M. Beck (08/21)	Fort Worth	P	A	P	P	A	P	P	P	P	A	A	E
Gyna Bivens (08/21)	Fort Worth	E(R)	P	P	P	P	P	P	P	P	P	P	P
Alan Blaylock (03/23)	Fort Worth	-	-	-	P	P	P	P	P	P	A	P	E
J. D. Clark (07/22)	Wise County	P	P	P	A	P	E(R)	P	A	P	A	E(R)	P
Ceason Clemens (10/22)	TxDOT, Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Michael Crain (06/22)	Fort Worth	E(R)	P	P	P	P	A	P	P	P	P	P	A
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	P	P	A	E	E	P	P	A	P	P
Andy Eads (1/09)	Denton County	P	P	P	E	P	E	P	E	P	P	P	E
Michael Evans (2/23)	Mansfield	--	--	P	P	A	P	P	P	E(R)	P	P	P
Gary Fickes (12/10)	Tarrant County	P	P	P	P	E	P	P	E(R)	P	E(R)	E	E
George Fuller (07/17)	McKinney	P	P	E	P	E	P	P	P	P	P	E(R)	P
T.J. Gilmore (11/23)	DCTA	--	--	--	--	--	--	--	--	--	--	--	E(R)
Raul H. Gonzalez (09/21)	Arlington	P	E(R)	P	P	P	P	P	E(R)	P	P	P	P
Barry L. Gordon (12/20)	Duncanville	E(R)	P	P	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	P	P	P	P	P	E	E	P	P	P
Mojoy Haddad (10/14)	NTTA	P	E	P	P	P	P	P	P	P	E	P	P
Clay Lewis Jenkins (04/11)	Dallas County	E	P	P	P	E	E(R)	P	P	P	P	P	E(R)
Ron Jensen (06/13)	Grand Prairie	P	E(R)	P	E(R)	P	P	A	P	P	E(R)	P	E(R)
Brandon Jones (05/21)	Lewisville	P	P	A	P	P	P	P	P	P	A	P	P
John Keating (12/19)	Frisco	E	E(R)	A	A	P	A	E	A	A	A	A	A
Brad LaMorgese (07/22)	Irving	E	P	E(R)	E	P	P	E	P	A	E	P	P
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	P	P	E(R)	P	A	P
Ed Moore (07/22)	Garland	P	P	P	P	P	E	P	E(R)	P	P	P	P
John Muns (6/23)	Plano	-	-	-	-	-	-	P	A	P	P	P	E
Raj Narayanan (03/23)	DFW Airport	--	--	--	P	P	P	P	E	E	E(R)	P	P
Omar Narvaez (09/21)	Dallas	P	P	E	P	E	E(R)	P	E	P	E	P	P
Manny Ramirez (1/23)	Tarrant County	--	P	A	P	P	P	E(R)	P	P	E	P	E
Jim R. Ross (07/21)	Arlington	P	P	E(R)	E(R)	P	P	P	P	P	P	P	E(R)
David Salazar (10/22)	TxDOT, FW	P	E(R)	P	P	P	P	P	E(R)	P	P	P	P

P= Present  
A= Absent  
R=Represented by Alternate  
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster  
December 2022 - November 2023**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>12/8/22</b>	<b>1/12/23</b>	<b>2/9/23</b>	<b>3/9/23</b>	<b>4/13/23</b>	<b>5/11/23</b>	<b>6/8/23</b>	<b>7/13/23</b>	<b>8/10/23</b>	<b>9/14/23</b>	<b>10/12/23</b>	<b>11/9/23</b>
Chris Schulmeister (07/20)	Allen	P	P	P	P	P	E(R)	P	A(R)	P	P	E(R)	P
Gary Slagel (11/23)	DART	--	--	--	--	--	--	--	--	--	--	--	P
Jeremy Tompkins (10/19)	Eules	P	P	P	P	P	P	P	P	P	P	P	E(R)
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	A(R)	P	P	P	P	A(R)	A(R)	P	P	E	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	E(R)	P	P	P	P
Watts, Chris (12/22)	Denton	E	P	P	E	E	P	P	P	P	E	P	E
Duncan Webb (6/11)	Collin County	P	P	P	P	P	P	P	E(R)	E(R)	P	P	P
Chad West (11/22)	Dallas	P	A	P	P	A	A	A	E	P	A	E	P

Note: Date in parenthesis indicates when member was  
1st eligible to attend RTC meetings

P= Present  
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