#### **AGENDA**

# Regional Transportation Council Thursday, June 12, 2025 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 Opportunity for Public Comment on Today's Agenda 1:00 - 1:101. 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 April 10, 2025, Minutes ☑ Action ☐ Possible Action ☐ Information Minutes: 5 Presenter: Clay Lewis Jenkins, RTC Chair Item Summary: Approval of the April 10, 2025, meeting minutes contained in Electronic Item 2 will be requested. Background: N/A **Consent Agenda** 1:15 - 1:203. ☑ Action ☐ Possible Action ☐ Information Minutes: 5 3.1. **Approval to Participate in Regional Energy Management Assistance Program Contract and Use Regional Transportation Council Local Funds as Match** Presenter: Lori Clark, NCTCOG Item Summary: Staff will request Regional Transportation Council (RTC) approval to participate in ongoing efforts related to the State Energy Conservation Office's (SECO) Regional Energy Management Assistance Program and use approximately

\$75,000 in RTC Local funds to satisfy match

requirements.

Background: Since 2018, the North Central Texas Council of

Governments (NCTCOG) Transportation and **Environment and Development Departments** have received Department of Energy (DOE) funding through the SECO to support local governments in improving energy efficiency and grid reliability, as well as meeting the annual reporting requirements for electricity consumption under the Texas Health and Safety Code 388.005(c). These efforts help reduce emissions associated with energy generation and thus are included in Appendix E of the most recently adopted Dallas-Fort Worth Severe Area Attainment Demonstration State Implementation Plan Revision for the 2008 Eight-Hour Ozone National Ambient Air Quality Standards. SECO is expected to open a competitive request for proposals (RFP) in Summer 2025 to provide funding for Fiscal Year (FY) 2026. NCTCOG anticipates applying to this RFP with a request for approximately \$125,000 for the Transportation Department and if awarded, it will be required to provide a 20 percent local match. Staff requests approximately \$25,000 in RTC Local funds per fiscal year to cover the Transportation Department's share of match through the end of FY2028. More information is available in Electronic Item 3.1.

Performance Measure(s) Addressed: Air Quality

# 3.2. Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program

Presenter: Jason Brown, NCTCOG

Item Summary: Staff will request Regional Transportation Council

approval to fund a recommendation for the North Texas Diesel Emissions Reduction Project 2024 Call for Projects (CFP) utilizing Environmental

Protection Agency (EPA) funds.

Background: The North Central Texas Council of Governments

opened the North Texas Diesel Emissions Reduction Project 2024 CFP through an EPA National Clean Diesel Funding Assistance Program award. The CFP award grants fund replacements of on-road diesel vehicles and engines, nonroad diesel equipment, diesel transport refrigeration unit trailers, diesel drayage trucks, locomotive engines, and locomotive shore power installation in North Central Texas. One application was received by the CFP deadline of March 14, 2025. Electronic Item 3.2.1 provides an overview of the call for projects and staff recommendation. Electronic Item 3.2.2 provides a detailed project listing. This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan.

Performance Measure(s) Addressed: Air Quality

#### 3.3. Backstop Funding for Regional Air Quality Initiatives Program

Presenter: Michael Morris, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval

of \$300,000 in RTC Local transitional funding for the Regional Air Quality Initiatives Program will

be requested.

Background: The North Central Texas Council of Governments

(NCTCOG) is currently working to expediate a new agreement with the Texas Department of Transportation (TxDOT) for the continuation of the Regional Air Quality Initiatives Program (TIP# 11694.1) which funds NCTCOG staff activities. The agreement development process was delayed resulting in a possible gap in funding for the program until the new agreement is executed. NCTCOG anticipates the agreement will be executed within the next several weeks, but interim funding may be needed to continue NCTCOG staff activities. Staff requests approval of \$300,000 in RTC Local funds to ensure continuation of staff activities for this program until the Fiscal Year 2025 funding agreement is executed and funding authorization is received.

Performance Measure(s) Addressed: Administrative

1:20 - 1:35	4.	Orientation to	Agenda/Director of Transportation Report
		□ Action	☐ Possible Action ☐ Information Minutes: 15
		Presenter:	Michael Morris, NCTCOG
		1. 2. 3. 4. 5. 6. 7. 8. 9. 10 11 12 13 14 15 16	<ul> <li>Medal of Honor Museum – Partial Refund</li> <li>Federal Certification Review – June 4-6, 2025</li> <li>Next Regional Transportation Council Meeting:</li> <li>Endorsement of Safe Streets Grant Request</li> <li>89th Texas Legislature – Final Actions</li> <li>Progress on Traffic Signals</li> <li>Unified Transportation Program Funding</li> <li>2027 – 2030 Transportation Improvement Program</li> <li>Dallas-Fort Worth High-Speed Rail (Economic Impact Studies)</li> <li>Progress on Federal Competitive Grants (Electronic Item 4.1)</li> <li>Jack Fink TV Interview: DIRECTOR OF TRANSPORTATION DISCUSSES FUTURE OF TRANSIT IN NORTH TEXAS</li> <li>Draft Fiscal Year 2026 and 2027 Unified Planning Work Program (NCTCOG - Unified Planning Work Program (NCTCOG - Unified Planning Work Program)</li> <li>Progress North Texas 2025 (Handout)</li> <li>Additional Correspondence from Hunt-Related Entities on High-Speed Rail (Electronic Item 4.2)</li> <li>2025 Ozone Season Update (Electronic Item 4.3)</li> <li>Air Quality Funding Opportunities (www.nctcog.org/aqfunding)</li> <li>Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)</li> <li>May Public Meeting Minutes (Electronic Item 4.4)</li> <li>April-May Public Comment Report (Electronic Item 4.5)</li> <li>June Public Meeting Notice (Electronic Item 4.6)</li> <li>Recent News Articles (Electronic Item 4.8)</li> <li>Recent Press Releases (Electronic Item 4.9)</li> </ul>
			,
1:35 – 1:45	5.	Title VI Progra  ☑ Action	am Update  ☐ Possible Action ☐ Information
		Presenter:	Ken Kirkpatrick
		Item Summary	: Staff will seek approval of updates to the Title VI
			Program. The document is necessary for compliance
			with federal civil rights requirements and must be
			adopted by the Regional Transportation Council (RTC)
			as the Metropolitan Planning Organization (MPO) Policy

Committee and the North Central Texas Council of Governments (NCTCOG) Executive Board as the MPO Fiscal Agent. The updated Title VI Program was submitted to the Federal Transit Administration (FTA) in draft on May 30, 2025, subject to RTC and NCTCOG Executive Board approval.

Background:

The FTA requires MPOs to update their Title VI Programs every three years. Title VI is a component of the Civil Rights Act of 1964. The Title VI Program identifies actions the RTC and NCTCOG take to ensure nondiscrimination based on race, color, and national origin. The Title VI Program includes information on how the RTC and NCTCOG monitors transit subrecipients for Title VI compliance. The Title VI Program update has undergone a public comment period and Policy Statement is available at <a href="https://nctcog.org/TitleVI">https://nctcog.org/TitleVI</a>. Electronic Item 5.1 includes a presentation on the 2025 Title VI Program Update. Electronic Item 5.2 includes a Resolution.

Performance Measure(s) Addressed: Administrative, Transit

1:45 – 1:55	6.	Mobility	2050 and Transportation Conformi	ty: Plan Adoption
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☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenters: Brendon Wheeler and Chris Klaus, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of

Mobility 2050: The Metropolitan Transportation Plan for

North Central Texas and associated Transportation

Conformity will be requested. Plan recommendations and a brief overview of the Transportation Conformity analysis results will be presented. Plan information will include:

- Public comments received
- Changes to plan documentation
- Document contents, including policies, programs, and projects

Background:

Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan to a minimum of every four years and to forecast for at least 20 years into the future. Mobility 2050: The Metropolitan Transportation Plan for North Central Texas must demonstrate federal Transportation Conformity and be financially constrained. The updated plan includes a new financial plan, updated demographics and technical

analysis, updated project recommendation listings, and robust public involvement. The Clean Air Act requires Metropolitan Planning Organizations to perform an air quality analysis when a new Metropolitan Transportation Plan is developed to ensure the multimodal transportation system complies with applicable Motor Vehicle Emission Budgets established for the region. The Mobility 2050 document and recommendations are identified graphically and in tabular format at <a href="https://www.nctcog.org/PlaninProgress">www.nctcog.org/PlaninProgress</a>. Additional information is provided in <a href="mailto:Electronic Item 6.1">Electronic Item 6.1</a>. Public comments received during the public comment period are available in <a href="mailto:Electronic Item 6.2">Electronic Item 6.2</a>. The draft resolution is included as <a href="mailto:Electronic Item 6.3">Electronic Item 6.3</a>.

Performance Measure(s) Addressed: Air Quality, Roadway

### 1:55 – 2:05 7. Grant Application Partnership for the Cotton Belt Trail Next Phase (3a)

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Kevin Kokes, NCTCOG

Item Summary: Staff will request the Regional Transportation Council

(RTC) to approve a partnership with Dallas Area Rapid Transit (DART) to submit an application to Texas Department of Transportation 2025 Transportation

Alternatives Program call for projects, and for additional federal funds and Regional Toll Revenue funds to leverage the requested Transportation Alternatives Program funds for Phase 3a of the Cotton Belt Trail

along the Silver Line rail corridor.

Background: Applications for the Texas Department of Transportation

2025 Transportation Alternatives Program Call for Projects opened in January 2025 and detailed

applications are due in June 2025. Similar to previous funding applications supporting the regional Cotton Belt Trail along the Silver Line rail corridor, staff will provide an overview of the partnership with DART and funding recommendations for a proposed large-scale project category application to construct sections of the Cotton Belt Trail primarily located within rail right-of-way in Addison, Carrollton, Coppell, and Dallas. If awarded

funding. DART will procure a contractor and manage construction of the trail segments. Additional information is provided in Electronic Item 7.

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

#### 2:05 - 2:158. Managed Lane Policy, High Occupancy Vehicle 2+/3+ Subsidy Funding, and High Occupancy Vehicle Quarterly Report

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff is requesting Regional Transportation Council

(RTC) approval of a \$5.6 million funding increase for North Tarrant Express (NTE) High Occupancy Vehicle (HOV) Subsidy funding, to reaffirm the RTC policy for HOV 2+ users, and to 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.

Background: When the RTC approved the Managed Lane Policy in

2006, members elected to retain the HOV incentive on

managed lanes. This policy position has been

maintained through multiple updates of the later renamed Tolled Managed Lane Policy. In December 2012, the RTC adopted a policy to maintain the HOV incentive for vehicles with a minimum of two passengers with the understanding that future costs may drive the need to limit the incentive to vehicles with a minimum of three users. In 2014, RTC approved \$6.85 million in Regional Toll Revenue (RTR) funds for the NTE subsidy. The initial funding for the NTE facility subsidy is almost depleted, and in April 2025 the RTC approved \$1 million of Tarrant County RTR funds to extend subsidy funding six to twelve months. Staff recommends adding \$5.6 million to fund the NTE HOV subsidy through the end of the current GoCarma contract in 2030. The Lyndon B Johnson Express facility has sufficient funding for the foreseeable future and no changes are

recommended for that project at this time. Electronic Item 8.1 includes the Quarterly HOV Report. Electronic Item 8.2 includes additional information on this topic.

Performance Measure(s) Addressed: Air Quality, Roadway

#### 2:15 - 2:259. 2025 Transportation Alternatives Call for Projects for the North **Central Texas Region** ☑ Action □ Possible Action □ Information Minutes: 10 Presenter: Karla Windsor, NCTCOG Item Summary: Staff will provide information regarding the Transportation Alternatives Program, an overview of the applications received, and the evaluation process. A recommendation for projects to select for funding will also be provided and action requested. The North Central Texas Council of Governments Background: opened the Call for Projects for the large, urbanized areas of the North Central Texas region on October 25, 2024, and applications were due on January 17, 2025. Projects eligible under this program include the construction of on- and off-road pedestrian and bicycle facilities, multi-modal connections to rail stations and schools, safe routes to school planning, and pedestrian and bicycle infrastructure that will substantially improve safety. Project scoring was based on project eligibility and a methodology for project evaluation as previously approved by the Regional Transportation Council. Electronic Item 9 provides additional information. Performance Measure(s) Addressed: Bike/Ped+, Safety 2:25 - 2:3510. Safety Program - Strategic Selection of Safety Corridors ☑ Action ☐ Possible Action ☐ Information Minutes: 10 Presenter: Natalie Bettger, NCTCOG Item Summary: Staff will request Regional Transportation Council (RTC) approval of the strategic selection of safety corridors to reduce speed and aggressive driving. Background: In 2022, the RTC approved \$54 million to implement a safety program to help reduce fatalities and serious injuries on the transportation system. This is one project

within the safety program that builds partnerships with law enforcement agencies to target time-of-day and day-of-week enforcement on selected corridors with high speeds. Staff will provide an overview of the program and the proposed process to select corridors to partner with law enforcement agencies to implement. Additional information is provided in <u>Electronic Item 10</u>.

risk until they go to construction. Similarly, the annual project tracking effort focuses on projects slated for

Performance Measure(s) Addressed: Safety

2:35 – 2:45	11.		Fueling Infrastructu		-			
		• •	t - Site Selection C			-		
		☐ Action Presenter:	□ Possible Action Lori Clark, NCTCO		niormation	IVI	inutes: 10	
			•		ation on a pro	nagad	Call for	
		item Summary.	Staff will provide in		•	-		
			Projects to select e		•	, -		
			be built using funds				•	
			Administration (FH)	,			•	
			Infrastructure Discr		ary Grant Pro	ogram (	(CFI)	
		Deelsmannel	Community Award.		al Taylan Car	a:l a <b>£</b>		
		Background:	In 2024, the North					
			Governments was				•	
			Community Progra					
			(EV) charging ports region and to hire a	-				
			implementation. Th					
			existing charging st	-	-			
			equal access to cha					
			•	•	•	-		
			region. Staff will provide an overview of the program and the proposed Call for Projects and selection criteria.					
			the proposed Call I	OI FI	ojecis and se	;iection	Cilicila.	
		Performance Mo	easure(s) Addressed	d: Air	Quality			
2:45 – 2:50	12.	Metropolitan P	lanning Organization	on M	ilestone Pol	icy and	d Project	
		Tracking Upda				•	•	
		☐ Action	☐ Possible Action	☑ I	nformation	M	inutes: 5	
		Presenter:	Brian Dell, NCTCO	G				
		Item Summary:	Staff will provide the	e Re	gional Trans <mark>ı</mark>	oortatio	n Council	
			(RTC) with a status	repo	ort on the Fis	cal Yea	ar (FY) 2025	
			Project Tracking an	nd Mil	estone Polic	y Roun	d 2 projects.	
		Background:	The Milestone Police	cy wa	is adopted by	y the R	TC to focus	
			on projects that have	ve be	en funded fo	r more	than 10	
			years and have not	t gone	e to construc	tion. By	y highlighting	
			these projects, the	Polic	y creates ag	ency ac	ccountability	
			to implement project	cts in	a timely mar	nner. St	taff will	
			coordinate with imp	oleme	enting agenci	es to a	ssess project	

implementation in the current fiscal year. Projects are monitored early, allowing staff to highlight potential problems that could lead to delays, which enables the RTC to take corrective actions to avoid building up carryover balances in federal funding categories. Milestone Policy status updates, along with the latest risk ratings, can be found in <a href="Electronic Item 12.1">Electronic Item 12.1</a>. FY2025 Project Tracking status updates can be found in <a href="Electronic Item 12.2">Electronic Item 12.2</a>. A summary of the status reports can be found in <a href="Electronic Item 12.3">Electronic Item 12.3</a>.

Performance Measure(s) Addressed: Roadway, Transit

#### 2:50 – 3:00 13. Election of Regional Transportation Council Officers

☑ Action ☐ Possible Action ☐ Information Minutes: 10 Presenter: Duncan Webb, Nominating Subcommittee Chair Item Summary: Approval of the Regional Transportation Council (RTC) officers for the next 12-month period will be requested. Background: According to the RTC Bylaws and Operating Procedures, RTC officers are elected to serve for a term of one year. The Nominating Subcommittee is charged with providing a slate of officers to the full Council for consideration in June of each year. The Nominating Subcommittee was tasked with confirming that the current Vice Chair should move up to the office of Chair and nominating a new Vice Chair and Secretary. The Nominating Subcommittee, in its deliberations, shall address issues of diversity, including sensitivity to gender, ethnicity, and geography in its recommendations. Officers shall be elected public officials appointed by and from the governing body of the member government. The slate of officers shall reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis but will be aggregated over longer periods of time. The new officers will begin their terms at the conclusion of the June meeting.

Performance Measure(s) Addressed: Administrative

3:00 - 3:10	14.	Proposed Follo	w-up to Transit 2.0	): P25-01	
		☐ Action ☐ Presenter:	<ul><li>☐ Possible Action</li><li>Michael Morris, NC</li></ul>		Minutes: 10
		Item Summary:	Council (RTC) Police to resolve transit de new Mobility 2050 F	a proposed Regional cy 25-01 aimed at asselivery and preparing to Plan. Action on Policy will be sought at the R	isting the region the region for the P25-01 and
		Background:		elated State Legislativ heated." Transit 2.0	e process is
				nave been formulated ants. New demograph	•
				ack of transit options fectronic Item 14 preserations.	, ,
		Performance Me	easure(s) Addressed	d: Transit	
	15.		☐ Possible Action	☑ Information re provided in the item	ns below.
			ttendance ( <u>Electroni</u> Attendance and Min	ic Item 15.1) utes ( <u>Electronic Item</u>	<u>15.2</u> )
	16.	•	s (Old or New): This g items of interest b	s item provides an opp efore the group.	portunity for

17. Future Agenda Items: This item provides an opportunity for members to

bring items of future interest before the Council.

18. **Next Meeting:** The next meeting of the Regional Transportation Council will be held at **1:00 pm**, **Thursday**, **July 10**, **2025**.

#### **MINUTES**

## Regional Transportation Council Thursday, April 10, 2025

The Regional Transportation Council (RTC) met on Thursday, April 10, 2025, at 12:30 pm in the Great Hall at the National Medal of Honor Museum. The following RTC members or representatives were present: Daniel Alemán, Bruce Arfsten, Rick Bailey, Adam Bazaldua, Elizabeth Beck, Gyna Bivens, Alan Blaylock, Ceason Clemens, Theresa Daniel, Jeff Davis, Pat Deen, Andy Eads, Michael Evans, Vernon Evans, George Fuller, Raul Gonzalez, Lane Grayson, Mojy Haddad, Clay Lewis Jenkins, Ron Jensen, Jill Jester, Matt Krause, Brad LaMorgese, Terry Lynne (representing Steve Babick), Stephen Mason, Jon McKenzie (representing Jeremy Tompkins), Tammy Meinershagen, Cara Mendelsohn, Cesar Molina, Ed Moore, Jesse Moreno, John Muns, Omar Narvaez, Matthew Porter, Tito Rodriguez, Jim Ross, David Salazar, Gary Slagel, Bobby Stovall, William Tsao, Duncan Webb, and Chad West.

Others present at the meeting were: Melissa Baker, Cimajie Best, Natalie Bettger, Lonnie Blaydes, Farhan Butt, Angie Carson, Chris Cassidy, Lori Clark, Dina Colarossi, Clarence Daugherty, Brian Dell, Rebecca Diviney, Mike Eastland, Chad Edwards, Andrew Fortune, Michael Garcia, Jillian Giles, T.J. Gilmore, Rebekah Gongora, Christie Gotti, Tony Hartzel, Mark Holliday, Caroline Horner, Caleb Humphrey, Joel James, Jim Jarratt, Dan Kessler, Gus Khankarli, Treggabrhan Kidana, Ken Kirkpatrick, Chris Klaus, Dan Lamers, Eron Linn, Todd Little, Aaron Long, Dee Long, Paul Luedtke, Malcolm Mayhew, Kalon Melton, Arash Mirzaei, Michael Morris, Jonah Murray, Mark Nelson, Cintia Ortiz, Luis Oseguera, Michael Peters, John Polster, James Powell, Ezra Pratt, Vercie Pruitt-Jenkins, Phedra Redifer, Dev Restogi, Travis Reynolds, Randy Richardson, Adam Socki, Sidney Sonck, Toni Stehling, Farwa Sultan, Stephen Tanner, Christopher Tolar, Lauren Trimble, Elisa Villnave, Brendon Wheeler, Amanda Wilson, Brian Wilson, Karla Windsor, Hua Yang, and Mamun Yusuf.

- Opportunity for Public Comment on Today's Agenda: Clay Lewis Jenkins, Regional Transportation Council Chair and Dallas County Judge asked if there were any public comments. Chair Jenkins noted that no members of the public chose to speak at the meeting or provide written comments.
- Approval of March 13, 2025, Minutes: The minutes of the March 13, 2025, meeting were approved as submitted in Electronic Item 2. Matthew Porter (M); Daniel Alemán (S). The motion passed unanimously.

#### 3. Consent Agenda

3.1. Modifications to the Fiscal Year 2024 and Fiscal Year 2025 Unified Planning
Work Program: Regional Transportation Council (RTC) approval of modifications
to the Fiscal Year (FY) 2024 and FY2025 Unified Planning Work Program (UPWP)
was requested. Direction for staff to also administratively amend the Transportation
Improvement Program and other administrative/planning documents, as
appropriate, to reflect the approved modifications were also sought.

- 3.2. Funding Recommendations to Upgrade Existing Charging Stations: Regional Transportation Council (RTC) approval was requested for funding recommendations for the Electric Vehicle Charging Station Reliability and Accessibility Accelerator Program.
- 3.3. <u>High Occupancy Vehicle 2/3+ Subsidy Funding for North Tarrant Express</u>
  <u>Facility</u>: Regional Transportation Council (RTC) approval was requested for \$1 million in Regional Toll Revenue (RTR) funding for the High Occupancy Vehicle (HOV) 2/3+ Subsidy associated with the North Tarrant Express (NTE) corridor.
- 3.4. Funding for Interstate Highway 30 Canyon Project Cost Overrun: Regional Transportation Council (RTC) approval of \$196,350,870 to cover a cost overrun at letting on the Interstate Highway (IH) 30 Canyon project was requested, along with the ability to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program along with other planning and administrative documents as needed to incorporate the funding.

A motion was made to approve Items 3.1, 3.2, 3.3, and 3.4 on the Consent Agenda. George Fuller (M); Matthew Porter (S). The motion passed unanimously.

- 4. <u>Orientation to Agenda/Director of Transportation Report</u>: Michael Morris briefly highlighted items 1, 2, 3, 4, and 5.
  - New North Central Texas Council of Governments Executive Director, (soon to be former) Judge Todd Little, Ellis County
  - Contribution of \$1.9 Million to National Medal of Honor Museum and Introduction of Chris Cassidy, President and Chief Executive Officer, National Medal of Honor Museum Foundation
  - 3. No Proposed Regional Transportation Council Meeting in May
  - 4. Department of Defense Reimbursement
  - 5. Regional Transportation Council Local Grant Management Fund Status
  - 6. Progress on Federal Discretionary Grants
  - 7. Additional Correspondence from Hunt-Related Entities on High-Speed Rail
  - 8. Spring 2025 Traffic Incident Management Executive Level Course Announcement May 1, 2025
  - 9. PM2.5 Standard Nonattainment Update
  - 10. Start of Ozone Season
  - 11. Air Quality Funding Opportunities (<a href="www.nctcog.org/aqfunding">www.nctcog.org/aqfunding</a>)
  - 12. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
  - 13. Updated February Public Meeting Minutes
  - 14. March Public Meeting Minutes
  - 15. February–March Public Comment Report
  - 16. April Public Meeting Notice
  - 17. Recent News Articles
  - 18. Recent Correspondence
  - 19. Recent Press Releases

RTC Chair Clay Jenkins announced Nominating Subcommittee appointments: Duncan Webb (Chair), Commissioner, Collin County: Elizabeth Beck (Vice-Chair), Councilmember, City of Fort Worth; Theresa Daniel, Commissioner, Dallas County; Jeff Davis, Chair, Trinity Metro; Jill Jester, Councilmember, City of Denton; Stephen Mason,

Mayor, City of Cedar Hill; Manny Ramirez, Commissioner, Tarrant County; Tito Rodriguez, Councilmember, City of North Richland Hills; and Chad West, Councilmember, City of Dallas.

- 5. <u>Federal and State Legislative Update</u>: Rebekah Gongora provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area.
- 6. Transit 2.0 Implementation, Dallas Area Rapid Transit Legislation and Local Mediation via the Regional Transportation Council: Michael Morris summarized the concluding steps of the Transit 2.0 study. Judge Jenkins led a mediation process with all parties resulting in two new Dallas Area Rapid Transit (DART) resolutions. Some legislators wish for the mediation process to continue. In addition, the Regional Transportation Council (RTC) was requested to approve proposed legislation in a local bill instructing the North Central Texas Council of Governments' (NCTCOG) RTC to propose a new regional transit institutional approach addressing Transit 2.0 results, member city concerns, new member city wishes, Texas Department of Transportation (TxDOT) interests, and input from the North Texas Legislative delegation.

  A motion was made to table action on Regional Transportation Council Mediation, Implementation of Transit 2.0, or any legislation until late August. John Muns (M); Brad LaMorgese (S). The motion failed.

Following much discussion, a motion was made requesting NCTCOG staff to develop a document containing bullet points that detail the likely contents of a local bill that would request the Regional Transportation Council to implement Transit 2.0 initiatives for the 90<sup>th</sup> Legislature. Duncan Webb (M). No action was taken on this motion due to the lack of a second.

A motion was made to Continue Near-Term Solutions: Regional Transportation Council Mediation and Implementation of Transit 2.0, and to support a local bill from the 89th Texas Legislature requesting the Regional Transportation Council to implement Transit 2.0 initiatives for the 90th Legislature. Adam Bazaldua (M); Elizabeth Beck (S). The motion passed.

- 7. <u>Development of the 2027-2030 Transportation Improvement Program</u>: Agenda item was not presented due to time constraints.
- 8. <u>Mobility 2050 and Conformity: Regional Transportation Council Adoption Process</u>: Agenda item was not presented due to time constraints.
- 9. Title VI Program Update: Agenda item was not presented due to time constraints.
- 10. <u>Progress Reports</u>: Regional Transportation Council attendance was provided in Electronic Item 10.1 and Surface Transportation Technical Committee attendance, and minutes were provided in Electronic Item 10.2.
- 11. Other Business (Old or New): There was no discussion on this item.
- 12. Future Agenda Items: There was no discussion on this item.

13. Next Meeting: The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, June 12, 2025.
Meeting adjourned at 2:00 pm.





Approval to Participate in Regional Energy Management Assistance Program and Use RTC Local Funds as Match

Lori Clark
Senior Program Manager
Regional Transportation Council
6.12.2025

# Regional Energy Management Assistance Program Overview

## **Background:**

Funding provided by Department of Energy (DOE) through the State Energy Conservation Office (SECO)

Work completed collaboratively by North Central Texas Council of Government's Environment and Development and Transportation Departments

Included in Appendix E of the most recently adopted ozone Attainment Demonstration State Implementation Plan for the Dallas-Fort Worth Area

## Purpose:

Assist local governments in improving energy efficiency and grid reliability to reduce ozone-forming pollution

## **Key Transportation Activities:**

- Assist local governments with energy reporting required by Texas Health and Safety Code 388.005(c)
- Increase regional knowledge on building codes related to alternative transportation fuels
- Support the integration of distributed energy resources with transportation infrastructure
- Create and maintain regional resources, including the Conserve North Texas and Go Solar Websites



# Next Steps & Upcoming Deadlines

New Request for Proposals for Regional Energy Management Assistance Program expected to be issued by the State Energy Conservation Office in Summer 2025

Federal funding and match requirement will be split between NCTCOG Transportation and Environment and Development departments

## NCTCOG anticipates requesting approximately \$125,000 for the Transportation Department for FY26

If awarded, the Transportation Department will be required to provide 20%

Potential opportunity for two one-year contract renewals at similar funding levels

Staff requests approximately \$25,000 of RTC Local Funds per FY to cover match through FY28

	Milestone	Key Date
<b>/</b>	Surface Transportation Technical Committee Action	May 23, 2025
	Regional Transportation Council Action	June 12, 2025
	State Energy Conservation Office Opens Request for Proposals	Summer 2025



# Action Requested – Regional Energy Management Assistance Program

## **Regional Transportation Council approval of:**

Transportation Department participation in an application to SECO's Regional Energy Management Assistance Project for approximately \$125,000 for fiscal year 2026, and acceptance of contract extensions and additional funding as made available

Use approximately \$25,000 per fiscal year of RTC Local Funds to fulfill Transportation Department share of match requirements, for approximately \$75,000 total

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

RTC Action Item – June 12, 2025



## **Contact Us**



Lori Clark

Senior Program Manager & DFW Clean Cities Director

<u>lclark@nctcog.org</u> | 817-695-9232



Savana Nance

Principal Air Quality Planner

<u>snance@nctcog.org</u> | 682-433-0488



Joaquin Escalante

Air Quality Planner

jescalante@nctcog.org | 817-704-5646









Air Quality Funding

Recommendations Related to the

**Environmental Protection Agency** 

National Clean Diesel Funding

**Assistance Program** 

REGIONAL TRANSPORTATION COUNCIL June 12, 2025

Jason Brown, Program Manager



# Funding and Applicant Eligibility

# Funding Source: Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program

Call for Projects	North Texas Diesel Emissions Reduction Project 2024 – Opened December 16, 2024; Round 1 Deadline March 14, 2025
Project Types	Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Install Locomotive Shore Power and Other Idle Reduction Technologies
Available Funding for CFP*	\$1,635,949
Applicants	Private Fleets and Companies; Public Entities such as Municipalities and Airports
Geographic Area	10-County Nonattainment Area**, Area of Air Toxics Concern***
Clean Fleet Policy	Must Adopt RTC Clean Fleet Policy or Similar

<sup>\*</sup>A committed project from a call for partners of \$1,188,065 was included in the overall EPA \$2.999 million award.

<sup>\*\*\*</sup>This includes Dallas, Denton and Tarrant counties. Source: 2022-2023 DERA Priority County List



<sup>\*\*</sup>This includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.

# Summary of Application Requesting Funds

North Texas Diesel Emissions Reduction Project 2024 Call for Projects\*

Applicant**	Activity	Applicant	Activity	EPA Funds	Award Status;
	Requested	Eligible	Eligible	Requested	EPA Funds
PACCAR Leasing Company	1	Yes	Yes	\$360,017	Recommend Full Award; \$360,017

Activity: Onroad Vehicle Replacement to All-Electric Class 8 Freight Truck

**Approximate Remaining Funding for Call for Projects: \$1,275,932** 

\*Refer to Electronic 3.2.1 for More Details. \*\*Only Applicant Submitted by March 14 deadline.

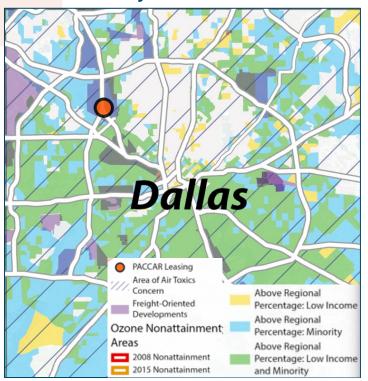








Dallas County Project Location



# Schedule

Milestone	<b>Estimated Timeframe</b>
STTC Action to Recommend Rebate	April 25, 2025
RTC Action to Recommend Rebate	June 12, 2025
Executive Board Agreement Authorization	June 26, 2025
Enter into Agreement	July 2025
Project Implementation Deadline	June 2027



# **Action Requested**

## RTC Approval of Recommended Rebate Award and Continue Call for Projects:

North Texas Diesel Emissions Reduction Project 2024

- 1. \$360,017 (full rebate award) to PACCAR Leasing Company to replace one class 8 <u>diesel</u> short-haul freight truck with one class 8 <u>all-electric</u> short-haul freight truck.
- 2. If Funds Become Available From Prior Awards, Apply Available Funds to Continue Call for Projects until Funds are Exhausted.

## **CONTACT US**





Jason Brown
Program Manager

<u>Jbrown@nctcog.org</u> | 817-704-2514



Chris Klaus
Senior Program Manager
Cklaus@nctcog.org | 817-695-9286

# **ELECTRONIC ITEM 3.2.2**

## North Texas Diesel Emissions Reduction Project 2024 Call For Projects

Awarded Project - North Texas Diesel En	nissions Rec	duction Project	2024 (Round 1; December 16, 20 Old Vehicle/Eq							Vehicle/Equipm Wodel Year 202:	ent Information L or Newer)		Recomm	nended Project Amo	ounts	NO	<sub>x</sub> Benefits	Cost Pe	r Ton Score		Scor	ing Criteria			Oth	er Environn	nental Benef	fits
Applicant	Activity					Avg Annual						Maximum Allowed				NOx Tons				Score: Cost Per Ton NO <sub>x</sub>	Score: Rebate Recipient	Priority Project	Resilience & Workforce		PM2.5	нс	со	co,
				Engine		Fuel	Avg					Funding Level				Reduced				Reduced	Oversight	Location	Development		Reduced	Reduced		Reduced
				Model	Fuel	Usage	Annual	Annual					Requested Rebate	<b>Total Rebate</b>		Over 6	Cost Per Ton of	Cost per	Cost Per Ton	(Max 65	(Max 25	(Max 5	(Max 5	100	Over 6	Over 6	Over 6	Over 6
		Туре	Class/Equipment	Year	Type	(gal)	Mileage	Usage Hours	Model Year	Fuel Type	Total Cost		Amount	Award	Local Match	Years*	NO <sub>x</sub> Reduced	Ton Rank	NO <sub>x</sub> Tier**	Points)	Points)	Points)	Points)	Points)	Years*	Years*	Years*	Years*
PACCAR Leasing Company	1	Onroad	Class 8 - Short Haul Combination	2015	Diesel	3,000	21,212	N/A	2024	Electric	\$800,037	45%	\$360,017	\$360,017	\$440,020	0.60	\$596,421	1	10	11	24.5		5 5	45.5	0.00	0.01	0.27	203
Total Projects											\$800,037			\$360,017	\$440,020	0.60	\$596,421								0.00	0.01	0.27	203

Round 1 Funds Available for Call for Projects
Round 1 Funds Awarded
\$360,017
Balance Available for CFP Round 2
\$1,275,932

EPA = Environmental Protection Agency

 $NO_X$  = Nitrogen Oxides; PM2. 5= Particulate Matter Less Than 2.5 Micrometers; HC = Hydrocarbons; CO = Carbon Monoxide;  $CO_2$  = Carbon Dioxide

B5 = 5% Biodiesel blend; B20 = 20% Biodiesel blend; ULSD = Ultra-Low Sulfur Diesel; CNG = Compressed Natural Gas

\*Emissions Impacts Quantified Using EPA Diesel Emissions Quantifier (DEQ)

\*\*The Federal Highway Administration (FHWA) produced cost effectiveness tables for projects funded by Congestion Mitigation Air Quality funds. The values used in the tiers reference data related to the low, median, and high cost-effectiveness projects for nitrogen oxide emissions reduction.

Cost Effectiveness Tiers Based On Data Produced By FHWA**	Point Scale for Cost per Ton Tier
Tier 1 < \$20,000	64
Tier 2 \$20,001 - \$90,999	55
Tier 3 \$91,000 - \$168,000	50
Tier 4 \$168,001 - \$248,999	40
Tier 5 \$249,000 - \$367,000	30
Tier 6 > \$367,001	10

Priority Project Location Criteria	Points
Ozone 2008 and/or 2015 standard nonattainment area	1
Area of air toxics concern	1
Areas of freight-oriented development	1
Areas in which poverty levels and minority populations	
are above regional percentages	2
Or	
Areas in which poverty levels are above regional	
percentages only or Areas in which minority populations	l
are above regional percentages only	1

# Progress on Federal Competitive Grants

Submitted by NCTCOG

Funding Agency	Project Name	Executed? Yes/No	Obligated? Yes/No	Agreement Amount (Total = Federal + Match)	
Department of Defense	Community Noise Mitigation Program Grants	Yes	Yes	\$4,047,999 √	
Federal Highway Administration	4 Stations	No	No	\$37,500,000	
Federal Highway Administration	Safe Streets for All CrossDFW	No	No	\$6,000,000 √ (approved to proceed on 5/19/2025)	
Federal Transit Administration	VA Station	No	Pre-award Authorized	ard Authorized \$11,897,600	
Federal Transit Administration	Pilot Planning Grant Trinity Rail Express (TRE)	No	No	\$1,000,000	
Federal Highway Administration	North Texas Equitable Electric Vehicle Infrastructure	Yes	Partial, \$17,990,529 \$14m obligated		
Federal Highway Administration	Texas Hydrogen and Electric Freight Infrastructure Project	Yes	Partial, \$87,500,000 \$31m obligated		
Department of Energy	Houston to Los Angeles on Hydrogen Fuel	Yes	Yes, Stop Work Order	\$107,000	
Federal Highway Administration	AllianceTexas Inland Port Project	No	No	\$261,823,699	
Federal Highway Administration	East Lancaster Avenue Complete Streets and Transit Technology Project	No	No	\$182,000,000 √ (approved to proceed on 5/21/2025)	
	\$55,047,999				
Projects will be removed	\$609,866,827				

# Progress on Federal Competitive Grants

NCTCOG Assisted with Local Government Applications

Funding Agency	Project Name	Executed? Yes/No	Obligated? Yes/No	Agreement Amount (Total = Federal + Match)
Federal Highway Administration	Dallas County Inland Port (DCIP) Multimodal Connectivity Project Submitted by Dallas County	No	No	\$87,015,000
Federal Highway Administration	Martin Luther King (MLK), Jr. Boulevard Complete Street & Safety Upgrades Project Submitted by City of Dallas	No	No	\$27,250,000
	\$87,015,000			
Projects will be removed	\$114,265,000			

Akin Gump Strauss Hauer & Feld LLP 2300 N. Field Street Suite 1800 Dallas, TX 75201 T +1 214.969.2800 F +1 214.969.4343 akingump.com



ERIC GAMBRELL 214.969.2799/214.969.4343 egambrell@akingump.com

April 7, 2025

Ken Kirkpatrick General Counsel North Central Texas Council of Governments 616 Six Flags Drive Arlington, Texas 76011

Re: Amtrak Management Resignations and Reductions and Revised Strategies to Limit New Projects

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, "Hunt").

The purpose of this correspondence is to provide the following information to you as the chief lawyer for the North Central Texas Council of Governments (the "NCTCOG").

It has been reported that the Chief Executive Officer of the National Railroad Passenger Corporation d/b/a Amtrak, Michael Gardner, has resigned (and that there has been no indication that his position will be filled). See attached article.

Following reports of that resignation, it has been further reported that Amtrak has "determined" to: (1) "proactive[ly]" consider reducing the "size of [its] management" and (2) to "be more selective in starting new projects."

While there has been extensive media coverage relating to the above referenced occurrences, the following links would, I am sure, be of interest to you:

https://media.amtrak.com/2025/03/amtrak-ceo-leadership-transition/ https://www.wsj.com/business/amtrak-ceo-stephen-gardner-resigns-f91b8d85 https://railfan.com/amtrak-looks-to-tighten-belt-amid-changing-political-conditions/

NCTCOG is on notice of these and associated reported events at Amtrak as well as other related governmental entities and agencies, including without limitation, in relation to duties of disclosure and candor to the both the Executive Committee of the NCTCOG as well as the Members of the Regional Transportation Council regarding the legally precluded, fatally-flawed and impossible alignment "2(b)" relating to possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail.

## NCTCOG has a binary choice regarding alignment "2(b)":

(1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment "2(b)"

or

(2) NCTCOG can make the FTA aware of its own conclusion that alignment "2(b)" is "fatally flawed," not "possible," and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment "2(b)."

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

The so-called "Alignment 2(b)" would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas' new \$3 billion Kay Bailey Hutchison Convention Center.

"Alignment 2(b)," would contravene and interfere with the City's and Hunt's legal and lawful rights under their Reunion Master Agreement – in place since 1975.

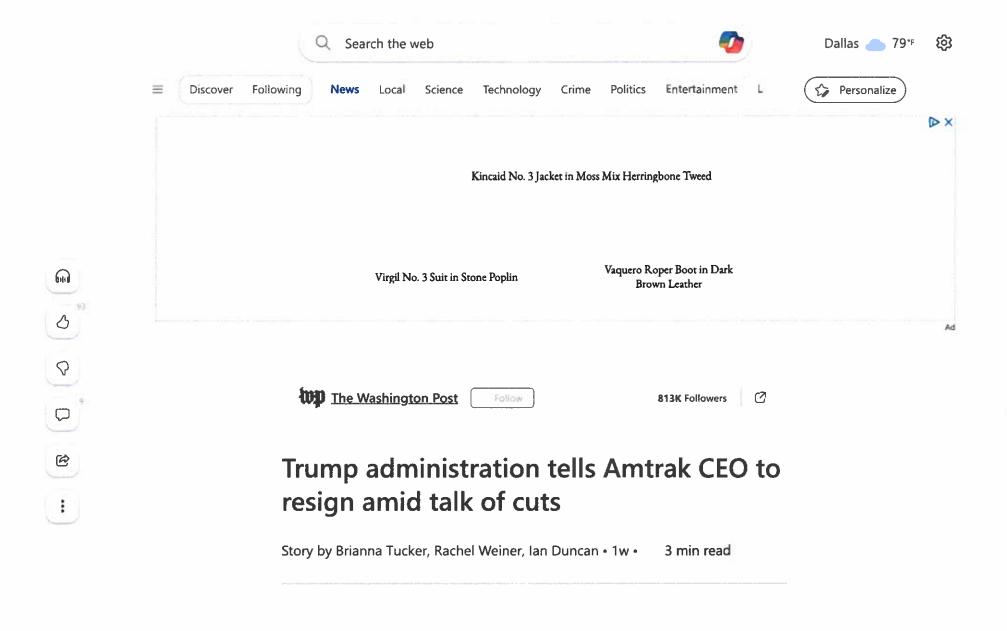
NCTCOG's continued action involving the so-called "Alignment 2(b)" is in defiance and disregard of the Resolution passed unanimously by the City Council of the City of Dallas on June 12, 2024.

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell





Trump administration tells Amtrak CEO to resign amid talk of cuts
© Bill O'Leary/The Washington Post

Amtrak CEO Stephen Gardner in a statement Wednesday announced he will step down from the nation's passenger rail company as the Trump administration targets funding for mass transit systems and other transportation initiatives across the nation.

"1 am stepping down as CEO to ensure that Amtrak continues to enjoy the full faith and confidence of this administration," the statement read. The announcement, which was titled "Amtrak CEO Leadership Transition," did not name a successor for Gardner or the reason for the transition.

Fisher Investments

7 Wave to Retire Comfortably With According to three people familiar with the decision who spoke on the condition of anonymity to describe private deliberations, Gardner was asked to resign by the White House. An Amtrak spokeswoman said an interim CEO has not been named. According to two of the people familiar with the decision, Amtrak President Roger Harris will lead the organization until a new CEO is chosen.

A statement from Amtrak's board of directors added: "As Stephen departs today, we thank him for his 16 years of service to Amtrak. We will build on his accomplishments and wish him every success. We look forward to working with President Trump and Secretary Duffy as we build the world-class passenger rail system this country deserves."

Gardner's resignation from Amtrak — a for-profit, government-owned company — comes as President Donald Trump and Transportation Secretary Sean P. Duffy ramp up pressure on transit authorities to comply with the administration's new rules and regulations.



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After Gardner's resignation, Duffy said in a statement that "it's time for Amtrak leadership to clean up Union Station," criticizing crime and homelessness in "our nation's treasures."

John Robert Smith, a former Amtrak board chairman now leading the nonprofit Transportation for America, said Amtrak was under federal scrutiny — over service issues and hefty executive bonuses — well before Trump took office.

"Both the House and Senate have been focused on Amtrak's struggles with increasing Northeast Corridor delays, the inability to roll out the new Acela sets, Your Privacy Choices

its bonus and pay structure, and the combined impact to the national network and the state of good repair," he said.

Earlier this month, Trump's Transportation Department sent letters to Gardner, D.C. Mayor Muriel E. Bowser (D) and the Washington Metropolitan Area Transit Authority requesting crime prevention plans, and it has attempted to end New York City's congestion pricing plan, which reduces traffic and funds mass transit by making people pay to drive into Lower Manhattan.



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Ad

During his first administration, Trump repeatedly proposed deep funding cuts to the passenger rail company, including along the highly congested Northeast Corridor, and to California's high-speed rail project — which the Biden administration's bipartisan infrastructure law has supported.

Trump adviser Elon Musk said at a Morgan Stanley conference earlier this month that he wants Amtrak to be privatized, calling U.S. train service "sad." Amtrak put out a white paper a week earlier saying "privatization would not change the fact that giving the United States the passenger rail system it needs will require substantial, assured, multi-year federal funding." Selling Amtrak would mean giving up right-of-way on most train routes across the country, the paper said, and past efforts to find private backers for passenger rail service have been unsuccessful.

The White House did not respond to a request for comment.

## **Sponsored Content**

Akin Gump Strauss Hauer & Feld LLP 2300 N. Field Street Suite 1800 Dallas, TX 75201

T +1 214.969.2800 F +1 214.969.4343 akingump.com



ERIC GAMBRELL 214.969.2799/214.969.4343 egambrell@akingump.com

April 14, 2025

Ken Kirkpatrick General Counsel North Central Texas Council of Governments 616 Six Flags Drive Arlington, Texas 76011

Re: (A) Existing prohibition of the use of Texas funds/commingled funds to promote alignment "2(b);" (B) proposed expanding legislation to bar NCTCOG funds to promote alignment "2(b)" (House Bill 1402); and (C) pending legislation to require NCTCOG to provide financial information to the State of Texas regarding alignment "2(b)" (House Bill 2003)

#### Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, "Hunt").

The purpose of this correspondence is to provide the following information to you as the chief lawyer for the North Central Texas Council of Governments (the "NCTCOG").

Texas Transportation Code § 199.003 proscribes the use of state money for the "promotion of . . . high-speed rail." This state statutory prohibition would, of course, include the use of state monies by NCTCOG's representatives, including Michael Morris, in the misguided and noncompliant promotion of the legally precluded, fatally flawed, and impossible alignment "2(b)" relating to possible future Dallas-to-Arlington Entertainment District-to-Fort Worth alleged high-speed rail.

Promotion of alignment "2(b)" includes, but is not limited to, all activities attempting to forward that failed route, including without limitation, (1) the purported but procedurally-infirm and legally barred "environmental assessment" relating to alignment "2(b)," (2) efforts to push alignment "2(b)" notwithstanding the environmental and economic catastrophe it would create, including the billions of dollars in damages to Downtown Dallas and the planned Hunt Reunion development, (3) continued favoritism for the Arlington Entertainment District and its business owners, notwithstanding the City of Arlington's repeated refusal to even join a transit authority, (4) campaign-style newsletters (including those we have referenced in prior correspondence relating to misleading misstatements), (5) attempted bullying of Members of the City Council of the City of Dallas, including by threatening to stall important City of Dallas transportation projects completely unrelated to alignment "2(b)" unless they fell in line with Morris' preferences for possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-

Ken Kirkpatrick General Counsel April 14, 2025 Page 2

speed rail, and (6) attempts to disrupt the legal rights of the City of Dallas, including relating to the previously disclosed and publicly-filed Master Agreement between the City of Dallas and Hunt executed on April 29, 1975.

State monies include funds originally appropriated by the legislature of the State of Texas, but which have been subject to, through one or multiple resulting transactions, commingling with other funds (including but not limited to federal, local, or private funds) and/or direct or subsequent transfer(s) and/or exchange(s). In addition, witness testimony before the House Transportation Committee on April 3, 2025 acknowledged this statutory limitation, including specifically as it relates to an entity proposing a high-speed rail project in its interactions, communications and comportment with the Texas Department of Transportation. https://house.texas.gov/videos/21549.

Axiomatically, NCTCOG, including through the office of the General Counsel of NCTCOG, is responsible to ensure compliance with the laws of the State of Texas, including in taking all necessary steps to ensure (through audits, tracing, controls, policies and otherwise) that no Texas dollars are, directly or indirectly, being used for the promotion of alignment "2(b)."

House Bill 1402 has been introduced and is pending in the Texas House Subcommittee on Transportation Funding. HB 1402 would amend Texas Transportation Code § 199.003 to expand this statutory prohibition to bar the use of monies of or by "any political subdivision of this state," which would include NCTCOG, to promote the so-called but floundered alignment "2(b)." It would further ban the use of any such monies to "pay for the alteration of a roadway related to the construction of the otherwise legally precluded alignment "2(b)."

Also of significant interest, House Bill 2003 would require NCTCOG to submit significant information, including financial information, to the Texas Department of Transportation relating to alignment "2(b)," including, among several other items, "ridership projections and methodology," "a present value determination of the full costs of the proposal," and "a proposed schedule for completion of the project," and "the costs for each year of the construction." See Texas House Bill 2003 (requiring "[a]n entity that proposes a high-speed rail project [to] submit to the department" the listed categories of information); see also <a href="https://www.txdot.gov/content/dam/docs/rail/trp-2024-passenger-project-lists.pdf">https://www.txdot.gov/content/dam/docs/rail/trp-2024-passenger-project-lists.pdf</a>.

As the chief lawyer for NCTCOG, you are held to be cognizant of certain duties of disclosure and candor, including relating to adequately informing the NCTCOG Executive Board and the Members of the Regional Transportation Committee regarding these matters.

Ken Kirkpatrick General Counsel April 14, 2025 Page 3

#### NCTCOG has a binary choice regarding alignment "2(b)":

(1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment "2(b)"

or

(2) NCTCOG can make the FTA aware of its own conclusion that alignment "2(b)" is "fatally flawed," not "possible," and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment "2(b)."

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

The so-called "Alignment 2(b)" would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas' new \$3 billion Kay Bailey Hutchison Convention Center.

"Alignment 2(b)," would contravene and interfere with the City's and Hunt's legal and lawful rights under their Reunion Master Agreement – in place since 1975.

NCTCOG's continued action involving the so-called "Alignment 2(b)" is in defiance and disregard of the Resolution passed unanimously by the City Council of the City of Dallas on June 12, 2024.

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

Akin Gump Strauss Hauer & Feld LLP 2300 N. Field Street Suite 1800 Dallas, TX 75201 T +1 214.969.2800 F +1 214.969.4343 akingump.com



ERIC GAMBRELL 214.969.2799/214.969.4343 egambrell@akingump.com

April 21, 2025

Ken Kirkpatrick General Counsel North Central Texas Council of Governments 616 Six Flags Drive Arlington, Texas 76011

Re: Sworn Testimony before the Texas Legislature further foundationally discrediting alignment "2(b)"

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, "Hunt").

The purpose of this correspondence is to memorialize certain sworn testimony on April 3, 2025 before the Texas House of Representatives Committee on Transportation that further and foundationally undercuts and discredits the North Central Texas Council of Government's (the "NCTCOG") Michael Morris' misguided promotion of the so-called alignment "2(b)" relating to possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail.

#### NCTCOG's Morris represents that Dallas to <u>Houston</u> high-speed rail is a necessary precondition to alignment "2(b)"

As we have reported to you in prior correspondence, NCTCOG (through its representative Michael Morris) has conceded in public representations that alignment "2(b)" – beyond NCTGOG's binding admissions that the route is "fatally flawed" – is not "realistic" without the actual approvals, permitting financing, construction and operation of high-speed rail between Dallas and *Houston. See, e.g.*, December 16, 2024 Letter to NCTCOG General Counsel; *see also* March 6, 2024 Dallas City Council Meeting (representations by NCTOG's Michael Morris). Alignment "2(b)," according to Morris himself, never gets past the "theor[etical]" in "exist[ing]" "on its own" without Dallas to Houston high-speed rail. *Id*.

Ken Kirkpatrick General Counsel April 21, 2025 Page 2

#### The owner of the project for Dallas to <u>Houston</u> high-speed rail testifies that it has not determined whether it is even feasible or will ever move forward

Against that backdrop, according to sworn testimony on April 3, 2025 before the Texas House of Representatives Committee on Transportation, the new "owner" of the Dallas to Houston "project" testifies it is not ready to "move forward," does not know whether it "is a go or a no go," and has not even determined whether the project is "feasible," "fiscally responsible," or will ever "get built" (or can ever "get [it] done"). *See* <a href="https://house.texas.gov/videos/21549">https://house.texas.gov/videos/21549</a> (April 3, 2025 video recording of House Committee on Transportation).

Sworn testimony to that legislative committee on April 3, 2025 relatedly revealed that the Dallas to Houston project has been in "sort of maintenance mode" for "a number of years," with just a "skeleton team," and "there's not been a lot to say about this project for the last couple of years." *Id.* 

The new owner of the Dallas to Houston high-speed rail project further testified that they only have "general parameters," a "rough timeline," and no "present value determination of the full cost of [the] proposed project." *Id.* Projected ridership, obviously critical to even a basic financing analysis, has not even been determined. *Id.* 

The new owner stated at the legislative hearing that they are "still trying to figure out what the financing is going to look like and where its going to come from." *Id.* The new owner did reveal "we don't think its going to get done privately." *Id.* As an aside, this is a complete shift from prior public statements that the Houston to Dallas project would not rely on any public funding, whether from the federal government or the State of Texas.

#### The owner of the Dallas to Houston high-speed rail project has promised the State of Texas it will not move forward unless it makes sense for every Texan

The new owner, ostensibly based on these numerous and basic uncertainties, did make the following promise to the legislators (and the State of Texas) in that public hearing: "We're not going to go down the path of this project if we don't think it makes sense for everyone, for the state, for the federal government, for all of the taxpayers in this country." *Id.* The new owner further resolutely assured the Committee on Transportation that "we are not going to go forward with this unless it is fiscally responsible." *Id.* The new owner also attested that "we are not going to start doing things unless we are sure we are gonna be able to get this done" (adding for assuring emphasis, "we have no intention of going forward with any of this unless we are certain that the package gets put together"). *Id.* 

Ken Kirkpatrick General Counsel April 21, 2025 Page 3

Attempts are being made to "advance" the five-year old environmental impact study relating to Dallas to Houston high-speed rail (further showing the "preliminary" nature of a possible future Dallas station)

The new owners regarding the Dallas to Houston project also reported under oath that that they are trying to "advanc[e] the [2020] environmental impact study," but were very quick to recognize and acknowledge the "heavy, heavy scrutiny [they will encounter] from DOT [Department of Transportation] and FRA [Federal Railroad Administration]." *Id.* This, of course, re-indents the unavoidable conclusion, as we have maintained in prior correspondence, that the more than five-year old environmental impact study document is not final, including in relation to that document's "illustrations" of what are described in the document as merely the "preliminary" designs, dimension and location of the possible future Dallas station location (and in no way controls any possible station location relating to the legally "separate" and "standalone" possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail). *See* October 22, 2025 Letter to NCTCOG General Counsel. As we also reported to you, that outmoded document further affirmatively states that "final dimensions" cannot be "determined" without (and are subject to) future and "more detailed" "planning and design," which would require "[c]oordination with the City of Dallas, DART, local agencies, project stakeholders, and applicable regulatory bodies." *Id*.

#### Admitted necessary precondition to alignment "2(b)" is absent

The testimony provided to the House Committee on Transportation, including as reported above, *further* undercuts and discredits the promotion of alignment "2(b)." An admitted foundational precondition to that otherwise legally beleaguered and economically and environmentally damaging route is absent.

As we have previously stated, Hunt has not lodged in its correspondence to NCTCOG opposition to Dallas to *Houston* high-speed rail. This correspondence recites for NCTCOG objective facts which immediately (and further) discredit statements by certain representatives of NCTCOG (including Michael Morris) regarding the "separate" alignment "2(b)." The very foundation on which Michael Morris has laid his imagined but legally precluded alignment "2(b)" is, like sand, washed away by the recent sworn representations to the State of Texas.

You are on actual notice of this and all other information provided in correspondence to you, including in relation to meeting statutory and common law duties of full disclosure and candor to the Executive Director of NCTCOG, the Executive Board of NCTCOG, the Members of the Regional Transportation Council, the Members of the NCTCOG Surface Transportation Technical Committee, the Federal Railroad Administration, the Federal Transit Administration, the Surface Transportation Board, the Department of Transportation, and the public. This further includes correcting prior misstatements and omissions made by Michael Morris.

#### NCTCOG has a binary choice regarding alignment "2(b)":

(1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment "2(b)"

or

(2) NCTCOG can make the FTA aware of its own conclusion that alignment "2(b)" is "fatally flawed," not "possible," and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment "2(b)."

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

The so-called "Alignment 2(b)" would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas' new \$3 billion Kay Bailey Hutchison Convention Center.

"Alignment 2(b)," would contravene and interfere with the City's and Hunt's legal and lawful rights under their Reunion Master Agreement – in place since 1975.

NCTCOG's continued action involving the so-called "Alignment 2(b)" is in defiance and disregard of the Resolution passed unanimously by the City Council of the City of Dallas on June 12, 2024.

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

Akin Gump Strauss Hauer & Feld LLP 2300 N. Field Street Suite 1800 Dallas, TX 75201 T +1 214.969.2800 F +1 214.969.4343 akingump.com



ERIC GAMBRELL 214.969.2799/214.969.4343 egambrell@akingump.com

April 28, 2025

Ken Kirkpatrick General Counsel North Central Texas Council of Governments 616 Six Flags Drive Arlington, Texas 76011

Re: Department of Transportation and Federal Railroad Administration Finding of "waste of taxpayer funds" - alignment "2(b)" even further disproved and discredited

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, "Hunt").

The purpose of this correspondence is to provide for your attention the attached press release jointly issued by the United States Department of Transportation ("DOT") and the Federal Railroad Administration ("FRA"), which includes the following quote by the Secretary of the DOT Sean Duffy regarding the agreement between the Federal Railroad Administration ("FRA") and Amtrak to "terminate the \$63.9 million grant previously awarded to Amtrak under the Corridor Identification and Development (CID) Program for the Amtrak Texas High-Speed Rail Corridor:"

"I am pleased to announce that FRA and Amtrak are in agreement that underwriting this project is a waste of taxpayer funds and . . . . [cannot] "rely[] on . . . the American taxpayer."

See attached (also available at <a href="https://www.transportation.gov/briefing-room/us-transportation-secretary-sean-p-duffy-announces-agreement-save-taxpayers-over-60">https://www.transportation.gov/briefing-room/us-transportation-secretary-sean-p-duffy-announces-agreement-save-taxpayers-over-60</a>). The federal government is, as stipulated in the joint release, "walking away from the [Dallas-to-Houston high-speed rail] project." *Id*.

The separate so-called alignment "2(b)" is -far beyond a gross waste of taxpayer funds – legally precluded on multiple grounds, admitted to be fatally flawed and impossible, and would result in massive generational economic and environmental damage to Downtown Dallas (including as shown by a leading Texas economist). "[W]alking away from [alignment "2(b)"], including but not limited to the procedurally infirm and bungled "environmental assessment" is the only responsible option in beginning the process of mitigating the negative effects of this mess.

#### NCTCOG has a binary choice regarding alignment "2(b)":

(1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment "2(b)"

or

(2) NCTCOG can make the FTA aware of its own conclusion that alignment "2(b)" is "fatally flawed," not "possible," and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment "2(b)."

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

The so-called "Alignment 2(b)" would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas' new \$3 billion Kay Bailey Hutchison Convention Center.

"Alignment 2(b)," would contravene and interfere with the City's and Hunt's legal and lawful rights under their Reunion Master Agreement – in place since 1975.

NCTCOG's continued action involving the so-called "Alignment 2(b)" is in defiance and disregard of the Resolution passed unanimously by the City Council of the City of Dallas on June 12, 2024.

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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### U.S. Transportation Secretary Sean P. Duffy Announces Agreement to Save Taxpayers Over \$60 Million by Ending Grant for Texas High-Speed Rail Project

Monday, April 14, 2025

'My department will continue to look for every opportunity to save federal dollars and prioritize efficiencies'

WASHINGTON, D.C. – U.S. Department of Transportation Secretary Sean P. Duffy today announced an agreement between the Federal Railroad Administration (FRA) and Amtrak to terminate the \$63.9 million grant awarded to Amtrak under the Corridor Identification and Development (CID) Program for the Amtrak Texas High-Speed Rail Corridor previously known as the Texas Central Railway project. This project was originally announced as a purely private venture, but as the cost estimates dramatically ballooned, the Texas Central Railway proposal became dependent on Amtrak and federal dollars for development work. The project capital cost is now believed to be over \$40 billion – making construction unrealistic and a risky venture for the taxpayer.

"I am pleased to announce that FRA and Amtrak are in agreement that underwriting this project is a waste of taxpayer funds and a distraction from Amtrak's core mission of improving its existing subpar services," said U.S. Transportation Secretary Sean P. Duffy. "The Texas Central Railway project was proposed as a private venture. If the private sector believes this project is feasible, they should carry the pre-construction work forward, rather than relying on Amtrak and the American taxpayer to bail them out. My department will continue to look for every opportunity to save federal dollars and prioritize efficiencies."

While Amtrak ridership has recovered since the pandemic, it has struggled with significant operating deficits. In addition, Amtrak has had high-profile operational challenges, including delays on its own Northeast Corridor and the loss of its Horizon coach fleet to corrosion. Fixing these issues is a top priority for FRA.

Additionally, under the previous administration, Amtrak has considered massive loans underwritten by the federal government, along with additional grants, as the only way to spur construction activities. This arrangement is the antithesis to generating private investment in infrastructure because the American taxpayer ends up holding all the risk. Walking away from the Texas Central Railway project at this time will allow Amtrak to focus on necessary improvements to deliver more reliability to its current riders.

"Connecting Dallas and Houston remains one of the more exciting opportunities for new passenger rail in the United States," said FRA Chief Counsel Kyle Fields. "Today's announcement reflects a recognition by Amtrak and FRA that federalizing the Texas Central Railway proposal is not the best use of taxpayer funding."

Today's announcement does not represent the end of FRA's interest in new rail projects. FRA has an array of programs that can help with the development of new rail corridors, including high-speed rail routes, and will continue to work with stakeholders to develop costeffective opportunities. FRA will be able to reallocate the approximately \$60 million balance from the termination of this CID Program grant to other projects that support safe, efficient, and reliable rail transportation.

###









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Akin Gump Strauss Hauer & Feld LLP 2300 N. Field Street Suite 1800 Dallas, TX 75201 T +1 214.969.2800 F +1 214.969.4343 akingump.com



ERIC GAMBRELL 214.969.2799/214.969.4343 egambrell@akingump.com

May 5, 2025

Ken Kirkpatrick General Counsel North Central Texas Council of Governments 616 Six Flags Drive Arlington, Texas 76011

Re: RTC Member and Arlington Mayor, a reported partner/part-owner in an Arlington Entertainment District restaurant/lounge, participates in vote to use City of Arlington monies to retain a consulting firm to conduct economic impact study focused on the Arlington Entertainment District as a result of alignment "2(b)"

#### Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, "Hunt").

The limited purpose of this letter is to effect actual notice to you, as the chief lawyer of the North Central Texas Council of Governments (the "NCTCOG"), of the recent participation by a member of the Regional Transportation Council (the "RTC"), who is also the Mayor of Arlington, Texas, in an April 8, 2005 vote of the Arlington City Council to fund and participate in an economic impact analysis "focused" on, among other things, "tourism" and "sales tax" dollars that would flow to the Arlington Entertainment District as a result of alignment "2(b)" relating to possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail.

It would certainly not be news (and it does not require a study using government monies to find) that alignment "2(b)" would create a pipeline for a significant amount of tourism dollars and sales tax revenues to flow away from the City of Dallas and to the Arlington Entertainment District. Alignment "2(b)" would provide a direct economic windfall to business/restaurant owners in the Arlington Entertainment District to the correlative economic detriment of the City of Dallas (and specifically to the economic potential of the planned new Kay Bailey Hutchison Convention Center in Downtown Dallas).

Ken Kirkpatrick General Counsel May 5, 2025 Page 2

The RTC Member/Arlington Mayor who voted to expend funds for the economic study that is to be "focused" on the Arlington Entertainment District has also been widely reported to have an ownership or other financial interest in a restaurant/bar in the heart of the Arlington Entertainment District (and we have previously reminded you of your duties relating to conflicts of interest and related recusal procedures). It is this same Arlington Mayor and RTC Member who stated, as he sat with NCTCOG's Michael Morris, that "I don't give a damn about" the Dallas City Council's official June 12, 2024 Resolution against possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail careening above-ground through Dallas' Central Business District.

The City of Arlington, as we have previously reported, has publicly stated its "competitive" strategy to "position" itself to be able to "import" a "larger share" of tax dollars and revenue from other North Texas municipalities, including the City of Dallas. As Arlington's City Manager puts it, Arlington's intended priority is to "capture the most revenue [in Arlington] as opposed to allowing those dollars to leave [Arlington]."

NCTCOG, which has admitted it is in "collaboration with the City of Arlington" regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher speed rail, has aggressively aided, assisted, enabled, and participated with the City of Arlington – and specifically the interests of business/restaurant owners in the Arlington Entertainment District – to the direct economic detriment of the other communities it is statutorily required to serve and not mistreat, including the City of Dallas.

#### NCTCOG has a binary choice regarding alignment "2(b)":

(1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment "2(b)"

or

(2) NCTCOG can make the FTA aware of its own conclusion that alignment "2(b)" is "fatally flawed," not "possible," and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment "2(b)."

Ken Kirkpatrick General Counsel May 5, 2025 Page 3

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

The so-called "Alignment 2(b)" would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas' new \$3 billion Kay Bailey Hutchison Convention Center.

"Alignment 2(b)," would contravene and interfere with the City's and Hunt's legal and lawful rights under their Reunion Master Agreement – in place since 1975.

NCTCOG's continued action involving the so-called "Alignment 2(b)" is in defiance and disregard of the Resolution passed unanimously by the City Council of the City of Dallas on June 12, 2024.

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

Akin Gump Strauss Hauer & Feld LLP 2300 N. Field Street Suite 1800 Dallas, TX 75201 T +1 214.969.2800 F +1 214.969.4343 akingump.com



ERIC GAMBRELL 214.969.2799/214.969.4343 egambrell@akingump.com

May 12, 2025

Ken Kirkpatrick General Counsel North Central Texas Council of Governments 616 Six Flags Drive Arlington, Texas 76011

Re: Supplement to Economic Analysis showing billions in annual damages to the City of Dallas resulting from alignment "2(b)"

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, "Hunt").

The limited purpose of this letter is to provide the attached supplement to the previously provided economic analysis concluding that the so-called alignment "2(b)" would result in billions of dollars of damages to the City of Dallas.

This supplemental study, like the original report, was authored by Ray Perryman, widely regarded as one of Texas' leading economists and whose work has been used, endorsed, adopted, and cited by the North Central Texas Council of Governments (the "NCTCOG").

For your additional convenience, including as part of meeting your duties of disclosure and candor to the Executive Director and Executive Board of the NCTCOG, as well as Members of the Regional Transportation Council (the "RTC"), we also attach the original report, previously sent to you on March 3, 2025.

NCTCOG is, and at all relevant times has been, on actual notice of these professionally studied and concluded (as well as the numerous other) significant adverse economic and environmental impacts that would result from alignment "2(b)."

NCTCOG is, and at all relevant times has been, under the legal obligation to fully disclose and not conceal these (and all of the numerous other) known significant adverse economic and environmental impacts resulting from alignment "2(b)" to multiple persons and entities, including but not limited to the Federal Transit Administration, the Federal Railroad Administration, and the Surface Transportation Board.

NCTCOG is, and at all relevant times has been, legally obligated to withdraw (and was in clear legal error in filing) any application, work, assessment and/or analysis regarding alignment

Ken Kirkpatrick General Counsel May 12, 2025 Page 2

"2(b)," including but not limited to the known legally precluded and procedurally infirm supposed "environmental assessment" relating to alignment "2(b)."

#### NCTCOG has a binary choice regarding alignment "2(b)":

(1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment "2(b)"

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Please professionally confirm your receipt of this letter and compliance with its demands.

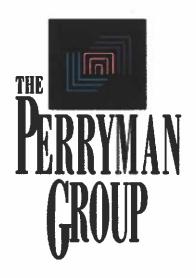
Sincerely,

/s/ Eric Gambrell

Eric Gambrell

## Additional Aspects of the High Economic Cost of Alignment "2(b)"

May 2025



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#### **Executive Summary**

- The Perryman Group has recently been examining various economic implications
  of Alignment "2(b)" of a higher speed rail linkage between the Arlington
  Entertainment District/Fort Worth and downtown Dallas which is currently
  under consideration. The purpose of this report is to provide a perspective on
  two additional potential consequences from proposed rail alignment 2(b).
- Optimal performance of the expanded KBHCC depends on the availability of
  adequate hotel rooms in nearby areas. The proposed Reunion Development
  includes two hotels which would provide much-needed capacity, one of which is
  a large convention hotel. Moreover, the implementation of alignment 2(b) also
  jeopardizes the viability of the existing Dallas Hyatt Regency property.
  - o Without the Reunion Development, The Perryman Group estimates that the economic benefits of the new KBHCC would be significantly curtailed relative to the baseline scenario, including net losses over the first five years of a projected \$2.5 billion in expenditures and over 15,600 jobyears (including multiplier effects).

#### Alignment 2(b) and the Reunion Development

In a prior report, The Perryman Group studied the effects of alignment 2(b) on the Hyatt Regency Dallas and planned Reunion Development.

- The Hyatt Regency Dallas could become unusable, with the lobby and delivery docks requiring reconfiguration. Losses if the hotel closes are estimated to be \$1.7 billion in annual expenditures and over 10,400 jobs due to the loss of hotel operations and reduced tourism (including multiplier effects).
- The proposed Reunion Development would also be impractical to construct with the presence of the elevated rail track. Losses from foregone construction in the Dallas area total an estimated \$4.3 billion in expenditures and over 18,500 job-years (including multiplier effects; a job-year is one person working for one year, though it could be multiple individuals working partial years). Ongoing losses would include \$5.9 billion in expenditures and over 20,600 potential jobs in the Dallas area if the Reunion Development does not move forward (including multiplier effects).
- Lost tax revenue to the City of Dallas includes \$19.4 million per year if the
  Hyatt Regency Dallas closes, with another \$58.8 million if the Reunion
  Development does not move forward.

The economic costs described in this report are in addition to these losses.



- While traffic congestion in the Dallas-Fort Worth area is a growing problem, alignment 2(b) fails to address any of the most significant areas. Of particular relevance to the current study, IH 30, which is the most direct route from downtown Dallas to downtown Fort Worth, does not make the list of top 100 congested roadways in Texas other than the segment between IH 820 to SH 360 in Tarrant County which is currently under construction.
- The Perryman Group estimated potential net economic benefits of using these transportation resources to address areas of greater congestion rather than on higher speed rail along alignment 2(b) route.
  - O Congestion-related economic benefits include (1) the potential reduction in earnings losses due to time wasted in traffic and (2) the potential gains from increased logistics (truck) efficiency. The net regional gain from infrastructure investments in more congested areas rather than the higher speed rail was estimated to be \$2.5 billion-\$5.7 billion in annual expenditures and 10,470-24,000 jobs (depending on the assumed cost of the higher speed rail which could be reallocated and including multiplier effects).
  - Although there are many considerations in mobility plans and variables in reducing congestion, it is clearly beneficial to the economy to invest transportation infrastructure funds in a manner which achieves the greatest reductions in congestion costs.



## The Potential Net Annual Regional Gain from Infrastructure Investments in More Congested Areas Rather than Downtown Dallas to Downtown Fort Worth Higher Speed Rail

	Total Expenditures (Millions of 2024 Dollars)	Gross Product (Millions of 2024 Dollars)	Personal Income (Millions of 2024 Dollars)	Employment (Job-Years)
		LOW CASE		100001
Reduction in Earnings Losses	\$2,297.259	\$1,185.036	\$722.450	9,674
Improvement in Trucking Efficiency	\$198.130	\$95.659	\$58.172	796
Total	\$2,495.390	\$1,280.695	\$780.622	10,470
		HIGH CASE		
Reduction in Earnings Losses	\$5,265.312	\$2,716.100	\$1,655.853	22,172
Improvement in Trucking Efficiency	\$454.114	\$219.251	\$133.331	1,824
Total	\$5,719.426	\$2,935.350	\$1,789.184	23,996

Note: Estimated net benefits of Investing transportation infrastructure dollars in more congested areas rather than higher speed rail between downtown Dallas and downtown Fort Worth (and the Arlington entertainment district) including multiplier effects. Components may not sum to totals due to independent rounding. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A, with results by industry in Appendix B.

Source: US Multi-Regional Impact Assessment System, The Perryman Group

- Business activity generates tax receipts.
  - The fiscal losses associated with the reduction in KBHCC performance over the first five years if the Reunion Development does not go forward are projected to be approximately \$215.0 million, including almost \$26.3 million for the City of Dallas.
  - The annual fiscal gains associated with infrastructure investments in more congested areas rather than downtown Dallas to downtown Fort Worth higher speed rail are projected to be \$70.3 million to the State of Texas and \$54.6 million to local taxing entities in the region in the low case scenario. For the high case scenario, the fiscal gains to the State would be \$161.2 million and \$125.1 million to local taxing entities.



Higher speed rail alignment 2(b)threatens the Dallas Hyatt Regency and Reunion Development, which could impair the performance of the new KBHCC due to the reduction in available hotel rooms. In addition, transportation infrastructure investments which address the most significant congestion areas can lead to significant net gains for the region compared to the proposed benefits achieved by the higher speed rail line.



#### Introduction

The Perryman Group has recently been examining various economic implications of Alignment "2(b)" of a higher speed rail linkage between the Arlington Entertainment District/Fort Worth and downtown Dallas which is currently under consideration. The construction of the elevated track along this alignment would threaten the viability of the Hyatt Regency Dallas hotel, as well as the planned Reunion Development. Various aspects of economic effects related to the Kay Bailey Hutchison Convention Center (KBHCC) have also been analyzed.

As described in a prior report,<sup>1</sup> the alignment could cause many rooms at the Hyatt Regency Dallas to become unusable and require the lobby and delivery docks to be reconfigured. Losses if the hotel closes are estimated to be \$1.7 billion in annual expenditures and over 10,400 jobs due to the loss of hotel operations and reduced tourism (including multiplier effects). The proposed

If the Reunion Development does not move forward due to alignment 2(b), the number of available hotel rooms in the immediate area of the KBHCC would be reduced. Optimal KBHCC operational results can only be achieved with adequate hotel rooms.

Reunion Development would also be impractical to construct with the presence of the elevated rail track. Losses from foregone construction in the Dallas area total an estimated \$4.3 billion in expenditures and over 18,500 jobyears (including multiplier effects). A job-year is one person working for one year, though it could be multiple individuals working partial years. Ongoing

losses would include \$5.9 billion in expenditures and over 20,600 potential jobs in the Dallas area if the Reunion Development does not move forward (including multiplier effects). In particular, one element of the proposed facilities which is significantly jeopardized is a 750-room convention hotel.

<sup>&</sup>lt;sup>1</sup> The Perryman Group, THE HIGH COST OF ALIGNMENT "2(B)": The Potential Economic and Fiscal Cost of Closing the Hyatt Regency Dallas and Foregoing the Reunion Development, February 2025.



The purpose of this report is to provide a perspective on two additional elements of fallout from proposed rail alignment 2(b). One element of the higher speed rail linkage between the Arlington Entertainment District/Fort Worth and downtown Dallas assessed in this study relates to the potential impact on KBHCC operations if the Reunion Development does not move forward, thus reducing the number of available hotel rooms in the immediate area. The KBHCC generates substantial economic benefits to the Dallas area and beyond, and a planned \$3.7 billion expansion will allow for larger conventions and events, thus potentially increasing the associated tourism and visitor spending and providing other direct spending in the local

The higher speed rail linkage between the Arlington Entertainment District/Fort Worth and downtown Dallas involves extremely high costs, and while congestion in the Dallas-Fort Worth area is a growing problem, alignment 2(b) fails to address any of the most significant issues.

area. However, as set forth in the marketing study for the project, optimal operational results can only be achieved with adequate hotel rooms.<sup>2</sup>

The second area examined in the current analysis is congestion. The rail line involves extremely high costs and while congestion in the Dallas-Fort Worth area is a growing problem, alignment 2(b) fails to address any of the most

significant issues. The Perryman Group estimated potential net economic benefits of using these transportation resources to address areas of greater congestion rather than on higher speed rail along alignment 2(b) route.

These additional economic implications are important considerations in any decision related to investments in higher speed rail in the local area.

<sup>&</sup>lt;sup>2</sup>Kay Bailey Hutchison Convention Center, Market and Future Strategies Study, HVS Convention, Sports, & Entertainment Facilities Consulting, November 2017.



#### **Current Congestion**

As the population and economy of Texas and, in particular, the Dallas-Fort Worth area continue to expand, an inevitable result is increasing congestion on regional roadways. Addressing the issue will require a variety of initiatives. For any particular investment of scarce resources, it is important to consider the degree to which it reduces congestion costs compared to other potential expenditures. To provide a perspective on this issue, The Perryman Group estimated the additional congestion-related benefits which could be realized by spending transportation infrastructure resources on the areas with significant traffic issues rather than higher speed rail connecting downtown Dallas and downtown Fort Worth (with a stop in the Arlington entertainment district).

The Texas A&M Transportation Institute (TTI) Mobility Division has been analyzing congestion for a number of years. The 2024 Texas' Top 100 Congested Road Segments study<sup>3</sup> conducted in conjunction with the Texas

The Perryman Group estimated the additional congestion-related benefits which could be realized by spending transportation infrastructure resources on the areas with significant traffic issues rather than higher speed rail connecting downtown Dallas and downtown Fort Worth (with a stop in the Arlington entertainment district).

Department of Transportation (TxDOT) indicates that 42 of the 100 most congested roadways in Texas are in the Dallas-Fort Worth area. The five most congested segments are concentrated in downtown Dallas and from downtown Dallas to the north.

The study estimates congestion as the total delay per mile of road. Supplemental metrics provide additional information, adding further context to the study and

assisting in identifying the most important road segments on which to focus resources. The Texas Congestion Index (TCI) is a unitless measure that indicates the amount of extra time for any trip, while the Planning Time Index is a reliability measure representing the total travel time that should be planned for a trip. Total Delay measures congestion issues in annual person-

<sup>&</sup>lt;sup>3</sup> Texas A&M Transportation Institute Mobility Division, Texas' Top 100 Congested Road Segments, 2024, https://mobility.tamu.edu/texas-most-congested-roadways/.



hours, combining elements of the TCI (intensity of congestion on a section of road) with the number of people suffering that congestion, thereby prioritizing highly traveled segments above those that are less heavily traveled. Congestion Cost based on delay and fuel costs are also estimated.

The five most congested roadway segments in the Dallas-Fort Worth area are concentrated in downtown Dallas and from downtown Dallas to the north.

The most congested stretch of road in the Dallas-Fort Worth area (and the second-most congested segment in Texas) is the Woodall Rodgers Freeway from US 75 to N Beckley Avenue just north of downtown. This segment has an annual delay of 1,342,429 hours per mile costing \$47,816,081 in

direct congestion losses according to the TTI study. Several mitigation projects are planned or underway for surrounding roadways that could take pressure off this short but congested stretch of road.

The second-most congested roadway in the region is the E R.L. Thornton Freeway (IH 30) from Jefferson Viaduct (roughly IH 35E) to East Grande Ave. (roughly in East Dallas). The annual delay for this segment is 896,611 hours per mile for a congestion cost of \$96,007,145. A part of this road segment falls under the I-30 East Corridor mitigation plan, currently under review, which would expand capacity and add express lanes from I-45 east to Bass Pro Drive.

Third on the list of most congested DFW road segments is US 75 from Northwest Highway/SL 12 to Woodall Rodgers Freeway north of downtown Dallas with an annual delay of 789,679 hours per mile and an annual congestion cost of \$102,656,558. The only current mitigation plan for this congestion is for a different roadway, I-635 LBJ East, from US 75 to I-30. The plan is in the final design stages and will widen I-635 to 10 lanes, among other improvements.

Other major congestion in Dallas occurs further north on US 75, from IH 635 to Northwest Highway, and on Stemmons Freeway (IH 35E) from SH 183 to IH 30. General patterns indicate that the worst congestion is from downtown Dallas out to the northwest, north, and east. In Tarrant County (Fort Worth), the bulk of the congestion is on IH 35 W, IH 820, SH 183, IH 20, and a portion of IH 30.



Of particular relevance to the current study, IH 30, which is the most direct route from downtown Dallas to downtown Fort Worth, does not make the list of top 100 congested roadways in Texas other than the segment between IH 820 to SH 360 in Tarrant County which is currently under construction. Stretching from the outskirts of Fort Worth to Arlington, that segment ranked 54th on the list of most congested road segments with an annual

Of particular relevance to the current study, IH 30, which is the most direct route from downtown Dallas to downtown Fort Worth, does not make the list of top 100 congested roadways in Texas other than the segment between IH 820 to SH 360 in Tarrant County which is currently under construction.

delay of 242,877 hours per mile and \$56,225,871 in annual congestion cost. However, the new main lanes, frontage roads, direct connector ramps, and other improvements will improve the situation.

Moreover, the construction itself likely added to the congestion issue during the period in which data was collected for the 2024 study.

Although the TTI estimates congestion costs, these cost

figures only capture a portion of the overall costs. The Perryman Group utilized a more comprehensive methodology (described in Appendix A) to estimate the economic benefits of improving congestion problems.



Road	Dallas- Fort Worth Area Rank	Delay/Mile (Hours)	Congestion Cost	Directly Improved by Higher Speed Rail Alignment 2(b)?
	Ranked l	by Delay/Mil	le	
Woodall Rodgers Fwy/ SS 366 (US 75 to N Beckley Ave)	1	1,342,429	\$47,816,081	No
E RL Thornton Fwy/ IH 30/US 67 (Jefferson Viaduct to E Grande Ave/SH 78)	2	896,611	\$96,007,145	No
US 75 (Northwest Highway/SL 12 to Woodall Rodgers Fwy/SS 366)	2	789,679	\$102,656,558	No
US 75 Lyndon B Johnson Fwy/IH 635 to Northwest Highway/SL 12)	4	754,254	\$77,354,217	No
Tom Landry Fwy/IH 30 (E Loop 820/IH 820 to SH 360)	21	242,877	\$56,225,871	Yes
Rank	ed by TTI D	irect Conges	tion Cost	
Lyndon B Johnson Fwy/IH 635 (Stemmons Fwy/IH 35E/US 77 to US 75)	1	601,082	\$124,381,710	No
Stemmons Fwy/ IH 35E/US 77 (John W Carpenter/SH 183 to Tom Landry Fwy/IH 30)	2	699,603	\$102,662,683	No
US 75 (Northwest Highway/SL 12 to Woodall Rodgers Fwy/SS 366)	3	789,679	\$102,656,558	No
E RL Thornton Fwy/ IH 30/US 67 (Jefferson Viaduct to E Grande Ave/SH 78)	4	896,611	\$96,007,145	No
Tom Landry Fwy/IH 30 (E Loop 820/IH 820 to SH 360)	14	242,877	\$56,225,871	Yes

Note: Includes the four most congested segments in the Dallas-Fort Worth area and the only segment of IH 30, the most direct route between downtown Dallas and downtown Fort Worth, which is among the top 100 most congested roadways in Texas. The segment of IH 30 was under construction during the time of the traffic survey.

Source: Texas A&M Transportation Institute Mobility Division, The Perryman Group



#### **Economic Impacts**

Any economic stimulus, whether positive or negative, leads to dynamic responses across the economy. The Perryman Group has developed complex and comprehensive models over the past four decades to measure these dynamic responses in order to estimate the total economic effects (not only direct, but also indirect and induced) associated with direct sources of stimulus.

In this instance, optimizing the operational performance of the KBHCC

Optimizing the operational performance of the KBHCC requires additional hotel rooms, and incremental performance leads to direct benefits. Investing transportation infrastructure dollars toward reducing the worst congestion areas can also yield direct benefits greater than those of the higher speed rail alignment 2(b). These direct effects, in turn, lead to multiplier effects across the economy.

requires additional hotel rooms, and incremental performance leads to direct benefits. Investing transportation infrastructure dollars toward reducing the worst congestion areas can yield direct benefits greater than those of the higher speed rail alignment 2(b). These direct effects, in turn, lead to multiplier effects across the economy.

Impacts were measured for the Dallas area for KBHCC operations and the region for net congestion effects. Methods used in this analysis are

summarized on the following page, with substantial additional detail (including key assumptions) provided in Appendix A.



#### Measuring Economic and Fiscal Effects

Any economic stimulus, whether positive or negative, generates multiplier effects throughout the economy. In this instance. Better performance by the KBHCC would lead to higher direct spending in the area. Incremental congestion relief would reduce lost earnings due to time and traffic as well as increasing logistics efficiency. These increases in economic activity and generate incremental tax receipts to State and local governments.

The Perryman Group's dynamic input-output assessment system (the US Multi-Regional Impact Assessment System was developed by the firm about 40 years ago and has been consistently maintained and updated since that time. These models have been used in hundreds of analyses for clients ranging from major corporations to government agencies and have been peer reviewed on multiple occasions. The impact system uses a variety of data (from surveys, industry information, and other sources) to describe the various goods and services (known as resources or inputs) required to produce another good/service. This process allows for estimation of the total economic impact (including multiplier effects) of the economic stimulus. The models used in the current analysis reflect the specific industrial composition and characteristics of Dallas and the Dallas-Fort Worth area.

Total economic effects are quantified for the key measures of business activity described below (further explained in Appendix A). Note that these are different ways of looking at the same economic effects; they are not additive.

- <u>Total expenditures</u> (or total spending) measure change in the volume of dollars changing hands as a result of the economic stimulus.
- Gross product (or output) is the change in the level of production of goods and services in the area as a result of the stimulus. This measure is parallel to the gross domestic product numbers commonly reported by various media outlets and is a subset of total expenditures.
- <u>Personal income</u> reflects dollars that end up in the hands of people in the area; the vast
  majority of this aggregate derives from the earnings of employees, but payments such as
  interest and rents are also included.
- <u>Jobs</u> are expressed on a full-time-equivalent basis for ongoing effects or job-years (one
  person working for one year, though it could be multiple individuals working partial years)
  for construction or impacts measured over multiple years.

Monetary values were quantified on a constant (2024) basis to eliminate the effects of inflation. See Appendix A for additional information regarding the methods and assumptions used in this analysis.



#### **KBHCC Operational Effects**

Optimal performance of the expanded KBHCC depends on the availability of adequate hotel rooms in nearby areas. The proposed Reunion Development includes two hotels which would provide much-needed capacity, one of which is a large convention hotel. Moreover, the implementation of alignment 2(b) also jeopardizes the viability of the existing Dallas Hyatt Regency property.

Without the Reunion Development, The Perryman Group estimates that the economic benefits of the new KBHCC would be significantly curtailed relative to the baseline scenario, including net losses over the first five years of a projected \$2.5 billion in expenditures and over 15,600 job-years (including multiplier effects). Additional details are included in the table below and Appendix B.

## Potential Effects on the Dallas Area of Performance of the New KBHCC Over the First Five Years Under Baseline Assumptions and if the Reunion Development Does Not Move Forward

	Total Expenditures (Billions of 2024 Dollars)	Gross Product (Billions of 2024 Dollars)	Personal Income (Billions of 2024 Dollars)	Employment (Job-Years)
KBHCC Baseline Performance	\$12.324	\$6.936	\$4.183	75,809
KBHCC Performance without the Reunion Development	\$9.786	\$5.508	\$3.322	60,198
Net Losses	-\$2.538	-\$1.428	-\$0.861	-15,610

Note: Based on a the potential reduction in KBHCC performance associated with fewer hotel rooms if the Reunion Development does not move forward and related dynamic effects. Components may not sum to totals due to independent rounding. A job-year is one person working for one year, though it could be multiple individuals working partial years. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A, with results by industry in Appendix B.

Source: US Multi-Regional Impact Assessment System, The Perryman Group



#### **Congestion Effects**

As noted, the proposed higher speed rail between downtown Fort Worth and downtown Dallas fails to address the worst and most costly congestion areas. The Perryman Group estimated the potential incremental benefits if these transportation infrastructure resources were instead utilized to help address the worst problem areas. Because final details regarding the potential cost of higher speed rail along alignment 2(b) are not yet available, two scenarios were assessed based on a reasonable range of potential costs based on information available at this time.

The two channels of effects quantified include (1) the potential reduction in earnings losses due to time wasted in traffic and (2) the potential gains from increased logistics (truck) efficiency. The portion of fuel cost savings attributable to each segment is also incorporated. In the Low Case, the net regional gain from infrastructure investments in more congested areas was estimated to be almost \$2.5 billion in annual expenditures and 10,470 job (including multiplier effects). In the High Case scenario, benefits rise to \$5.7 billion in expenditures and almost 24,000 jobs.

Although there are many considerations in mobility plans and variables in reducing congestion, it is clearly beneficial to the economy to invest transportation infrastructure funds in a manner which achieves the greatest reductions in congestion costs. The fact that there are far worse problem areas than routes between downtown Dallas and downtown Fort Worth should be a significant consideration in decisions related to the major expenditures required for implementing the alignment 2(b) higher speed rail project. Additional results are included in the following table, with detail by industry group in Appendix B.



# The Potential Net Annual Regional Gain from Infrastructure Investments in More Congested Areas Rather than Downtown Dallas to Downtown Fort Worth Higher Speed Rail

	Total Expenditures (Millions of 2024 Dollars)	Gross Product (Millions of 2024 Dollars)	Personal Income (Millions of 2024 Dollars)	Employment (Job-Years)
		LOW CASE		
Reduction in Earnings Losses	\$2,297.259	\$1,185.036	\$722.450	9,674
Improvement in Trucking Efficiency	\$198.130	\$95.659	\$58.172	796
Total	\$2,495.3 <mark>9</mark> 0	\$1,280.695	\$780.622	10,470
SACHINELE	nicomponi	HIGH CASE		
Reduction in Earnings Losses	\$5,265.312	\$2,716.100	\$1,655.853	22,172
Improvement in Trucking Efficiency	\$454.114	\$219.251	\$133.331	1,824
Total	\$5,719.426	\$2,935.350	\$1,789.184	23,996

Note: Estimated net benefits of investing transportation infrastructure dollars in more congested areas rather than higher speed rail between downtown Dallas and downtown Fort Worth (and the Arlington entertainment district) including multiplier effects. Components may not sum to totals due to independent rounding. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A, with results by industry in Appendix B.

Source: US Multi-Regional Impact Assessment System, The Perryman Group



#### Fiscal Impacts

Business activity generates tax receipts. For example, retail sales and hotel occupancy effects associated with the economic activity measured in this study were quantified. A portion of the retail sales would be taxable, and

The fiscal losses associated with the reduction in KBHCC performance over the first five years if the Reunion Development does not go forward are projected to be approximately \$215.0 million, including almost \$26.3 million for the City of Dallas.

receipts to the State and local taxing entities are affected by the direct stimulus. Moreover, room nights provide occupancy tax resources, and tourism leads to potential receipts.

Economic activity also affects property tax values. Higher incomes increase housing demand, leading to higher taxable values as well as additional need

for houses. Increased retail sales and incomes enhance the need for commercial space such as restaurants, retail outlets, and personal service facilities. Higher property values increase taxes to counties, cities, school districts, and other local taxing entities. These indirect taxes lead to significant receipts to the State and local government entities.

The fiscal losses associated with the reduction in KBHCC performance over the first five years if the Reunion Development does not go forward are projected to be approximately \$215.0 million, including almost \$26.3 million for the City of Dallas. A detailed breakdown of the gains to each taxing entity is included in the following table.



# The Potential Fiscal Losses Associated with the Reduction in KBHCC Performance if the Reunion Development Does Not Go Forward: First Five Years of Operations

(in millions)

State of Texas	-\$145.156
City of Dallas	-\$26.261
Dallas County	-\$3.657
Dallas ISD	-\$16.924
Parkland Hospital	-\$3.598
Dallas County Community College	-\$1.792
Dallas Area Rapid Transit (DART)	-\$14.302
Other Local Taxing Entities	-\$3.344
Total	-\$215.034

Note: Based on fiscal effects related to the economic benefits of construction of the KBHCC assuming realignment as described in this study. Components may not sum to totals due to independent rounding.

Source: The Perryman Group

The annual fiscal gains associated with infrastructure investments in more congested areas rather than downtown Dallas to downtown Fort Worth higher speed rail are projected to be \$70.3 million to the State of Texas and \$54.6 million to local taxing entities in the region in the low case scenario. For the high case scenario, the fiscal gains to the State would be \$161.2 million and \$125.1 million to local taxing entities.



#### Conclusion

The Perryman Group has analyzed economic issues related to alignment 2(b) of a proposed higher speed rail line between downtown Dallas and downtown Fort Worth (including the Arlington entertainment district). Such an alignment threatens the Dallas Hyatt Regency and Reunion Development, which could impair the performance of the new KBHCC due to the reduction in available hotel rooms. Prior studies have examined the potential losses associated with forgoing the Reunion Development and the potential benefits of reorienting the new site of the new convention center.

In addition, transportation infrastructure investments which address the most significant congestion areas can lead to significant net gains for the region compared to the proposed benefits achieved by the higher speed rail line. The most direct route between downtown Dallas and downtown Fort Worth is not among the worst problem areas (other than an area under construction at the time of recent analyses).



# Appendix A: Methods Used

### **US Multi-Regional Impact Assessment System**

The US Multi-Regional Impact Assessment System (USMRIAS) measures multiplier effects of economic stimuli. The USMRIAS was developed and is maintained by The Perryman Group. This model has been used in thousands of diverse applications across the country and has an excellent reputation for accuracy and credibility; it has also been peer reviewed on multiple occasions and has been a key factor in major national and international policy simulations.

The basic modeling technique is known as dynamic input-output analysis, which essentially uses extensive survey data, industry information, and a variety of corroborative source materials to create a matrix describing the various goods and services (known as resources or inputs) required to produce one unit (a dollar's worth) of output for a given sector. Once the base information is compiled, it can be mathematically simulated to generate evaluations of the magnitude of successive rounds of activity involved in the overall production process.

There are two essential steps in conducting an input-output analysis once the system is operational. The first major endeavor is to accurately define the levels of direct activity to be evaluated. The second phase involves model simulation to determine total (not only direct, but also indirect and induced) effects. Additional detail is provided in the following sections.

### **Estimation of Direct Effects**

KBHCC performance with and without the Reunion Development was based on information included in the City of Dallas analysis of likely outcomes and the importance of hotel room availability to achieving these results. Note that the potential smaller hotel in the Reunion Development was not included in the analysis because it is not anticipated to be a convention-type facility. If this property were considered, the losses would be somewhat larger.

The net direct benefits of congestion reduction of the most significant problem areas are addressed and were estimated based on input data from the Texas A&M Transportation Institute (TTI) and other public and private sources. The information regarding lost earnings from TTI was (1) adjusted to 2024 dollars, (2) modified to reflect the appropriate hourly costs in the Dallas-Fort Worth areas, and (3) allocated across more than 500 detailed industrial categories reflecting the specific industrial composition of the local economy. These resulting estimates reflect the direct earnings inputs to simulations of the USMRIAS to determine the overall impacts as the consequences of these losses throughout the regional supply chain.

<sup>&</sup>lt;sup>4</sup> Kay Bailey Hutchison Convention Center, Market and Future Strategies Study, HVS Convention, Sports, & Entertainment Facilities Consulting, November 2017.



Following similar adjustments to those described above, the increased transportation costs were also allocated across the various detailed economic sectors based on the relative usage of trucking resources based on the coefficients of the Dallas-Fort Worth submodel of the USMRIAS. The Low Case and High Case scenarios represent reported potential costs of higher speed rail alignment 2(b) and assume that these funds are instead directed to mitigation of identified worst congestion areas. In both cases, only the net improvements relative to those potentially provided by the higher speed rail initiative were included. For purposes of conservatism, the potential direct benefits were estimated based on specific cost estimates as available for various corridors. As a result, not all of the most congested areas were included (which results in the estimated benefits of the reallocation being understated).

### **Model Simulation**

The direct inputs were then implemented in a series of simulations of the USMRIAS to measure total (not only direct, but also indirect and induced) economic effects of the direct stimulus. The systems used reflect the unique industrial structures of the Dallas area and Dallas-Fort Worth area.

The USMRIAS is somewhat similar in format to the Input-Output Model of the United States which is maintained by the US Department of Commerce. The model developed by TPG, however, incorporates several important enhancements and refinements. Specifically, the expanded system includes (1) comprehensive 500-sector coverage for any county, multi-county, or urban region; (2) calculation of both total expenditures and value-added by industry and region; (3) direct estimation of expenditures for multiple basic input choices (expenditures, output, income, or employment); (4) extensive parameter localization; (5) price adjustments for real and nominal assessments by sectors and areas; (6) comprehensive measurement of the induced impacts associated with payrolls and consumer spending; (7) embedded modules to estimate multi-sectoral direct spending effects; (8) estimation of retail spending activity by consumers; and (9) comprehensive linkage and integration capabilities with a wide variety of econometric, real estate, occupational, and fiscal impact models.

The impact assessment (input-output) process essentially estimates the amounts of all types of goods and services required to produce one unit (a dollar's worth) of a specific type of output. For purposes of illustrating the nature of the system, it is useful to think of inputs and outputs in dollar (rather than physical) terms. As an example, the construction of a new building will require specific dollar amounts of lumber, glass, concrete, hand tools, architectural services, interior design services, paint, plumbing, and numerous other elements. Each of these suppliers must, in turn, purchase additional dollar amounts of inputs. This process continues through multiple rounds of production, thus generating subsequent increments to business activity. The initial process of building the facility is known as the direct effect. The ensuing transactions in the output chain constitute the indirect effect.

Another pattern that arises in response to any direct economic activity comes from the payroll dollars received by employees at each stage of the production cycle. As workers



are compensated, they use some of their income for taxes, savings, and purchases from external markets. A substantial portion, however, is spent locally on food, clothing, health care services, utilities, housing, recreation, and other items. Typical purchasing patterns in the relevant areas are obtained from the Center for Community and Economic Research *Cost of Living Index*, a privately compiled inter-regional measure which has been widely used for several decades, and the *Consumer Expenditure Survey* of the US Department of Labor. These initial outlays by area residents generate further secondary activity as local providers acquire inputs to meet this consumer demand. These consumer spending impacts are known as the *induced effect*. The USMRIAS is designed to provide realistic, yet conservative, estimates of these phenomena.

Sources for information used in this process include the Bureau of the Census, the Bureau of Labor Statistics, the Regional Economic Information System of the US Department of Commerce, and other public and private sources. The pricing data are compiled from the US Department of Labor and the US Department of Commerce. The verification and testing procedures make use of extensive public and private sources.

Impacts are typically measured in constant dollars to eliminate the effects of inflation.

The USMRIAS is also integrated with a comprehensive fiscal model, which links the tax payments by industry to the specific rates and structures associated with the relevant State and local governmental authorities.

### **Measures of Business Activity**

The USMRIAS generates estimates of total economic effects on several measures of business activity. Note that these are different ways of measuring the same impacts; they are not additive.

The most comprehensive measure of economic activity is **Total Expenditures**. This measure incorporates every dollar that changes hands in any transaction. For example, suppose a farmer sells wheat to a miller for 0.50; the miller then sells flour to a baker for 0.75; the baker, in turn, sells bread to a customer for 1.25. The Total Expenditures recorded in this instance would be 2.50, that is, 0.50 + 0.75 + 1.25. This measure is quite broad but is useful in that (1) it reflects the overall interplay of all industries in the economy, and (2) some key fiscal variables such as sales taxes are linked to aggregate spending.

A second measure of business activity is **Gross Product**. This indicator represents the regional equivalent of Gross Domestic Product, the most commonly reported statistic regarding national economic performance. In other words, the Gross Product of Texas is the amount of US output that is produced in that state; it is defined as the value of all final goods produced in a given region for a specific period of time. Stated differently, it captures the amount of value-added (gross area product) over intermediate goods and services at each stage of the production process, that is, it eliminates the double counting in the Total Expenditures concept. Using the example above, the Gross Product is \$1.25 (the value of the bread) rather than \$2.50. Alternatively, it may be viewed as the sum of the value-added by the farmer, \$0.50; the miller, \$0.25 (\$0.75 - \$0.50); and



the baker, \$0.50 (\$1.25 - \$0.75). The total value-added is, therefore, \$1.25, which is equivalent to the final value of the bread. In many industries, the primary component of value-added is the wage and salary payments to employees.

The third gauge of economic activity used in this evaluation is **Personal Income**. As the name implies, Personal Income is simply the income received by individuals, whether in the form of wages, salaries, interest, dividends, proprietors' profits, or other sources. It may thus be viewed as the segment of overall impacts which flows directly to the citizenry.

The final aggregates used are **Jobs and Job-Years**, which reflect the full-time equivalent jobs generated by an activity. For an economic stimulus expected to endure (such as the ongoing operations of a facility), the Jobs measure is used. It should be noted that, unlike the dollar values described above, Jobs is a "stock" rather than a "flow." In other words, if an area produces \$1 million in output in 2023 and \$1 million in 2024, it is appropriate to say that \$2 million was achieved in the 2023-24 period. If the same area has 100 people working in 2023 and 100 in 2024, it only has 100 Jobs. When a flow of jobs is measured, such as in a construction project or a cumulative assessment over multiple years, it is appropriate to measure employment in Job-Years (a person working for a year, though it could be multiple individuals working for partial years). This concept is distinct from Jobs, which anticipates that the relevant positions will be maintained on a continuing basis.

# **US Multi-Regional Econometric Model**

### Overview

The US Multi-Regional Econometric Model was developed by Dr. M. Ray Perryman, President and CEO of The Perryman Group (TPG), about 40 years ago and has been consistently maintained, expanded, and updated since that time. It is formulated in an internally consistent manner and is designed to permit the integration of relevant global, national, state, and local factors into the projection process. It is the result of four decades of continuing research in econometrics, economic theory, statistical methods, and key policy issues and behavioral patterns, as well as intensive, ongoing study of all aspects of the global, US, state, and metropolitan area economies. It is extensively used by scores of federal and State governmental entities on an ongoing basis, as well as hundreds of major corporations. It can be integrated with The Perryman Group's other models and systems to provide dynamic projections.

This section describes the forecasting process in a comprehensive manner, focusing on both the modeling and the supplemental analysis. The overall methodology, while certainly not ensuring perfect foresight, permits an enormous body of relevant information to impact the economic outlook in a systematic manner. The model was used in the current analysis both for estimating construction inflation and for estimating



the economic parameters driving future real estate absorption (as inputs to the systems described below).

### **Model Logic and Structure**

The Model revolves around a core system which projects output (real and nominal), income (real and nominal), and employment by industry in a simultaneous manner. For the purposes of illustration, it is useful to initially consider the employment functions. Essentially, employment within the system is a derived demand relationship obtained from a neo-Classical production function. The expressions are augmented to include dynamic temporal adjustments to changes in relative factor input costs, output and (implicitly) productivity, and technological progress over time. Thus, the typical equation includes output, the relative real cost of labor and capital, dynamic lag structures, and a technological adjustment parameter. The functional form is logarithmic, thus preserving the theoretical consistency with the neo-Classical formulation.

The income segment of the model is divided into wage and non-wage components. The wage equations, like their employment counterparts, are individually estimated at the 3-digit North American Industry Classification System (NAICS) level of aggregation. Hence, income by place of work is measured for approximately 90 production categories. The wage equations measure real compensation, with the form of the variable structure differing between "basic" and "non-basic."

The basic industries, comprised primarily of the various components of Mining, Agriculture, and Manufacturing, are export-oriented, i.e., they bring external dollars into the area and form the core of the economy. The production of these sectors typically flows into national and international markets; hence, the labor markets are influenced by conditions in areas beyond the borders of the particular region. Thus, real (inflation-adjusted) wages in the basic industry are expressed as a function of the corresponding national rates, as well as measures of local labor market conditions (the reciprocal of the unemployment rate), dynamic adjustment parameters, and ongoing trends.

The "non-basic" sectors are somewhat different in nature, as the strength of their labor markets is linked to the health of the local export sectors. Consequently, wages in these industries are related to those in the basic segment of the economy. The relationship also includes the local labor market measures contained in the basic wage equations.

Note that compensation rates in the export or "basic" sectors provide a key element of the interaction of the regional economies with national and international market phenomena, while the "non-basic" or local industries are strongly impacted by area production levels. Given the wage and employment equations, multiplicative identities in each industry provide expressions for total compensation; these totals may then be aggregated to determine aggregate wage and salary income. Simple linkage equations are then estimated for the calculation of personal income by place of work.

The non-labor aspects of personal income are modeled at the regional level using straightforward empirical expressions relating to national performance, dynamic responses, and evolving temporal patterns. In some instances (such as dividends, rents,



and others) national variables (for example, interest rates) directly enter the forecasting system. These factors have numerous other implicit linkages into the system resulting from their simultaneous interaction with other phenomena in national and international markets which are explicitly included in various expressions.

The output or gross area product expressions are also developed at the 3-digit NAICS level. Regional output for basic industries is linked to national performance in the relevant industries, local and national production in key related sectors, relative area and national labor costs in the industry, dynamic adjustment parameters, and ongoing changes in industrial interrelationships (driven by technological changes in production processes).

Output in the non-basic sectors is modeled as a function of basic production levels, output in related local support industries (if applicable), dynamic temporal adjustments, and ongoing patterns. The inter-industry linkages are obtained from the input-output (impact assessment) system which is part of the overall integrated modeling structure maintained by The Perryman Group. Note that the dominant component of the econometric system involves the simultaneous estimation and projection of output (real and nominal), income (real and nominal), and employment at a disaggregated industrial level. This process, of necessity, also produces projections of regional price deflators by industry. These values are affected by both national pricing patterns and local cost variations and permit changes in prices to impact other aspects of economic behavior. Income is converted from real to nominal terms using relevant Consumer Price Indices, which fluctuate in response to national pricing patterns and unique local phenomena.

Several other components of the model are critical to the forecasting process. The demographic module includes (1) a linkage equation between wage and salary (establishment) employment and household employment, (2) a labor force participation rate function, and (3) a complete population system with endogenous migration. Given household employment, labor force participation (which is a function of economic conditions and evolving patterns of worker preferences), and the working-age population, the unemployment rate and level become identities.

The population system uses Census information, fertility rates, and life tables to determine the "natural" changes in population by age group. Migration, the most difficult segment of population dynamics to track, is estimated in relation to relative regional and extra-regional economic conditions over time. Because evolving economic conditions determine migration in the system, population changes are allowed to interact simultaneously with overall economic conditions. Through this process, migration is treated as endogenous to the system, thus allowing population to vary in accordance with relative business performance (particularly employment).

Real retail sales is related to income, interest rates, dynamic adjustments, and patterns in consumer behavior on a store group basis. It is expressed on an inflation-adjusted basis. Inflation at the state level relates to national patterns, indicators of relative economic conditions, and ongoing trends. As noted earlier, prices are endogenous to the system.



A final significant segment of the forecasting system relates to real estate absorption and activity. The short-term demand for various types of property is determined by underlying economic and demographic factors, with short-term adjustments to reflect the current status of the pertinent building cycle. In some instances, this portion of the forecast requires integration with the US Multi-Regional Industry-Occupation System which is maintained by The Perryman Group. This system also allows any employment simulation or forecast from the econometric model to be translated into a highly detailed occupational profile.

The overall US Multi-Regional Econometric Model contains numerous additional specifications, and individual expressions are modified to reflect alternative lag structures, empirical properties of the estimates, simulation requirements, and similar phenomena. Moreover, it is updated on an ongoing basis as new data releases become available. Nonetheless, the above synopsis offers a basic understanding of the overall structure and underlying logic of the system.

### **Model Simulation and Multi-Regional Structure**

The initial phase of the simulation process is the execution of a standard non-linear algorithm for the state system and that of each of the individual sub-areas. The external assumptions are derived from scenarios developed through national and international models and extensive analysis by The Perryman Group.

Once the initial simulations are completed, they are merged into a single system with additive constraints and interregional flows. Using information on minimum regional requirements, import needs, export potential, and locations, it becomes possible to balance the various forecasts into a mathematically consistent set of results. This process is, in effect, a disciplining exercise with regard to the individual regional (including metropolitan and rural) systems. By compelling equilibrium across all regions and sectors, the algorithm ensures that the patterns in state activity are reasonable in light of smaller area dynamics and, conversely, that the regional outlooks are within plausible performance levels for the state as a whole.

The iterative simulation process has the additional property of imposing a global convergence criterion across the entire multi-regional system, with balance being achieved simultaneously on both a sectoral and a geographic basis. This approach is particularly critical on non-linear dynamic systems, as independent simulations of individual systems often yield unstable, non-convergent outcomes.

It should be noted that the underlying data for the modeling and simulation process are frequently updated and revised by the various public and private entities compiling them. Whenever those modifications to the database occur, they bring corresponding changes to the structural parameter estimates of the various systems and the solutions to the simulation and forecasting system. The multi-regional version of the econometric model is re-estimated and simulated with each such data release, thus providing a constantly evolving and current assessment of state and local business activity.



### The Final Forecast

The process described above is followed to produce an initial set of projections. Through the comprehensive multi-regional modeling and simulation process, a systematic analysis is generated which accounts for both historical patterns in economic performance and inter-relationships and the best available information on the future course of pertinent external factors. While the best available techniques and data are employed in this effort, they are not capable of directly capturing "street sense," i.e., the contemporaneous and often non-quantifiable information that can materially affect economic outcomes. In order to provide a comprehensive approach to the prediction of business conditions, it is necessary to compile and assimilate extensive material regarding current events and factors both across the state of Texas and elsewhere.

This critical aspect of the forecasting methodology includes activities such as (1) daily review of hundreds of financial and business publications and electronic information sites; (2) review of major newspapers and online news sources in the state on a daily basis; (3) dozens of hours of direct telephone interviews with key business and political leaders in all parts of the state; (4) face-to-face discussions with representatives of major industry groups; and (5) frequent site visits to the various regions of the state. The insights arising from this "fact finding" are analyzed and evaluated for their effects on the likely course of the future activity.

Another vital information resource stems from the firm's ongoing interaction with key players in the international, domestic, and state economic scenes. Such activities include visiting with corporate groups on a regular basis and being regularly involved in the policy process at all levels. The firm is also an active participant in many major corporate relocations, economic development initiatives, and regulatory proceedings.

Once organized, this information is carefully assessed and, when appropriate, independently verified. The impact on specific communities and sectors that is distinct from what is captured by the econometric system is then factored into the forecast analysis. For example, the opening or closing of a major facility, particularly in a relatively small area, can cause a sudden change in business performance that will not be accounted for by either a modeling system based on historical relationships or expected (primarily national and international) factors.

The final step in the forecasting process is the integration of this material into the results in a logical and mathematically consistent manner. In some instances, this task is accomplished through "constant adjustment factors" which augment relevant equations. In other cases, anticipated changes in industrial structure or regulatory parameters are initially simulated within the context of the Multi-Regional Impact Assessment System to estimate their ultimate effects by sector. Those findings are then factored into the simulation as constant adjustments on a distributed temporal basis. Once this scenario is formulated, the extended system is again balanced across regions and sectors through an iterative simulation algorithm analogous to that described in the preceding section.



### **US Multi-Regional Industry-Occupation System**

The US Multi-Regional Industry-Occupation System translates standard data on employment by industry (derived from the US Multi-Regional Econometric Model, the US Multi-Regional Impact Assessment System, or other sources) into estimates of demand for workers in occupational categories at a highly detailed level.

The modeling process begins with the industry-occupation coefficients compiled by the US Department of Labor based on extensive surveys of operating patterns in thousands of firms and other secondary sources. As an example, a typical tire plant of a given size requires machinists, mechanics, plant managers, administrative staff, custodial staff, shipping personnel, and numerous other types of workers. By compiling this information across the entire economy, a matrix is created which allows the data on employment by industry (which is regularly projected) to be translated into employment by occupation.

The US Multi-Regional Industry-Occupation System links this basic structure specifically to the economy of every metropolitan area, region, and county in the United States, accounting for productivity and production patterns in each area. It is also regularly updated to reflect evolving patterns. The system can be fully integrated with historical employment data and the projections obtained from the US Multi-Regional Econometric Model. It can also be linked to results from the US Multi-Regional Impact Assessment System. Thus, the industry-occupation system is a flexible mechanism to allow extensive evaluations of workforce characteristics and patterns. It is highly detailed, providing results for more than 700 occupational categories.

# **US Multi-Regional Real Estate Absorption System**

The US Multi-Regional Real Estate Absorption System is a model developed by The Perryman Group which allows such applications as (1) historical characterization of real estate absorption by category (office, industrial, retail, distribution, housing, etc.); (2) projections of future absorption; and (3) measurement of the impact of specific economic activity.

The system is based on the simple notion that economic activity ultimately determines the need for space. Industrial space is needed when production increases; retail space is needed when purchasing expands; office space demands depend on the number of office workers, and housing is required when population expands. Although real estate is subject to cycles, long-term patterns are highly correlated with business activity.

The first step in the process is to obtain the requisite information on employment by industry. This information may be derived from historical data, forecasts, or an impact assessment. This information is then simulated for the relevant area to obtain employment by occupation using the relevant submodel of the US Multi-Regional Industry-Occupation System. The results are then linked to estimates of the square footage requirements for various types of occupations and activities obtained from the



National Association of Industry and Office Parks and other primary sources. These estimates are frequently updated to reflect changing patterns in space utilization.

With regard to housing, the system links employment and projected population growth to new housing requirements based on local patterns, as well as allocations to single and multi-family categories. This segment of the system is fully adjusted for current vacancy rates and the attrition rate as existing units are removed from the market.



# Appendix B: Results by Industry

# KBHCC Performance Losses if the Reunion Development Does Not Move Forward

# New KBHCC Operations Benefits Years 1-5: Baseline Scenario

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Job Years*
Agriculture	+\$80.2 m	+\$20.5 m	+\$13.7 m	+171
Mining	+\$136.8 m	+\$31.2 m	+\$16.9 m	+75
Utilities	+\$413.3 m	+\$95.1 m	+\$41.5 m	+143
Construction	+\$197.3 m	+\$105.2 m	+\$86.7 m	+964
Manufacturing	+\$1,160.3 m	+\$396.4 m	+\$221.9 m	+2,960
Wholesale Trade	+\$487.0 m	+\$329.6 m	+\$190.0 m	+1,710
Retail Trade*	+\$4,468.7 m	+\$3,269.5 m	+\$1,886.2 m	+47,625
Transportation & Warehousing	+\$1,069.0 m	+\$772.6 m	+\$511.0 m	+5,517
Information	+\$294.5 m	+\$181.0 m	+\$77.3 m	+548
Financial Activities*	+\$1,871.3 m	+\$498.7 m	+\$188.3 m	+1,564
Business Services	+\$489.0 m	+\$306.2 m	+\$249.8 m	+2,408
Health Services	+\$322.3 m	+\$226.0 m	+\$191.1 m	+2,501
Other Services	+\$1,333.9 m	+\$704.5 m	+\$508.8 m	+9,623
Total, All Industries	+\$12,323.5 m	+\$6,936.4 m	+\$4,183.1 m	+75,809

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2024 US dollars. A job-year is equivalent to one person working for one year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



# New KBHCC Operations Benefits Years 1-5: Without the Reunion Development

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Job Years*
Agriculture	+\$63.7 m	+\$16.3 m	+\$10.8 m	+136
Mining	+ <b>\$108</b> .6 m	+\$24.8 m	+\$13.4 m	+60
Utilities	+\$328.2 m	+\$75.5 m	+\$33.0 m	+113
Construction	+ <b>\$156.6</b> m	+\$83.5 m	+\$68.8 m	+765
Manufacturing	+\$921.4 m	+\$314.8 m	+\$176.2 m	+2,350
Wholesale Trade	+\$386.7 m	+\$261.7 m	+\$150.9 m	+1,358
Retail Trade*	+\$3,548.5 m	+\$2,596.2 m	+\$1,497.8 m	+37,818
Transportation & Warehousing	+\$848.9 m	+\$613.5 m	+\$405.8 m	+4,381
Information	+\$233.9 m	+\$143.7 m	+\$61.4 m	+435
Financial Activities*	+\$1,486.0 m	+\$396.0 m	+\$149.5 m	+1,242
Business Services	+\$388.3 m	+\$243.2 m	+\$198.4 m	+1,912
Health Services	+\$255.9 m	+\$179.5 m	+\$151.8 m	+1,986
Other Services	+\$1,059.2 m	+\$559.4 m	+\$404.0 m	+7,641
Total, All Industries	+\$9,785.9 m	+\$5,508.1 m	+\$3,321.7 m	+60,198

Source: US Multi-Regional Impact Assessment System, The Perryman Group Notes: Monetary values given in millions of 2024 US dollars. A job-year is equivalent to one person working for one year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real



### Net Losses in New KBHCC Operations Years 1-5 if the Reunion Development **Does Not Move Forward**

Results by Industry

Industra	Total	Gross	Personal	Job Vassa*
Industry	Expenditures	Product	Income	Years*
Agriculture	-\$16.5 m	-\$4.2 m	-\$2.8 m	-35
Mining	-\$28.2 m	-\$6.4 m	-\$3.5 m	-16
Utilities	-\$85.1 m	-\$19.6 m	-\$8.5 m	-29
Construction	-\$40.6 m	-\$21.7 m	-\$17.8 m	-198
Manufacturing	-\$238.9 m	-\$81.6 m	-\$45.7 m	-609
Wholesale Trade	<sub>ె</sub> \$100.3 m	-\$67.9 m	-\$39.1 m	-352
Retail Trade*	-\$920.2 m	-\$673.2 m	-\$388.4 m	-9,807
Transportation & Warehousing	-\$220.1 m	-\$159.1 m	-\$105.2 m	-1,136
Information	-\$60.6 m	-\$37.3 m	-\$15.9 m	-113
Financial Activities*	⁼\$385.3 m	-\$102.7 m	-\$38.8 m	-322
Business Services	-\$100.7 m	-\$63.1 m	-\$51.4 m	-496
Health Services	-\$66.4 m	-\$46.5 m	-\$39.4 m	-515
Other Services	-\$274.7 m	-\$145.1 m	-\$104.8 m	-1,981
Total, All Industries	-\$2,537.6 m	-\$1,428.3 m	-\$861.4 m	-15,610

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2024 US dollars. A job-year is equivalent to one person working for one year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



# **Gains from Infrastructure Investments in More Congested Areas**

# Net Annual Regional Gain from Infrastructure Investments in More Congested Areas – Reduction in Earnings Losses Low Case

Results by Industry

1.1.2	Total	Gross	Personal	1-1-
Industry	Expenditures	Product	Income	Jobs
Agriculture	+\$15.4 m	+\$4.1 m	+\$2.8 m	+34
Mining	+\$27.0 m	+\$6.2 m	+\$3.2 m	+13
Utilities	+\$68.9 m	+\$15.6 m	+\$6.8 m	+23
Construction	+\$79.0 m	+\$39.7 m	+\$32.8 m	+364
Manufacturing	+\$364.5 m	+\$136.9 m	+\$80.5 m	+937
Wholesale Trade	+\$131.2 m	+\$88.8 m	+\$51.2 m	+461
Retail Trade*	+\$319.2 m	+\$238.9 m	+\$138.8 m	+3,383
Transportation & Warehousing	+\$9 <mark>6.6</mark> m	+\$63.6 m	+\$42.1 m	+454
Information	+\$106.5 m	+\$65.9 m	+\$28.1 m	+199
Financial Activities*	+\$607.6 m	+\$227.7 m	+\$93.5 m	+747
Business Services	+\$237.6 m	+\$155.3 m	+\$126.7 m	+1,221
Health Services	+\$96.5 m	+\$66.7 m	+\$56.4 m	+737
Other Services	+\$147.0 m	+\$75.7 m	+\$59.8 m	+1,101
Total, All Industries	+\$2,297.3 m	+\$1,185.0 m	+\$722.4 m	+9,674

Source: US Multi-Regional Impact Assessment System, The Perryman Group



# Net Annual Regional Gain from Infrastructure Investments in More Congested Areas - Trucking Efficiency Low Case

Results by Industry

	Total	Gross	Personal	
Industry	Expenditures	Product	Income	Jobs
Agriculture	+\$3.3 m	+\$0.7 m	+\$0.5 m	+6
Mining	+\$2.4 m	+\$0.6 m	+\$0.3 m	+1
Utilities	+\$5.5 m	+\$1.3 m	+\$0.6 m	+2
Construction	+\$10.2 m	+\$5.0 m	+\$4.1 m	+45
Manufacturing	+\$52.7 m	+\$18.1 m	+\$10.5 m	+124
Wholesale Trade	+\$12.5 m	+\$8.4 m	+\$4.9 m	+44
Retail Trade*	+\$25.5 m	+\$19.0 m	+\$11.1 m	+270
Transportation & Warehousing	+\$13.3 m	+\$9.0 m	+\$5.9 m	+64
Information	+\$5.5 m	+\$3.4 m	+\$1.5 m	+10
Financial Activities*	+\$36.6 m	+\$11.8 m	+\$3.9 m	+31
Business Services	+\$12.6 m	+\$8.0 m	+\$6.5 m	+63
Health Services	+\$6.8 m	+\$4.7 m	+\$4.0 m	+52
Other Services	+\$11.1 m	+\$5.7 m	+\$4.5 m	+83
Total, All Industries	+\$198.1 m	+\$95.7 m	+\$58.2 m	+796

Source: US Multi-Regional Impact Assessment System, The Perryman Group



# Net Annual Regional Gain from Infrastructure Investments in More Congested Areas - Total Benefit Low Case

Results by Industry

	Total	Gross	Personal	
Industry	Expenditures	Product	Income	Jobs
Agriculture	+\$18.7 m	+\$4.8 m	+\$3.3 m	+40
Mining	+\$29.4 m	+\$6.7 m	+\$3.5 m	+14
Utilities	+\$74.4 m	+\$16.9 m	+\$7.4 m	+25
Construction	+\$89.3 m	+\$44.7 m	+\$36.8 m	+410
Manufacturing	+\$417.2 m	+\$155.0 m	+\$91.0 m	+1,061
Wholesale Trade	+\$143.7 m	+\$97.2 m	+\$56.1 m	+504
Retail Trade*	+\$344.7 m	+\$257.9 m	+\$149.8 m	+3,653
Transportation & Warehousing	+\$110.0 m	+\$72.6 m	+\$48.0 m	+518
Information	+\$112.0 m	+\$69.3 m	+\$29.6 m	+209
Financial Activities*	+\$644.3 m	+\$239.5 m	+\$97.4 m	+778
Business Services	+\$250.3 m	+\$163.3 m	+\$133.2 m	+1,284
Health Services	+\$103.3 m	+\$71.4 m	+\$60.3 m	+789
Other Services	+\$158.1 m	+\$81.3 m	+\$64.3 m	+1,184
Total, All Industries	+\$2,495.4 m	+\$1,280.7 m	+\$780.6 m	+10,470

Source: US Multi-Regional Impact Assessment System, The Perryman Group



# Net Annual Regional Gain from Infrastructure Investments in More Congested Areas – Reduction in Earnings Losses High Case

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$35.3 m	+\$9.4 m	+\$6.3 m	+79
Mining	+\$61.9 m	+\$14.1 m	+\$7.3 m	+30
Utilities	+\$157.9 m	+\$35.8 m	+\$15.6 m	+52
Construction	+\$181.1 m	+\$91.1 m	+\$75.1 m	+835
Manufacturing	+\$835.5 m	+\$313.7 m	+\$184.4 m	+2,147
Wholesale Trade	+\$300.8 m	+\$203.5 m	+\$117.3 m	+1,056
Retail Trade*	+\$731.5 m	+\$547.5 m	+\$318.1 m	+7,753
Transportation & Warehousing	+\$221.5 m	+\$145.9 m	+\$96.5 m	+1,041
Information	+\$244.1 m	+\$151.0 m	+\$64.5 m	+456
Financial Activities*	+\$1,392.7 m	+\$521.9 m	+\$214.2 m	+1,713
Business Services	+\$544.6 m	+\$356.0 m	+\$290.4 m	+2,799
Health Services	+\$221.1 m	+\$152.8 m	+\$129.2 m	+1,690
Other Services	+\$337.0 m	+\$173.4 m	+\$137.0 m	+2,523
Total, All Industries	+\$5,265.3 m	+\$2,716.1 m	+\$1,655.9 m	+22,172

Source: US Multi-Regional Impact Assessment System, The Perryman Group



# Net Annual Regional Gain from Infrastructure Investments in More Congested Areas - Trucking Efficiency High Case

Results by Industry

W	Total	Gross	Personal	
Industry	Expenditures	Product	Income	Jobs
Agriculture	+\$7.5 m	+\$1.7 m	+\$1.1 m	+14
Mining	+\$5.5 m	+\$1.3 m	+\$0.7 m	+2
Utilities	+\$12.7 m	+\$2.9 m	+\$1.3 m	+4
Construction	+\$23.4 m	+\$11.4 m	+\$9.4 m	+104
Manufacturing	+\$120.9 m	+\$41.5 m	+\$24.1 m	+285
Wholesale Trade	+\$28.6 m	+\$19.4 m	+\$11.2 m	+100
Retail Trade*	+\$58.4 m	+\$43.7 m	+\$25.3 m	+620
Transportation & Warehousing	+\$30.6 m	+\$20.6 m	+\$13.6 m	+147
Information	+\$12.6 m	+\$7.8 m	+\$3.3 m	+23
Financial Activities*	+\$83.9 m	+\$27.1 m	+\$9.0 m	+71
Business Services	+\$29.0 m	+\$18.3 m	+\$14.9 m	+144
Health Services	+\$15.6 m	+\$10.8 m	+\$9.1 m	+119
Other Services	+\$25.4 m	+\$13.0 m	+\$10.3 m	+190
Total, All Industries	+\$454.1 m	+\$219.3 m	+\$133.3 m	+1,824

Source: US Multi-Regional Impact Assessment System, The Perryman Group



# Net Annual Regional Gain from Infrastructure Investments in More Congested Areas - Total Benefit High Case

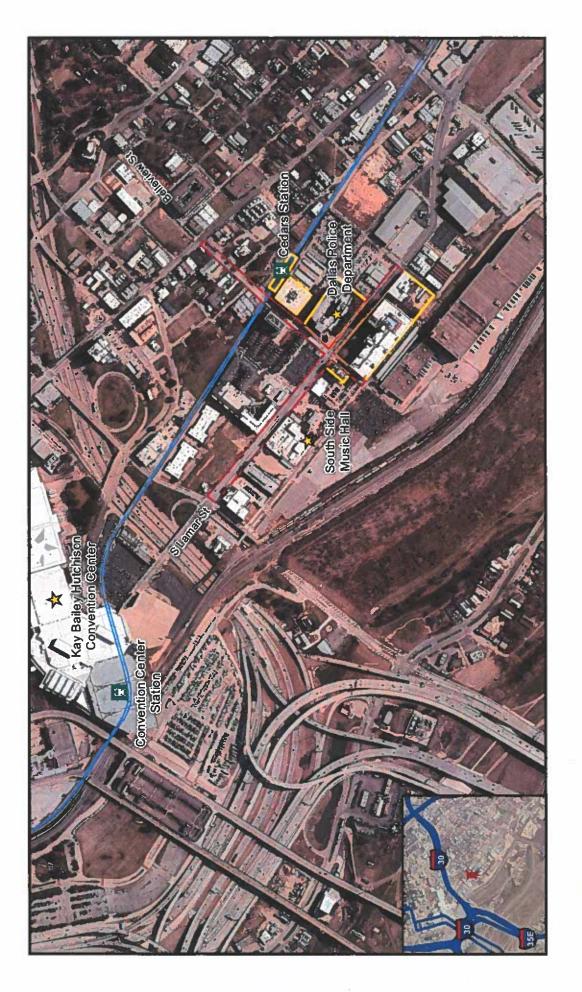
Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$42.9 m	+\$11.1 m	+\$7.5 m	+93
Mining	+\$67.5 m	+\$15.4 m	+\$7.9 m	+32
Utilities	+\$170.6 m	+\$38.7 m	+\$16.9 m	+56
Construction	+\$204.6 m	+\$102.5 m	+\$84.4 m	+939
Manufacturing	+\$956.3 m	+\$355.2 m	+\$208.5 m	+2,432
Wholesale Trade	+\$329.4 m	+\$222.9 m	+\$128.5 m	+1,156
Retail Trade*	+\$790.0 m	+\$591.1 m	+\$343.4 m	+8,372
Transportation & Warehousing	+\$252.1 m	+\$166.5 m	+\$110.1 m	+1,188
Information	+\$256.8 m	+\$158.8 m	+\$67.8 m	+479
Financial Activities*	+\$1,476.7 m	+\$549.0 m	+\$223.2 m	+1,784
Business Services	+\$573.6 m	+\$374.3 m	+\$305.3 m	+2,943
Health Services	+\$236.7 m	+\$163.6 m	+\$138.3 m	+1,809
Other Services	+\$362.4 m	+\$186.4 m	+\$147.3 m	+2,713
Total, All Industries	+\$5,719.4 m	+\$2,935.4 m	+\$1,789.2 m	+23,996

Source: US Multi-Regional Impact Assessment System, The Perryman Group



# Dallas - Cedars South Side Streetscape





Light Rail Station

Points of Interest

NCTCOG Funded Development

Red / Blue Line

Trinity Railway Express

Mixed-Use Development

0.125 0

Miles 0.25

North Central Texas Council of Governments

# THE HIGH COST OF ALIGNMENT "2(B)":

The Potential Economic and Fiscal Cost of Closing the Hyatt Regency Dallas and Foregoing the Reunion Development

February 2025



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# **Executive Summary**

- A higher speed rail linkage between the Arlington Entertainment District/Fort Worth and downtown Dallas is currently under consideration. Alignment "2(b)" threatens the sustainability of the Hyatt Regency Dallas and planned Reunion Development.
- The construction of the elevated rail track along the proposed path would have a significant negative impact on the Hyatt Regency Dallas hotel, as many rooms would become unusable, and the lobby and delivery docks would need to be reconfigured to accommodate the track. As a result, the viability of the hotel would be in doubt, and closure could be necessary.
- Total losses to the Dallas area if the hotel closes are estimated to be \$1.7 billion in annual expenditures and over 10,400 jobs due to the loss of hotel operations and reduced tourism (including multiplier effects).
- The higher speed rail alignment as currently designed would also halt the proposed Reunion Development, as the plan would be impractical to construct with the presence of the elevated rail track. Without the Reunion Development, potential job gains and visitor and resident spending would also be foregone, leading to substantial ongoing losses of potential business activity.
  - Total losses from foregone construction in the Dallas area total an estimated \$4.3 billion in expenditures and over 18,500 job-years (including multiplier effects). A job-year is one person working for one year, though it could be multiple individuals working partial years.
  - Ongoing losses would include \$5.9 billion in expenditures and over 20,600 potential jobs in the Dallas area if the Reunion Development does not move forward (including multiplier effects).
  - Beyond the construction and operations losses discussed above, other categories would also be negatively impacted by not proceeding with the Reunion Development, including total tourism and hotel operations and spending and consumption by residents in the complex.



- Business activity generates tax receipts.
  - The lost tax revenue if the Hyatt Regency Dallas closed is projected to total \$154.4 million to the State and local taxing entities annually, including losses of \$19.4 million per year to the City of Dallas.
  - Over the entirety of the planned construction period, the estimated losses to the State and local taxing entities due to the Reunion Development not being built are projected to be approximately \$270.0 million, including \$32.7 million for the City of Dallas.
  - Annual losses due to foregone ongoing operations in the Reunion
     Development are estimated to be \$430.1 million, with \$58.8 million to the
     City of Dallas.
- Potential economic losses associated with closing the Hyatt Regency Dallas and foregoing the Reunion Development include billions in spending and tens of thousands of jobs in Dallas as well as ongoing related reductions in tax receipts to the City of Dallas of a projected \$78.2 million per year.
- Even beyond these economic and fiscal losses are other problems with the proposed alignment. Hotel rooms in the area are particularly important to the success of the nearby convention center, and closing the Hyatt Regency Dallas and not moving forward with the Reunion Development would have notable effects. The proposed development also includes housing (and particularly affordable housing) which is in short supply. At the same time, higher speed rail to Arlington Entertainment District/Fort Worth fails to address the congestion problems in the Dallas area with the highest economic costs.



# Introduction

A higher speed rail linkage between the Arlington Entertainment District/Fort Worth and downtown Dallas is currently under consideration. Alignment "2(b)" threatens the sustainability of the Hyatt Regency Dallas and planned Reunion Development.

The area is already in need of additional hotel rooms, particularly considering the notable ongoing enhancements to the Kay Bailey Hutcheson Convention Center. However, the extremely close proximity of the elevated tracks and resulting changes that would be required, from reorienting the hotel entrance and lobby to closing large numbers of rooms, could result in the closure of the hotel. Located adjacent to the iconic Reunion Tower, which often defines the image of Dallas in popular culture, the loss of the hotel would be particularly harmful.

In addition, a significant construction investment would be foregone which would enhance the area with additional hotel capacity, multi-family housing (including much-needed affordable housing), and commercial space. In addition to losses associated with the construction phase, ongoing annual losses would be substantial when hotel operations, tourism, employment at the new development, and spending by residents are considered.

Business activity generates tax receipts, and foregoing this activity would cause substantial losses of potential revenue for the City of Dallas and other local entities, as well as the State of Texas.

Although traffic congestion is an issue given the population and economic growth in the region, alignment 2(b) fails to address the most congested roadways in the Dallas area and is unlikely to meaningfully improve transportation for the people of Dallas. At the same time, the costs associated with the potential closure of the Hyatt Regency Dallas and foregoing the surrounding Reunion Development are substantial. The current analysis is focused exclusively on the present and anticipated activity associated with Reunion facilities. A subsequent study will examine additional issues associated with this alignment.



# **Economic Impacts**

Any economic stimulus, whether positive or negative, leads to dynamic responses across the economy. The Perryman Group has developed complex and comprehensive models over the past four decades to measure these dynamic responses in order to estimate the total economic effects (not only direct, but also indirect and induced) associated with direct sources of

stimulus.

Any economic stimulus, whether positive or negative, leads to dynamic responses across the economy.

In this instance, closing the hotel would cause job and operational spending losses in addition to reducing tourism to Dallas.
Foregoing the planned

development reduces capital investment, future jobs and tourism, and other potential benefits.

Impacts were measured for the Dallas area and statewide. Note that the Texas results reflect not only effects in the local area, but also spillover to other parts of the state. Methods used in this analysis are summarized on the following page, with substantial additional detail in Appendix A.



# Measuring Economic and Fiscal Effects

Any economic stimulus, whether positive or negative, generates multiplier effects throughout the economy. In this instance, closing the Hyatt Regency Dallas and/or foregoing the Reunion Development would lead to a substantial decrease in current and potential business activity. The resulting reduction in economic activity has notable negative effects on tax receipts to State and local governments.

The Perryman Group's dynamic input-output assessment system (the US Multi-Regional Impact Assessment System was developed by the firm about 40 years ago and has been consistently maintained and updated since that time. These models have been used in hundreds of analyses for clients ranging from major corporations to government agencies and have been peer reviewed on multiple occasions. The impact system uses a variety of data (from surveys, industry information, and other sources) to describe the various goods and services (known as resources or inputs) required to produce another good/service. This process allows for estimation of the total economic impact (including multiplier effects) of the economic stimulus. The models used in the current analysis reflect the specific industrial composition and characteristics of Dallas and Texas.

Total economic effects are quantified for the key measures of business activity described below (further explained in Appendix A). Note that these are different ways of looking at the same economic effects; they are not additive.

- <u>Total expenditures</u> (or total spending) measure change in the volume of dollars changing hands as a result of the economic stimulus.
- Gross product (or output) is the change in the level of production of goods and services in the area as a result of the stimulus. This measure is parallel to the gross domestic product numbers commonly reported by various media outlets and is a subset of total expenditures.
- <u>Personal income</u> reflects dollars that end up in the hands of people in the area; the vast
  majority of this aggregate derives from the earnings of employees, but payments such as
  interest and rents are also included.
- <u>Jobs</u> are expressed on a full-time-equivalent basis for ongoing effects or job-years (one
  person working for one year, though it could be multiple individuals working partial years)
  for construction.

Monetary values were quantified on a constant (2024) basis to eliminate the effects of inflation. See Appendix A for additional information regarding the methods and assumptions used in this analysis.



### **Hyatt Regency Dallas Impacts**

The construction of the elevated rail track along the proposed path would have a significant negative impact on the Hyatt Regency Dallas hotel, as many rooms would become unusable and the lobby and delivery docks would need to be reconfigured to accommodate the track. As a result, the viability of the hotel would be in doubt, and closure could be necessary.

Closure of the hotel would result in an estimated loss of \$236.5 million per year in expenditures and approximately 1,250 jobs in the Dallas area, in addition to losses of almost \$1.5 billion in yearly expenditures and almost 9,200 jobs due to reduced tourism (including multiplier effects). Total losses to the Dallas area if the hotel closes are estimated to be \$1.7 billion in annual expenditures and over 10,400 jobs, with corresponding statewide losses of about \$2.0 billion in expenditures and almost 11,500 jobs.

The Potential Impact of Closure of the Hyatt Regency
Dallas on Business Activity in Dallas and Texas

	Total Expenditures (Millions of 2024 Dollars)	Gross Product (Millions of 2024 Dollars)	Personal Income (Millions of 2024 Dollars)	Employment (Jobs)
		Dallas		
Hotel Operations	-\$236.474	-\$120.175	-\$75.356	-1,255
Tourism	-\$1,458.275	-\$833.730	-\$499.912	-9,171
Total	-\$1,694.749	-\$953.905	-\$575.268	-10,425
		Texas		
Hotel Operations	-\$274.555	-\$135.114	-\$84.711	-1,395
Tourism	-\$1,712.390	-\$930.409	-\$560.181	-10,099
Total	-\$1,986.945	-\$1,065.523	-\$644.892	-11,494

Note: Based on current operations levels and related dynamic effects. Note that results for Texas include effects within Dallas as well as spillover to other areas. Components may not sum to totals due to independent rounding. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A, with results by industry in Appendix B.

Source: US Multi-Regional Impact Assessment System, The Perryman Group



### **Reunion Development Impacts**

The high-speed rail alignment as currently designed would also halt the proposed Reunion Development, resulting in substantial losses to the Dallas and Texas economies. The robust offerings in the future development plan would be impractical to construct with the presence of the elevated rail track, and, as shown in tables below, a full range of community structures would not be built, including retail, office, entertainment, hotel, housing (including much-needed affordable housing), and park space.

The total losses from foregone construction in the Dallas area total an estimated \$4.3 billion in expenditures and over 18,500 job-years (including multiplier effects), with nearly \$6.7 billion in estimated lost expenditures and over 28,100 job-years statewide (including results in the Dallas area as well as spillover to other parts of the state). Additional details are included in the table below and Appendix B.



# The Potential Economic Impact of Foregoing the Reunion Development on Business Activity in Dallas and Texas:

# **Construction Losses**

	Total Expenditures (Millions of 2024 Dollars)	Gross Product (Millions of 2024 Dollars)	Personal Income (Millions of 2024 Dollars)	Employment (Job-Years)		
Dallas						
Infrastructure	-\$36.396	-\$17.255	-\$11.804	-156		
Park	-\$9.371	-\$4.635	-\$3.212	-41		
Office	-\$1,554.987	-\$749.622	-\$510.309	-6,849		
Retail	-\$42.997	-\$20.577	-\$13.951	-187		
Wellness/Retail	-\$45.578	-\$22.245	-\$15.131	-203		
Entertainment & Retail	-\$43.189	-\$20.857	-\$14.165	-190		
Hotel	-\$1,065.166	-\$502.837	-\$340.970	-4,582		
Multifamily	-\$1,543.859	-\$694.652	-\$467.563	-6,337		
Total	-\$4,341.542	-\$2,032.680	-\$1,377.105	-18,546		
Texas						
Infrastructure	-\$56.454	-\$25.993	-\$17.549	-235		
Park	-\$13.750	-\$6.590	-\$4.513	-59		
Office	-\$2,371.188	-\$1,113.963	-\$750.636	-10,238		
Retail	-\$65.683	-\$30.650	-\$20.575	-280		
Wellness/Retail	-\$69.116	-\$32.832	-\$22.106	-302		
Entertainment & Retail	-\$65.806	-\$30.972	-\$20.821	-284		
Hotel	-\$1,636.667	-\$755.602	-\$506.712	-6,926		
Multifamily	-\$2,408.514	-\$1,066.630	-\$710.382	-9,803		
Total	-\$6,687.178	-\$3,063.233	-\$2,053.295	-28,126		

Note: Based on current development plans and related dynamic effects. Note that results for Texas include effects within Dallas as well as spillover to other areas. A job-year is one person working for one year, though it could be multiple individuals working partial years. Components may not sum to totals due to independent rounding. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A, with results by industry in Appendix B.

Source: US Multi-Regional Impact Assessment System, The Perryman Group



Without the Reunion Development, potential job gains associated with tenants and other operations would occur. Losses of potential business activity are estimated to include \$5.9 billion in expenditures in Dallas and over 20,600 potential jobs (including multiplier effects). For Texas (including effects in Dallas as well as spillover to other areas), losses are projected to be \$6.6 billion in potential expenditures and over 23,500 jobs (including multiplier effects).



# The Potential Annual Economic Impact of Foregoing the Reunion Development on Business Activity in Dallas and Texas:

# **Ongoing Operations Losses**

	Total Expenditures (Millions of 2024 Dollars)	Gross Product (Millions of 2024 Dollars)	Personal Income (Millions of 2024 Dollars)	Employment (Jobs)
		Dallas		
Office	-\$5,499.829	-\$2,647.469	-\$1,500.867	-18,587
Retail	-\$56.813	-\$33.573	-\$20.049	-372
Wellness	-\$44.439	-\$24.285	-\$17.058	-242
Entertainment	-\$60.446	-\$28.133	-\$17.634	-279
Hotel	-\$197.061	-\$100.146	-\$62.797	-1,046
Multifamily	-\$21.991	-\$11.844	-\$8.256	-104
Total	-\$5,880.579	-\$2,845.451	-\$1,626.659	-20,630
		Texas		
Office	-\$6,164.754	-\$2,915.814	-\$1,670.486	-21,231
Retail	-\$66.112	-\$37.153	-\$22.283	-406
Wellness	-\$52.279	-\$27.366	-\$18.955	-27:
Entertainment	-\$72.428	-\$32.840	-\$20.630	-324
Hotel	-\$228.796	-\$112.595	-\$70.592	-1,164
Multifamily	-\$25.382	-\$13.187	-\$9.098	-117
Total	-\$6,609.751	-\$3,138.954	-\$1,812.045	-23,513

Note: Based on current development plans, typical employment patterns by type of space, and related dynamic effects. Note that results for Texas include effects within Dallas as well as spillover to other areas. Components may not sum to totals due to independent rounding. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A, with results by industry in Appendix B. Source: US Multi-Regional Impact Assessment System, The Perryman Group

Beyond the construction and operations losses discussed above, other categories would also be negatively impacted by not proceeding with the Reunion Development, including total tourism and hotel operations and



spending and consumption by residents in the complex. Details are included in the following table.

### The Potential Annual Economic Impact of Foregoing the Reunion Development on Business Activity in Dallas and Texas: **Other Ongoing Losses** Total Gross Personal **Expenditures Product Employment** Income (Jobs) (Millions of (Millions of (Millions of 2024 Dollars) 2024 Dollars) 2024 Dollars) Dallas **Total Tourism and Hotel** -\$1,412.291 -\$794.921 -\$479.390 -8,688 **Operations** Spending/Consumption -\$581.171 -\$287.410 -\$177.154 -3,007by Residents **Texas Total Tourism and Hotel** -\$1,655.788 -\$887.936 -\$537.410 -9,578 **Operations** Spending/Consumption -\$784.099 -\$376.476 -\$232.560 -3,901 by Residents

Note: Based on current development plans, typical visitor and resident spending patterns, and related dynamic effects. Note that results for Texas include effects within Dallas as well as spillover to other areas. Components may not sum to totals due to independent rounding. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A, with results by industry in Appendix B. Source: US Multi-Regional Impact Assessment System, The Perryman Group



# Reunion Development by Building

Detailed plans for the Reunion Development reveal that there are a multitude of potential structures, including office, retail, wellness and entertainment, hotel, and multifamily buildings.

In addition to the losses due to not constructing the buildings, the Reunion Development's ongoing operations impact would also be foregone if the railway is built utilizing alignment 2(b). Each building not built would contribute to the loss for Dallas and Texas as a whole, as detailed in the following tables.

Losses by building due to alignment 2(b) for the Dallas area and Texas are presented in the following tables.



# The Potential Annual Economic Impact of Foregoing the Reunion Development on Business Activity in Dallas and Texas:

# **Dallas Construction Losses by Building**

	Total	Gross	Personal			
	Expenditures	Product	Income	Employment		
	(Millions of	(Millions of	(Millions of	(Job-Years)		
	2024 Dollars)	2024 Dollars)	2024 Dollars)			
Office Of						
Building 1	-\$518.294	-\$249.857	-\$170.092	-2,283		
Building 2	-\$516.824	-\$249.148	-\$169.609	-2,277		
Building 3	-\$519.869	-\$250.616	-\$170.609	-2,290		
Total	-\$1,554.987	-\$749.622	-\$510.309	-6,849		
Retail						
Parcel 3 Office 1	-\$5.296	-\$2.535	-\$1.718	-23		
Parcel 2 Multifamily Market 2	-\$6.829	-\$3.268	-\$2.216	-30		
Parcel 4 Multifamily Workforce 2	-\$5.436	-\$2.601	-\$1.764	-24		
Parcel 1 Multifamily Market 3	-\$14.774	-\$7.070	-\$4.793	-64		
Parcel 6 Office 2	-\$4.321	-\$2.068	-\$1.402	-19		
Parcel 7 Office 3	-\$6.341	-\$3.035	-\$2.058	-28		
Total	-\$42.997	-\$20.577	-\$13.951	-187		
Wellness and Entertainment Retail						
Fitness Wellness (Parcel 9)	-\$45.578	-\$22.245	-\$15.131	-203		
Entertainment Retail (Parcel GS)	-\$43.189	-\$20.857	-\$14.165	-190		
	Hotel					
Parcel 1 Convention Hotel	-\$828.064	-\$390.907	-\$265.072	-3,562		
Parcel 8 Hotel/Market	-\$237.102	-\$111.929	-\$75.899	-1,020		
Total	-\$1,065.166	-\$502.837	-\$340.970	-4,582		
Multifamily						
Parcel H Multifamily Market 1	-\$331.672	-\$149.234	-\$100.448	-1,361		
Parcel 3 Multifamily Workforce 1	-\$287.979	-\$129.575	-\$87.216	-1,182		
Parcel 2 Multifamily Market 2	-\$213.218	-\$95.936	-\$64.574	-875		
Parcel 4 Multifamily Workforce 2	-\$186.523	-\$83.925	-\$56.489	-766		
Parcel 1 Multifamily Market 3	-\$442.774	-\$199.224	-\$134.096	-1,817		
Parcel 8 Hotel/Market	-\$81.693	-\$36.757	-\$24.741	-335		
Total	-\$1,543.859	-\$694.652	-\$467.563	-6,337		

Note: Based on current development plans and related dynamic effects. Note that results for Texas include effects within Dallas as well as spillover to other areas. A job-year is one person working for one year, though it could be multiple individuals working partial years. Components may not sum to totals due to independent rounding. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A, with results by industry in Appendix B.





# The Potential Annual Economic Impact of Foregoing the Reunion Development on Business Activity in Dallas and Texas:

# **Texas Construction Losses by Building**

	Total Expenditures (Millions of 2024 Dollars)	Gross Product (Millions of 2024 Dollars)	Personal Income (Millions of 2024 Dollars)	Employment (Job-Years)			
Office							
Building 1	-\$790.343	-\$371.296	-\$250.195	-3,413			
Building 2	-\$788.101	-\$370.243	-\$249.486	-3,403			
Building 3	-\$792.744	-\$372.424	-\$250.956	-3,423			
Total	-\$2,371.188	-\$1,113.963	-\$750.636	-10,238			
Retail							
Parcel 3 Office 1	-\$8.091	-\$3.775	-\$2.534	-35			
Parcel 2 Multifamily Market 2	-\$10.433	-\$4.868	-\$3.268	-44			
Parcel 4 Multifamily Workforce 2	-\$8.304	-\$3.875	-\$2.601	-35			
Parcel 1 Multifamily Market 3	-\$22.569	-\$10.531	-\$7.070	-96			
Parcel 6 Office 2	-\$6.600	-\$3.080	-\$2.068	-28			
Parcel 7 Office 3	-\$9.687	-\$4.520	-\$3.035	-41			
Total	-\$65.683	-\$30.650	-\$20.575	-280			
Wellne	Wellness and Entertainment Retail						
Fitness Wellness (Parcel 9)	-\$69.116	-\$32.832	-\$22.106	-302			
Entertainment Retail (Parcel GS)	-\$65.806	-\$30.972	-\$20.821	-284			
	Hote						
Parcel 1 Convention Hotel	-\$1,272.351	-\$587.408	-\$393.920	-5,384			
Parcel 8 Hotel/Market	-\$364.316	-\$168.194	-\$112.792	-1,542			
Total	-\$1,636.667	-\$755.602	-\$506.712	-6,926			
Multifamily							
Parcel H Multifamily Market 1	-\$517.429	-\$229.147	-\$152.614	-2,106			
Parcel 3 Multifamily Workforce 1	-\$449.265	-\$198.961	-\$132.509	-1,829			
Parcel 2 Multifamily Market 2	-\$332.633	-\$147.309	-\$98.109	-1,354			
Parcel 4 Multifamily Workforce 2	-\$290.987	-\$128.866	-\$85.826	-1,184			
Parcel 1 Multifamily Market 3	-\$690.755	-\$305.906	-\$203.735	-2,811			
Parcel 8 Hotel/Market	-\$127.446	-\$56.440	-\$37.590	-519			
Total	-\$2,408.514	-\$1,066.630	-\$710.382	-9,803			

Note: Based on current development plans and related dynamic effects. Note that results for Texas include effects within Dallas as well as spillover to other areas. A job-year is one person working for one year, though it could be multiple individuals working partial years. Components may not sum to totals due to independent rounding. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A, with results by industry in Appendix B.

Source: US Multi-Regional Impact Assessment System, The Perryman Group



# The Potential Annual Economic Impact of Foregoing the Reunion Development on Business Activity in Dallas and Texas:

# **Dallas Ongoing Operations Losses by Building**

	Total	Gross	Personal	واستعيناه			
	Expenditures	Product	Income	Employment			
	(Millions of 2024	(Millions of	(Millions of	(Jobs)			
	Dollars)	2024 Dollars)	2024 Dollars)				
Office							
Building 1	-\$1,833.153	-\$882.430	-\$500.255	-6,195			
Building 2	-\$1,827.953	-\$879.927	-\$498.836	-6,178			
Building 3	-\$1,838.723	-\$885.112	-\$501.775	-6,214			
Total	-\$5,499.829	-\$2,647.469	-\$1,500.867	-18,587			
Retail							
Parcel 3 Office 1	-\$6.998	-\$4.135	-\$2.470	-46			
Parcel 2 Multifamily Market 2	-\$9.024	-\$5.333	-\$3.184	-59			
Parcel 4 Multifamily Workforce 2	-\$7.182	-\$4.244	-\$2.535	-47			
Parcel 1 Multifamily Market 3	-\$19.521	-\$11.536	-\$6.889	-128			
Parcel 6 Office 2	-\$5.709	-\$3.374	-\$2.015	-37			
Parcel 7 Office 3	-\$8.379	-\$4.952	-\$2.957	-55			
Total	-\$56.813	-\$33.573	-\$20.049	-372			
Fitness and Entertainment Retail							
Fitness Wellness (Parcel 9)	-\$44.439	-\$24.285	-\$17.058	-242			
Entertainment Retail (Parcel GS)	-\$60.446	-\$28.133	-\$17.634	-279			
Hotel							
Parcel 1 Convention Hotel	-\$153.196	-\$77.854	-\$48.818	-813			
Parcel 8 Hotel/Market	-\$43.865	-\$22.292	-\$13.978	-233			
Total	-\$197.061	-\$100.146	-\$62.797	-1,046			
Multifamily							
Parcel H Multifamily Market 1	-\$4.724	-\$2.544	-\$1.774	-22			
Parcel 3 Multifamily Workforce 1	-\$4.102	-\$2.209	-\$1.540	-19			
Parcel 2 Multifamily Market 2	-\$3.037	-\$1.636	-\$1.140	-14			
Parcel 4 Multifamily Workforce 2	-\$2.657	-\$1.431	-\$0.997	-13			
Parcel 1 Multifamily Market 3	-\$6.307	-\$3.397	-\$2.368	-30			
Parcel 8 Hotel/Market	-\$1.164	-\$0.627	-\$0.437	-5			
Total	-\$21.991	-\$11.844	-\$8.256	-104			

Note: Based on current development plans, typical employment patterns by type of space, and related dynamic effects. Note that results for Texas include effects within Dallas as well as spillover to other areas. Components may not sum to totals due to independent rounding. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A, with results by industry in Appendix B. Source: US Multi-Regional Impact Assessment System, The Perryman Group



# The Potential Annual Economic Impact of Foregoing the Reunion Development on Business Activity in Dallas and Texas:

# **Texas Ongoing Operations Losses by Building**

	Total Expenditures (Millions of 2024 Dollars)	Gross Product (Millions of 2024 Dollars)	Personal Income (Millions of 2024 Dollars)	Employment (Jobs)
	Office	The second secon	2024 Dollars)	
Building 1	-\$2,054.779	-\$971.872	-\$556.791	-7,076
Building 2	-\$2,048.951	-\$969.116	-\$555.212	-7,056
Building 3	-\$2,061.024	-\$974.826	-\$558.483	-7,098
Total	-\$6,164.754	-\$2,915.814	-\$1,670.486	-21,231
	Retai		1 din 10 Te	
Parcel 3 Office 1	-\$8.143	-\$4.576	-\$2.745	-50
Parcel 2 Multifamily Market 2	-\$10.501	-\$5.901	-\$3.539	-65
Parcel 4 Multifamily Workforce 2	-\$8.358	-\$4.697	-\$2.817	-51
Parcel 1 Multifamily Market 3	-\$22.716	-\$12.766	-\$7.657	-140
Parcel 6 Office 2	-\$6.643	-\$3.733	-\$2.239	-41
Parcel 7 Office 3	-\$9.751	-\$5.480	-\$3.287	-60
Total	-\$66.112	-\$37.153	-\$22.283	-406
Fitne	ss and Enterta	inment Reta	il	
Fitness Wellness (Parcel 9)	-\$52.279	-\$27.366	-\$18.955	-271
Entertainment Retail (Parcel GS)	-\$72.428	-\$32.840	-\$20.630	-324
	Hotel			
Parcel 1 Convention Hotel	-\$177.867	-\$87.532	-\$54.879	-905
Parcel 8 Hotel/Market	-\$50.929	-\$25.063	-\$15.714	-259
Total	-\$228.796	-\$112.595	-\$70.592	-1,164
	Multifar	nily		
Parcel H Multifamily Market 1	-\$5.453	-\$2.833	-\$1.954	-25
Parcel 3 Multifamily Workforce 1	-\$4.734	-\$2.460	-\$1.697	-22
Parcel 2 Multifamily Market 2	-\$3.505	-\$1.821	-\$1.256	-16
Parcel 4 Multifamily Workforce 2	-\$3.067	-\$1.593	-\$1.099	-14
Parcel 1 Multifamily Market 3	-\$7.279	-\$3.782	-\$2.609	-34
Parcel 8 Hotel/Market	-\$1.343	-\$0.698	-\$0.481	-6
Total	-\$25.382	-\$13.187	-\$9.098	-117

Note: Based on current development plans, typical employment patterns by type of space, and related dynamic effects. Note that results for Texas include effects within Dallas as well as spillover to other areas. Components may not sum to totals due to independent rounding. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A, with results by industry in Appendix B. Source: US Multi-Regional Impact Assessment System, The Perryman Group



Akin Gump Strauss Hauer & Feld LLP 2300 N. Field Street Suite 1800 Dallas, TX 75201 T +1 214.969.2800 F +1 214.969.4343 akingump.com



ERIC GAMBRELL 214.969.2799/214.969.4343 egambrell@akingump.com

May 19, 2025

Ken Kirkpatrick General Counsel North Central Texas Council of Governments 616 Six Flags Drive Arlington, Texas 76011

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, "Hunt").

The purpose of this correspondence is to memorialize the *quoted* and binding admission by Michael Morris, as an authorized representative of the North Central Texas Council of Governments ("NCTCOG"), when discussing the issue of alternatives to the so-called alignment "2(b)" regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail, stating:

"[U]nder federal law, <u>all</u> options have to be evaluated to the same degree of engineering and environmental scrutiny."

See https://nctcog.new.swagit.com/videos/316242.

In the face of this *admitted* legal requirement, NCTCOG has still not formally withdrawn from consideration <u>alignment "2(b)," which NCTCOG admits it has evaluated as fatally flawed</u> (including by its own published standards) and impossible, and even though it has been shown in a study by a leading economist (whose work has been repeatedly relied upon and cited by NCTCOG) that alignment "2(b)" will wreak massive economic and environmental damages on the City of Dallas, including stunting the economic potential of the Kay Bailey Hutchison Convention Center ("KBHCC") and threatening the planned multi-billion dollar Hunt Reunion Development.

Instead, gross waste of millions of taxpayer dollars (epic only in that it embarrassingly exceeds \$10 million) that were fiduciarily entrusted by the public to NCTCOG for actually legitimate and necessary transportation projects continues with the legally deficient (on multiple bases and fronts, including as we have laid out for you in detail) and objectively blundered "environmental assessment" regarding alignment "2(b)."

Ken Kirkpatrick General Counsel May 19, 2025 Page 2

Meanwhile, as we have previously and repeatedly denoted with clarity in prior correspondence to you (in your capacity as General Counsel), NCTCOG continues to refuse to consider reasonable alternatives to the fatally flawed alignment "2(b)," as strictly required under the National Environmental Policy Act ("NEPA"). Even as to those woefully insufficient purported options NCTCOG avers it has looked at (albeit with cursory glance) and conveniently rejected, NCTCOG has not come anywhere close (not even in the same stratosphere) to "evaluat[ing] [them] to the same degree of engineering and environmental scrutiny" it publicly acknowledges is required by "federal law." In stark contrast, as we have also objectively reported to you, NCTCOG continues to muscle ahead in its attempts to force through a NEPA-prohibited "predetermined result" supporting the admittedly fatally flawed alignment "2(b)."

# NCTCOG has a binary choice regarding alignment "2(b)":

(1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment "2(b)"

or

(2) NCTCOG can make the FTA aware of its own conclusion that alignment "2(b)" is "fatally flawed," not "possible," and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment "2(b)."

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

The so-called "Alignment 2(b)" would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas' new \$3 billion Kay Bailey Hutchison Convention Center.

"Alignment 2(b)," would contravene and interfere with the City's and Hunt's legal and lawful rights under their Reunion Master Agreement – in place since 1975.

NCTCOG's continued action involving the so-called "Alignment 2(b)" is in defiance and disregard of the Resolution passed unanimously by the City Council of the City of Dallas on June 12, 2024.

Ken Kirkpatrick General Counsel May 19, 2025 Page 3

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

Akin Gump Strauss Hauer & Feld LLP 2300 N. Field Street Suite 1800 Dallas, TX 75201 T +1 214.969.2800 F +1 214.969.4343 akingump.com



ERIC GAMBRELL 214.969.2799/214.969.4343 egambrell@akingump.com

May 27, 2025

Ken Kirkpatrick General Counsel North Central Texas Council of Governments 616 Six Flags Drive Arlington, Texas 76011

Re: Additional Binding Admissions and Representations by NCTCOG's agents that the I-30 Corridor/Alignment "2(b)" is fatally flawed and eliminated as a reasonable alternative

# Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, "Hunt").

As we have previously memorialized for you, as the General Counsel of the North Central Texas Council of Governments (the "NCTCOG"), *NCTCOG* concluded in a "Final Report" *it* coordinated dated June 2017, that (1) the I-30 Corridor route proposed for alignment "2(b)" is "fatally flawed," (2) under NCTCOG's own published standards alignment "2(b)" is fatally flawed on multiple other bases, and (3) "alignment . . . 2(b) [is] no longer possible."

In supplement to these legally determinative and binding admissions, we provide below a summary of *additional* unequivocal and irretrievable concessions, including those made by Michael Morris and Kevin Feldt, as authorized representatives of NCTCOG, at an official meeting of the NCTCOG Multi-Modal/Intermodal/High-Speed Rail/Freight Subcommittee.

Specifically, Michael Morris expressly conceded to the subcommittee members the "problems" (as he put it) with using the I-30 corridor for the eastern portion of possible Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail. As you know, alignment "2(b)" explicitly incorporates and requires the use of the I-30 corridor – specifically including the eastern portion. Morris concluded in his report to the subcommittee members that these "problems" necessitated that alignment "2(b)" be "dropped" from further consideration.

Additionally, NCTCOG's Kevin Feldt unwaveringly echoed and indented Morris' conclusive and noncontingent disqualification of alignment "2(b)," plainly stating that the route called for by alignment "2(b)" – using the I-30 corridor east of Arlington – was "eliminated" and would "not go[] through the [environmental] process" due to what he specifically characterized as "difficulties" and "critical engineering" issues.

Ken Kirkpatrick General Counsel May 27, 2025 Page 2

Other participants at the official subcommittee meeting weighed in, joining the refrain of acknowledging the "numerous engineering challenges" blocking an I-30 corridor route east of Arlington that, in turn, is incorporated by and therefore preludes alignment "2(b)." The well-understood concern over "the number of residences that would be impacted" by this route was also voiced.

Beyond these additional articulated "problems" and "difficulties" that led Morris to unequivocally find the route embedded in the so-named alignment "2(b)" to be debarred from further consideration, yet another major fatal flaw was highlighted. As voiced at the subcommittee meeting, "the region has already spent a lot of funding rehabilitating [Interstate] 30 pretty much from Arlington into Dallas." Alignment "2(b)" would result in massive tax dollars that were just spent on that major infrastructure project along I-30 east of Arlington to be completely wasted – effectively requiring an I-30 reconstruction do-over (again, at the taxpayer's expense). This was economically rationally stated at the subcommittee meeting to result in yet another "very tough constructability issue" for the I-30 corridor route, rendering alignment "2(b)" unfit on yet another basis.

# NCTCOG has a binary choice regarding alignment "2(b)":

(1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment "2(b)"

or

(2) NCTCOG can make the FTA aware of its own conclusion that alignment "2(b)" is "fatally flawed," not "possible," and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment "2(b)."

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

The so-called "Alignment 2(b)" would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas' new \$3 billion Kay Bailey Hutchison Convention Center.

"Alignment 2(b)," would contravene and interfere with the City's and Hunt's legal and lawful rights under their Reunion Master Agreement – in place since 1975.

Ken Kirkpatrick General Counsel May 27, 2025 Page 3

NCTCOG's continued action involving the so-called "Alignment 2(b)" is in defiance and disregard of the Resolution passed unanimously by the City Council of the City of Dallas on June 12, 2024.

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

Akin Gump Strauss Hauer & Feld LLP 2300 N. Field Street Suite 1800 Dallas, TX 75201 T +1 214.969.2800 F +1 214.969.4343 akingump.com



ERIC GAMBRELL 214.969.2799/214.969.4343 egambrell@akingump.com

June 2, 2025

Ken Kirkpatrick General Counsel North Central Texas Council of Governments 616 Six Flags Drive Arlington, Texas 76011

Re: Continuing Improper Favoritism of the Arlington Entertainment District, including its restaurant and lounge owners, to the Direct and Very Material Economic and Environmental Detriment of the City of Dallas

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, "Hunt").

The strictly limited purpose of this letter is to provide even more conclusive and irrefutable evidence of the flagrantly preferential treatment extended to the Arlington Entertainment District, including its restaurant and lounge owners, by the North Central Texas Council of Governments (the "NCTCOG") and its representatives, to the direct economic and environmental detriment of other communities, most significantly the City of Dallas.

More specifically, as stated by NCTCOG representative Brendon Wheeler, one of the NCTCOG transportation department representatives who reports to Michael Morris, at a NCTCOG Transportation Department Public Meeting:

"the development around and through [Highway] 360 in Arlington . . . <u>the</u> development between those interchanges along I-30 is very clustered up next to the interstate, so <u>there</u> is no way for us to go around, through, or over those interchanges without significant impact to those neighborhoods and <u>businesses</u>, so early on the project team looking at alternatives, <u>coordinating</u> with stakeholders, determined <u>it made more sense to tunnel . . . for that portion of the corridor.</u>"

For the Arlington Entertainment District, including its restaurant and lounge owners, NCTCOG actually paid attention to and catered to *those* "stakeholders," who were concerned about the "significant impact to *their* "businesses" resulting from above-ground higher-speed rail through *their* "neighborhood.

Ken Kirkpatrick General Counsel June 2, 2025 Page 2

In the continued discriminatory coddling of the Arlington Entertainment District, NCTCOG "determined it made more sense to tunnel for that portion of the corridor."

In blindingly stark contrast, NCTCOG punitively continues to fail to withdraw from further consideration the so-called alignment "2(b)" – which even NCTCOG has publicly admitted is fatally flawed and impossible – notwithstanding that, just like the Arlington Entertainment District, "there is no way . . . to go" above ground through Downtown Dallas "without significant [actually devastating] impact to [its] neighborhoods and businesses," including the planned Kay Bailey Hutchison Convention Center and the planned Hunt Reunion Development.

# NCTCOG has a binary choice regarding alignment "2(b)":

(1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment "2(b)"

or

(2) NCTCOG can make the FTA aware of its own conclusion that alignment "2(b)" is "fatally flawed," not "possible," and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment "2(b)."

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

The so-called "Alignment 2(b)" would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas' new \$3 billion Kay Bailey Hutchison Convention Center.

"Alignment 2(b)," would contravene and interfere with the City's and Hunt's legal and lawful rights under their Reunion Master Agreement – in place since 1975.

NCTCOG's continued action involving the so-called "Alignment 2(b)" is in defiance and disregard of the Resolution passed unanimously by the City Council of the City of Dallas on June 12, 2024.

Ken Kirkpatrick General Counsel June 2, 2025 Page 3

Please professionally confirm your receipt of this letter and compliance with its demands.

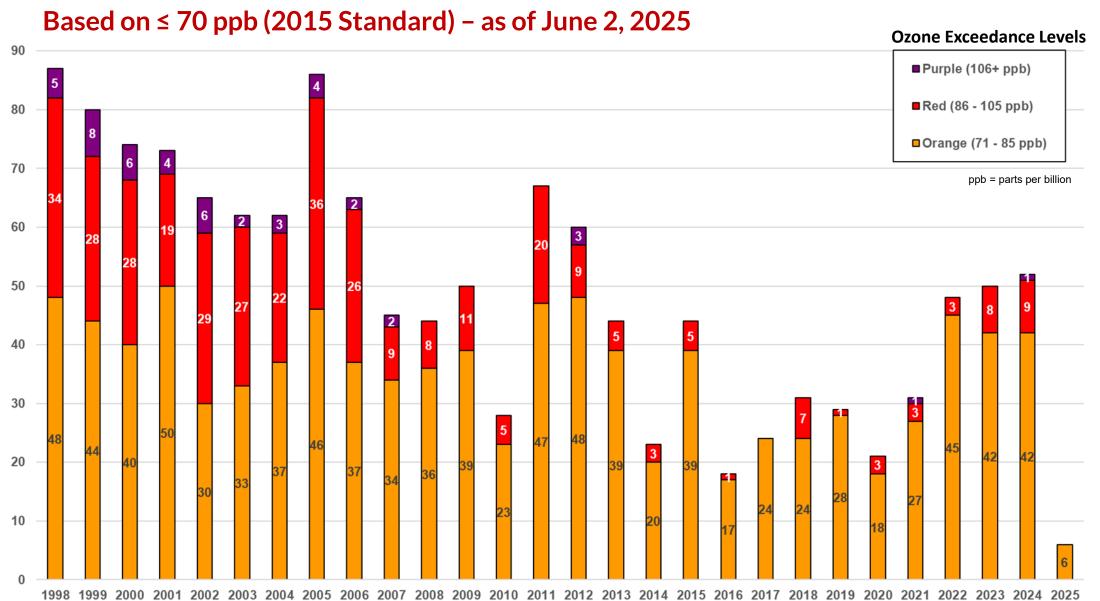
Sincerely,

/s/ Eric Gambrell

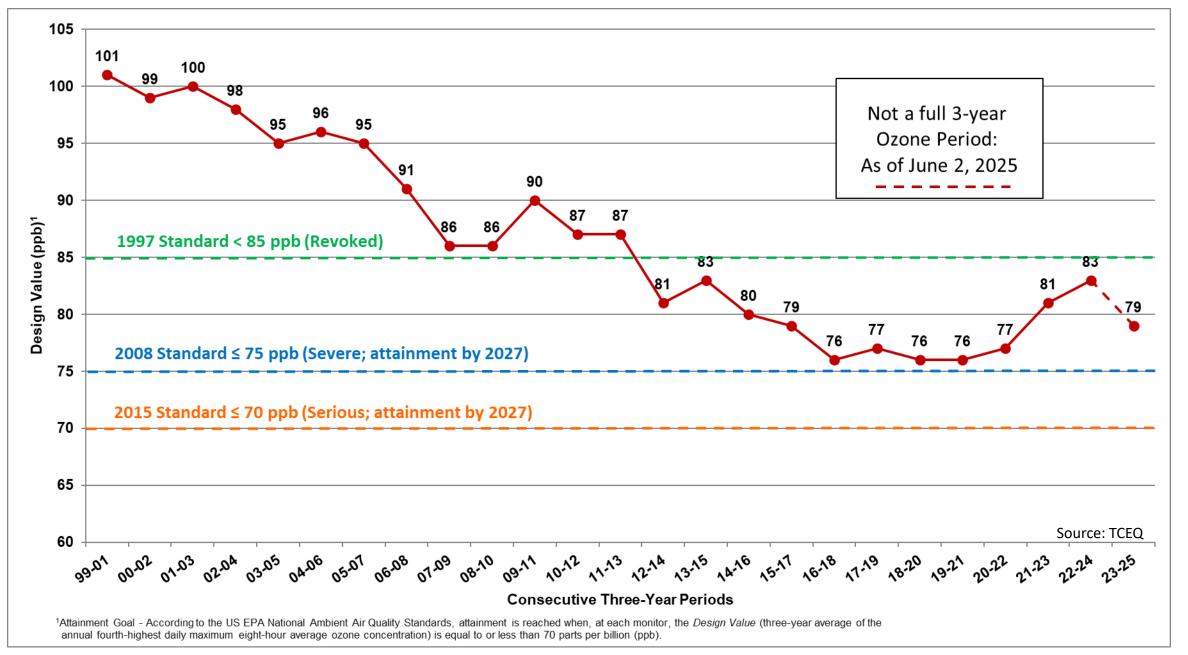
Eric Gambrell

# **ELECTRONIC ITEM 4.3**

# 8-hour Ozone NAAQS Historical Trends



# 8-hour Ozone NAAQS Historical Trends



# For More Information

CHRIS KLAUS
Senior Program Manager
<a href="mailto:cklaus@nctcog.org">cklaus@nctcog.org</a>
817-695-9286

JENNY NARVAEZ
Program Manager
inarvaez@nctcog.org
817-608-2342

VIVEK THIMMAVAJJHALA
Senior Transportation System Modeler
<a href="mailto:vthimmavajjhala@nctcog.org">vthimmavajjhala@nctcog.org</a>
817-704-2504

ANALISA GARCIA
Air Quality Planner
agarcia@nctcog.org
817-695-9170

DANIELA TOWER
Air Quality Planner
dtower@nctcog.org
817-704-5629

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

#### **MINUTES**

# REGIONAL TRANSPORTATION COUNCIL PUBLIC MEETING

Mobility 2050: Draft Plan Recommendations and Transportation Conformity Analysis

Fort Worth 76104 Transit Needs Assessment: Initial Study Recommendations

**Regional Bicycle Safety Action Plan** 

**Strategic Selection of Safety Corridors** 

**Proposed Modifications to the List of Funded Projects** 

## **Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, May 12, 2025 at noon in Arlington. Patrons could attend in person, via phone or view the live stream at <a href="https://www.publicinput.com/nctcogMay25">www.publicinput.com/nctcogMay25</a>. Karla Windsor, Senior Program Manager, moderated the meeting attended by 116 people.

# **Public Meeting Purpose and Topics**

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization, and amended on Nov. 10, 2022. Staff presented information about:

- Mobility 2050: Draft Plan Recommendations and Transportation Conformity Analysis presented by Gwen Dorko and Chris Klaus
- Fort Worth 76104 Transit Needs Assessment Initial Study Recommendations presented by Margarita Zollo
- Regional Bicycle Safety Action Plan presented by Daniel Snyder
- Strategic Selection of Safety Corridors presented by Francisco Torres

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at: <a href="https://www.publicinput.com/nctcogMay25">www.publicinput.com/nctcogMay25</a>.

## **Summary of Presentations**

Mobility 2050: Draft Plan Recommendations and Transportation Conformity Analysis presentation: <a href="https://www.nctcog.org/getmedia/594315b8-2eec-47c4-8ca3-d27cf1bf8254/Mobility-2050-AQ-Conformity.pdf">https://www.nctcog.org/getmedia/594315b8-2eec-47c4-8ca3-d27cf1bf8254/Mobility-2050-AQ-Conformity.pdf</a>

The Metropolitan Transportation Plan (MTP) defines a long-term vision for the region's transportation system and guides spending of federal and State transportation funds. This

includes funding for highways, transit, bicycle and pedestrian facilities and other programs that reduce congestion and improve air quality.

Mobility 2050 replaces the current MTP, Mobility 2045-2022 Update, and includes population and employment forecasts, goals, a financial plan and an air quality analysis. The financial plan will include new financial forecasts, comprehensive updates to policies and will build on the performance measures framework from the current plan. The Plan will also undergo a baseline analysis, financial assessment and non-discrimination analysis to ensure it meets air quality and equal access targets.

To assist planning staff in understanding how the transportation system works for the public, visit: <a href="www.publicinput.com/Mobility2050">www.publicinput.com/Mobility2050</a>. To view the draft plan, visit: <a href="www.nctcog.org/PlanlnProgress">www.nctcog.org/PlanlnProgress</a>. The RTC will take action on Mobility 2050 in June 2025.

As the region is classified as nonattainment for ozone under EPA standards, a transportation conformity analysis is federally mandated before project implementation. The analysis covers a 10-county nonattainment area and compares projected motor vehicle emissions against Statedefined emission budgets established in the State Implementation Plan. Approval by the U.S. Department of Transportation is necessary before any projects can proceed, with local approval targeted for June and federal approval anticipated by year-end.

Fort Worth 76104 Transit Needs Assessment: Initial Study Recommendations presentation: <a href="https://www.nctcog.org/getmedia/38111086-3e67-42ab-943b-305b695bae58/Fort-Worth-76104-Transit-Needs-Assessment.pdf">https://www.nctcog.org/getmedia/38111086-3e67-42ab-943b-305b695bae58/Fort-Worth-76104-Transit-Needs-Assessment.pdf</a>

The Fort Worth 76104 Transit Needs Assessment is a federally funded transit needs assessment focused on the Fort Worth ZIP code area, 76104, which is identified as having persistent poverty. The project aims to improve access to food, healthcare, housing and jobs via enhanced transit solutions.

After multiple rounds of community engagement, including public meetings and surveys, limited sidewalk infrastructure, infrequent bus service, and safety at transit stops were identified as key concerns. Recommended solutions include continuing Trinity Metro's fare reduction efforts, increasing public outreach and service awareness, enhancing pedestrian access and transit stop safety and evaluating service hours and frequency.

The Fort Worth 76104 Transit Needs Assessment is in its final phase, with a completed report expected in Fall 2025. Coordination with the City of Fort Worth and Trinity Metro is ongoing to support funding and implementation of recommendations. For more information, visit <a href="https://www.nctcog.org/76104">www.nctcog.org/76104</a>.

#### Regional Bicycle Safety Action Plan presentation:

https://www.nctcog.org/getmedia/7bb3d14b-cf4b-48cb-a09d-31d836e2bf2e/Regional-Bicycle-Safety-Action-Plan.pdf

The Bicycle Safety Action Plan (BSAP) is a regional planning effort aimed at improving safety for bicyclists as part of a broader initiative on active transportation. This builds on the previously adopted Pedestrian Safety Action Plan (2022) and seeks to address vulnerabilities faced by bicyclists, the most unprotected road users.

The BSAP includes extensive data analysis of crashes from 2019–2023. The planning process includes stakeholder engagement, a public survey and the development of policy frameworks and strategic investment zones based on crash severity and density. Key goals include eliminating serious injuries and fatalities by 2050 and promoting bicycle use across all ages and abilities. Final plan adoption is expected in early 2026.

Participants are encouraged to take the survey at <a href="https://www.publicinput.com/bikesafety">www.publicinput.com/bikesafety</a>.

# Strategic Selection of Safety Corridors presentation:

https://www.nctcog.org/getmedia/bd52b61d-28d6-4932-8625-03f1542567a9/Strategic-Selection-of-Safety-Corridors.pdf

The Strategic Selection of Safety Corridors is a freeway safety enforcement program aimed at reducing crashes and fatalities across the region by using detailed speed data collected from major freeway corridors. The initiative will leverage real-time traffic speed data from sites and the Regional Integrated Transportation Information System to identify high-risk segments and timeframes. Based on these insights, a pilot test will be conducted in October involving selected east and west agencies, followed by broader multi-agency implementation in fiscal years 2025 and 2026. The goal is to measurably reduce speeding-related fatalities on the freeway system, with results tracked before and after implementation.

The RTC is expected to take action on the Strategic Selection of Safety Corridors in October 2025.

#### **Summary of Online Review and Comment Topics**

#### **Proposed Modifications to the List of Funded Projects handout:**

https://www.nctcog.org/getmedia/7040b3f1-41c7-4864-a359-9cb10039d5e8/Proposed-Modifications-to-the-List-of-Funded-Projects.pdf

A comprehensive list of funded transportation projects through 2026 is maintained in the Transportation Improvement Program (TIP), with committed funds from federal, State and local sources. To maintain an accurate project listing, this document is updated on a regular basis.

The current modification cycle includes project updates and funding adjustments for transportation initiatives in Dallas, Denton, Tarrant and Wise Counties. Additionally, financial adjustments related to public transportation services managed by the Denton County Transportation Authority (DCTA) are also included.

#### COMMENTS RECEIVED DURING THE MEETING

# <u>Transportation Conformity Analysis</u>

#### Isaiah Shepard, Mecca Capital

#### A. Emission solutions

Question: Are there any specific programs that are happening right now that are addressing heavy-duty vehicle emissions considering how big the issue is? Are there any grants or partnership

opportunities? Are there any strategic discussions I or others can be a part of to help with this problem?

Summary of response by Chris Klaus: As you indicated, a significant portion of our emissions come from heavy-duty trucks. Slower traffic speeds due to population growth are contributing to increasing emissions from that sector. Our current emissions model, developed under the previous administration, does not reflect recent changes. However, the current administration has introduced ambitious emissions standards set to begin in 2027, targeting both climate and NOx reductions. Engine manufacturers are working to meet these near-zero standards, which could bring emissions close to those of electric vehicles. If these regulations remain in place, we expect to begin seeing benefits in the coming years, including a reduction in the projected increase in truck-related emissions as cleaner technologies are adopted.

Additionally, another major ongoing issue is tampering. We're seeing widespread illegal modifications to engines, both in light- and heavy-duty vehicles. We're working with local law enforcement, including commercial vehicle enforcement teams, who conduct on-site weight and safety checks. Starting later this year or early next year, the Regional Transportation Council has funded equipment that will allow us to scan vehicle emissions in real time and identify tampering by accessing engine control unit data.

There is currently no emissions inspection program for heavy-duty trucks. We continue to pursue federal funding opportunities to support emissions reduction. Two current funding calls are listed on our website, including the Environmental Protection Agency's (EPA) Diesel Emission Reduction Act program and another for heavy-duty engine replacement or upgrades. Lastly, we host an international Heavy-Duty Vehicle Inspection Coalition that brings together global stakeholders to share strategies for reducing truck emissions. The goal is to develop effective, non-intrusive approaches without unnecessary regulatory burdens. I'm happy to discuss any of these topics further at your convenience.

#### **Other**

#### Robert Rose, Citizen

A. Impact of budget cuts on Safe Street programs

Question: What is the anticipated impact of the federal budget cuts and the efforts by some Texas lawmakers for safe street programs in our area?

Summary of response by Karla Windsor: That's an ongoing assessment within our department. We conducted a risk analysis on all federally funded projects to evaluate potential exposure. We determined that approximately 95–96 percent of our projects and programs are secure. A few raised questions, and for one federal grant program, we returned to the RTC, our policy board, to seek backfill or contingency support in case a contract wasn't executed.

The Safe Streets program remains active under the federal government. We have two planning grants, one for \$4 million and another for \$5 million, which are focused on roadway safety audits, school crossing guard programs and related policies. These efforts are moving forward. Currently, a call for projects under Safe Streets for All is open and includes funding for safety initiatives and some implementation projects. Additionally, NCTCOG can provide letters of support for grant

applicants. Although fewer in number, implementation grants are also available. About two years ago, the RTC approved a \$50 million regional safety initiative, independent of State or federal funding. These funds support roadway safety analysis, public education, engineering solutions and targeted safety improvements. We continue to pursue these initiatives using a diverse mix of funding and resources.

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

# Regional Bicycle Safety Action Plan

## **Website**

## **Dorsey Plunk, Citizen**

Many of the roads in the DFW area are maintained by TxDOT. TxDOT has published best practices and guiding principles that are supposed to govern how TxDOT handles road maintenance and construction on roads frequently used by cyclists (see Exhibits A and B). Currently, TxDOT has a poor record of following their own rules, specifically the seal coating of Spur 580 and the frontage roads of IH 20 and IH 30 between Walsh Ranch Parkway and Mikus Road. For a regional bicycle safety plan to be effective, it must include a commitment from TxDOT to follow their own rules. In the case of the roads mentioned above, TxDOT seal coated the roads with an unnecessarily large aggregate. This turned the main direct cycling route between Fort Worth and Weatherford from a safe, frequently used route to one that is hazardous and mostly avoided by cyclists. My complaints to TxDOT that they violated their own best practices and guiding principles were met with indifference. I can provide more details if needed. Going forward I suggest that NCTCOG consider setting up a Regional Bicycle Safety Ombudsman. This would be a central point of contact for cyclists to report safety issues to the appropriate jurisdiction.

See Attachments 1 and 2 for documents referenced in comments.

#### Response by NCTCOG Transportation

Thank you for your comments. We have provided your suggestions to the team for further review and consideration.

## **Other**

#### <u>Mail</u>

## Phyllis Silver, Citizen

Please see Attachment 3 for comments submitted via postal mail.



DEWITT C. GREER STATE HIGHWAY BLDG. ● 125 E. 11TH STREET ● AUSTIN, TEXAS 78701-2483 ● (512) 463-8585

May 8, 2009

Mr. Robin Stallings Executive Director Texas Bicycle Coalition Post Office Box 1121 Austin, Texas 78701

Dear Mr. Stallings:

As per my letter dated, September 25, 2008, the Texas Department of Transportation has completed its research into current seal coat design and construction practices. Our research has indicated that certain practices may reduce the impact to the bicycling community. To that end, we have issued a memorandum to our district engineers (attached). This memorandum also stresses the importance of sweeping travel lanes and shoulders after rock application.

We look forward to working with bicyclists across Texas to improve shoulders for use by the cycling community. If you have any further comment or questions, please contact Paul Douglas at 486-5112 or by email at pdouglas@dot.state.tx.us.

Sincerely

John A. Barton, P.E.
Assistant Executive Director

Engineering Operations

Attachment

cc: James L. Randall, P.E., Director, Transportation Planning and Programming Division,

Jennifer Moczygemba, P.E., Transportation Planning and Programming Division, TxDOT Paul Douglas, Transportation Planning and Programming Division, TxDOT

An Equal Opportunity Employer



# **MEMORANDUM**

TO:

District Engineers

DATE: April 13, 2009

FROM:

John A. Barton, P.E. Jelin A. Buetay P.E.

SUBJECT:

Accommodating Bicycles in Seal Coat Construction

Seal coating is a cost effective and widely used maintenance technique. However, seal coats may not always be ideal for modes of transportation other than automobiles. In particular, seal coats can, in some cases, present difficulties for bicyclists. To promote the accommodation of bicycle traffic, in accordance with the TxDOT mission, I am providing guidance to address the needs of the bicycle-riding public while supporting the use of seal coats for low cost preventive maintenance.

We should consider bicyclists' needs as we develop our PS&E and contracts. In particular, we should give a high priority to planning for bicycle traffic for routes with high numbers of either commuter or recreational bicyclists. You are encouraged to also work with local bicycle groups to identify the safest routes in your district. It is important to consider the availability of shoulders, horizontal alignments, intersection traffic, and traffic volumes in the selection of these routes. You can use this planning to create specific corridors for bicyclists to use. Road signs may be installed to mark these routes and maps may be placed on the TxDOT website to apprise bicyclists of these corridors and of impending roadwork.

Past research has shown that smoother surfaces are desirable for bicyclists. When placing a seal coat as a final driving surface, consider one of the following low cost options to provide an improved riding surface for bicycles:

- · use a smaller seal coat aggregate,
- · use a smaller seal coat aggregate on the shoulders,
- · use fog seal on existing seal coated shoulders rather than a new seal coat, or
- use smaller aggregate for the top course of multiple course seal coats.

For high bicycle traffic areas, consider installing advanced signage and notices of construction activities that could affect bicycling activities. Coordinate construction and maintenance work that could affect bicycle events with local sponsors and bicycle groups. We should be diligent about sweeping excess aggregate from seal coat projects one to two weeks after completing the work, and performing additional sweeping of shoulders if necessary to remove loose aggregate or debris after the job is completed.

In addition, signing and pavement markings for bicycle lanes or designated bicycle routes should follow Part 9 of the Texas Manual on Uniform Traffic Control Devices. Bicycle routes and lanes that are affected due to construction, should be treated the same as pedestrian walkways or roadways that are under construction. Accommodations should be made to provide alternative routes if any of these routes are disrupted or closed due to construction. A black on orange detour plaque should be installed on bike route signs when providing a detour as shown on the attachment.

#### Attachment

cc: District Directors of Construction District Directors of Maintenance District Directors of Transportation Planning and Development Thomas R. Bohuslav, P.E., Director, Construction Division Mark A. Marek, P.E., Director, Design Division Toribio Garza, Jr., P.E., Director, Maintenance Division Carlos A. Lopez, P.E., Director, Traffic Operations Division



Example of detour sign placed on a bike route sign.

# **Bikeway Design Guiding Principles**

Guiding Principles were grouped into the following four topic categories. The bullets below indicate the main content areas under each topic category. The following pages present ALL guiding principles.

# Bikeway Selection

- Design user
- Facility types
- · Land use context
- Design flexibility
- Lane width reduction and lane removal
- · Bicycle Tourism Trails Network
- Exemptions

# **Linear Bikeway Design**

- · Rumble strips
- Separated bike lanes
- Separating bike and ped modes

# Intersection & conflict points

- Intersection treatments
- · Pavement markings
- · Signs and signals
- Transit and rail conflicts

# **Maintenance**

- Seal coats
- Sweeping
- Coordinating maintenance responsibilities with local partners

# **Bikeway Selection**

# General Principles

- 1. Safe bikeway accommodations will be considered on all transportation projects.
- 2. The design user of new bikeways should be bicycle-dependent commuters and other bicyclists who are interested in riding but concerned about safety.
- 3. To the extent practical, bikeway width and separation from vehicular travel lanes should be maximized to accommodate the greatest diversity of riders with the maximum margin of safety.
- 4. Reducing frequency and severity of crashes and conflicts between all users should be the priority in project design when capacity is being added.
- Wide outside lanes increase vehicle speeds and are not adequate accommodation for the design user. Any new wide outside lanes for bicycle use should be considered only after exhausting all other options and carefully evaluating specific parameters for safety, anticipated use, and context.
- 6. Design flexibility is important. Scoping tools should be created and maintained, and District planning consulted when selecting bikeway type. Every project should consider all existing and potential roadway users. Additional considerations should include: land use context, bikeway connectivity, roadway characteristics (ROW width, motor vehicle speed, motor vehicle volume, design life of the project), and other project constraints.

# Selection Principles

- 7. Bikeways on TxD OT roads should be direct and convenient and offer access to and connectivity between destinations on the transportation network. Transitions between land use contexts and bikeway types should be clear or intuitive.
- 8. Where locally maintained and state-maintained roadways intersect, TxDOT should collaborate with local jurisdictions to design safe, low-stress bikeways across TxDOT facilities where indicated by local planning documents. TxDOT bikeway improvements should integrate with local bicycle investments and transportation plans to complete low-stress bicycle networks for allages-and-abilities.
- 9. When attempting to incorporate separated bike lanes during edge-to-edge roadway reconstruction projects, raised separated bike lanes placed behind the curb are preferred, reduce maintenance and construction costs, and easier to maintain. Raised separated bicycle lanes should have visual and tactile separation between bicyclists and pedestrians.

# **Bikeway Selection**

- 10. "Right-sizing" projects, commonly known as "road diets", are roadway reconstruction projects involving travel lane reductions. When implementing right-sizing projects for the purpose of adding bicycle accommodations, consider public involvement, safety evaluation, and vehicle traffic flows. Road diets are a FHWA Proven Safety Countermeasure. Road diets can improve safety, calm traffic, and provide better mobility and access for all road users. See <a href="FHWA's website">FHWA's website</a> for more information.
- 11. If a rural roadway is on the Bicycle Tourism Trail Example Network, then transportation improvements should consider an appropriate bikeway.
- 12. Bikeway considerations are **not** necessary when one of the following conditions is met:
  - Bikeways are prohibited by law or Commission order on this roadway
  - Distance between population centers indicate an absence of need for both current and future conditions of the anticipated life of the project

# Linear Bikeway Design

# Rumble Strips

- 13. On rural roadway segments where existing or future bicycle demand is anticipated during the life of the project:
  - a) Placement of shoulder rumble strips on or immediately adjacent to the edgeline is preferred. Profile Pavement Markings (PPM) and milled-in rumble strip are the preferred treatment types. Exceptions for edgeline placement include along evacuation routes and routes with significant volumes of heavy truck traffic.
  - b) Bicycle gaps should be included in rumble strips to accommodate bicyclists' turning movements and avoidance maneuvers.
  - c) Where shoulder rumble strips are installed, 6 feet or more of clear space to the right of rumble strip is desirable to accommodate bicyclists.

# Separated bike lane barrier types

- 14. Where separated bike lanes (SBLs) are proposed:
  - a) Barrier selection for SBLs should be context-sensitive, suitable for roadway characteristics (e.g., speed, volume, etc.), and allow for appropriate drainage.
  - b) Street-level SBLs with curb separation (grade-separated barriers) or raised SBLs are the preferred types of separated bike lanes dependent on context.
  - c) To facilitate maintenance on street-level SBLs, facility widths and/or removable barriers should be considered in coordination with the entity responsible for maintenance.

# Linear Bikeway Design

# Separating Modes

- 15. When deciding between shared or separated bicycle and pedestrian infrastructure, designers should consider the following:
  - a) Shared use path design criteria should meet the needs of all intended users (e.g. bicyclists, pedestrians).
  - b) Criteria for separating modes should consider existing and anticipated bicycle and pedestrian volumes expected over the life of the project, including latent demand and land use changes.
  - c) Consider the life of the project and plan for the ultimate/future bikeway type and width even if constructing an interim/provisional facility in the short-term. Plan for the ultimate facility on culvert and bridge improvements.

# **Bikeway Conflict Points**

# Pavement Markings

- 16. Where bicycle lanes meet intersections, TxD OT should consider the application of bicycle lane extensions (dashed pavement markings) through the intersection to identify where bicyclists are expected to operate and to recognize potentially unexpected conflict points, especially where buffered or separated bike lanes are present. Where right-turn lanes cross over bicycle lanes, dashed pavement markings should be applied to indicate a merge condition.
- 17. Where shared use paths meet signalized intersections, TxDOT should consider applying separate pavement markings to identify crosswalks (for pedestrians) and bicycle lane extensions (for bicycles). Shared use paths should be signed at major conflict points to clearly communicate pedestrian and bicyclist priority.
- 18. Future research on green pavement markings should focus on durability, skid resistance, and application technologies and should include recommendations for TxDOT standard specifications for green pavement application types and procedures.
- 19. Based on research, TxDOT should use green pavement markings to increase bicyclist conspicuity and predictability, especially where separated bikeways meet signalized intersections, slip lanes, exit ramps, and other conflict points where safety issues are identified.
- 20. When using green pavement markings to emphasize on-street bikeway conflict points, limit green pavement marking footprints (i.e., square footage) to reduce maintenance issues and maximize marking durability.

# **Bikeway Conflict Points**

- 21. Until the TMUTCD is updated to include green pavement markings, TxDOT should consider partnering with local governments to install green pavement markings at intersections with low-stress bikeways (e.g., Shared Use Paths or Separated Bike Lanes) or where bicycle safety issues are documented. Maintenance of bicycle pavement markings should be incorporated into TxDOT's standard municipal maintenance agreements (MMAs).
- 22. Training on proper green pavement marking application for a variety of marking technologies will foster proper installation. Training should focus on surface preparation and contractor monitoring. Additional training and guidelines should include maintenance practices to maintain durability, retroreflectivity, color intensity, and skid-resistance.

# Signs and Signals

- 23. Where separated bikeways conflict with motor vehicle phasing and turning movements at signalized intersections, TxDOT should consider the application of bicycle signal faces and dashed intersection crossing pavement markings.
- 24. On shared roadways that provide key bicycle route connections or where safety concerns are documented, it is recommended that TxDOT use "Bicycles may use full lane" sign as the standard bicycle regulatory sign instead of "Share the Road".
- 25. Roadway design engineers should consider sight lines of all users; landscaping, signage, and parked cars can hinder visibility for motorists, bicyclists, and pedestrians.
- 26. Mid-block crossing signals, such as Pedestrian Hybrid Beacons and Rectangular Rapid Flashing Beacons, should provide feedback after actuator button is pressed and should be timed to balance pedestrian priority with arterial signal timing. PHBs and RRFBs should be applied where appropriate in accordance with TxD OT TRF memo.

# Transit and railroad conflict points

- 27. Where transit and bikeway facilities exist within roadway right-of-way, roadway designers should consider transit stop designs that separate and protect bicyclists from transit ingress and egress, such as an island bus stop which moves bikeway facilities behind a transit stop.
- 28. Where bicycle lanes meet railroads at angles other than 90 degrees, on-street bikeways should be transitioned to off-road shared use paths, wrapping behind rail crossing arms, allowing bicyclists to cross as close to a 90-degree angle as possible (e.g. a jug-handle design) similar to TxDOT standard (RCD (1)-16). Maintenance of off-street railroad crossings should be included in MMAs, where applicable.

# **Bikeway Maintenance**

- 29. To leverage on-going asset preservation and roadway maintenance dollars, encourage early coordination between District Seal Coat Coordinators and District Bicycle & Pedestrian Coordinators. Frequent engagement between these staff members across the state can lead to cost efficiencies, increased awareness of bicyclist needs, higher quality pavement markings for bicycle accommodation, safer roadways, and better-connected bikeway networks.
- 30. The content of the 2009 TxDOT Chief Engineer Memo entitled "Accommodating Bicycles in Seal Coat Construction" should be incorporated into TxDOT's Pavement Manual and communicated with TxDOT District Maintenance staff. This memo emphasizes opportunities to improve riding surfaces for bicyclists including using smaller seal coat aggregates across the roadway or on the shoulder. Additionally, shoulders should be swept during and after seal coat projects to ensure shoulders used by bicyclists are clear of debris.
- 31. Shoulder maintenance: Where bicycle demand has been identified through coordination with District Bicycle & Pedestrian Coordinators, proactively sweep and clear debris from on-system roadway shoulders. Where municipal maintenance agreements (MMA) are in place, TxDOT Districts should coordinate with municipal partners who are responsible for sweeping the roadway under the terms of an MMA.
- 32. <u>Separated bike lane maintenance</u>: Where on-system, on-street separated bicycle lanes exist, coordinate sweeping and maintenance efforts with municipal partners who may have suitable equipment or resources for these facilities. Clearly delineate the entity responsible for maintenance when installing separated bike lanes.
- 33. District Bicycle and Pedestrian Coordinators with Area Office and Maintenance Office staff should communicate with local jurisdictions on up coming maintenance projects (e.g., restriping) to evaluate the need, type, and location of bicycle facilities to complete local bikeway networks.

# PUBLIC COMMENTS REPORT WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

#### <u>Purpose</u>

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

This document is a compilation of general public comments submitted from Sunday, April 20 through Monday, May 19, 2025, via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to bicycle/pedestrian/sustainable development, safety and public involvement were in the majority.

Additionally, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. This tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 19 new comments related to bicycle and pedestrian, roadway and transit conditions. You can view these new comments as well as past comments by visiting

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

# Bicycle/Pedestrian/Sustainable Development

#### Facebook -

1. Take a short survey to share your experience bicycling on North Texas roadways. Enter to win a \$100 gift card. <a href="http://www.publicinput.com/bikesafety">http://www.publicinput.com/bikesafety</a> — NCTCOG Transportation Department



Thank you. — Mark Metcalf

Finally! Texas has so much land, very good potential in great urban mobility infrastructure.

— Tash Taylor

Hopeful for safer conditions for cyclists, better bike lanes and motorist speed enforcement. A — Nicholas Littlejohn

Build more interconnected neighborhoods. Stop with the apartment compounds, integrate them with the community so people can bike through them. — Taha Akhawala

I was a runner and a cyclist before my accident. I obeyed all highway signs and lights, but people still tried to run me over. Most people driving cars don't care. — Pat Brennan

Let me get this right. You want me to rank 17 different scenarios! That's where I left your survey. % — A Robert Sund Wolff

Electric bicycles should be required to purchase a yearly permit to be used on streets and trails. They should be classified as powered vehicles. — Russell McKay

Need bicycles on roadways in drivers ed and questions on driver's exam on bicycles on roadways and public education regarding bicycles on roadways for those already licensed. — Carl Malmberg

About time! — Rick Mann

I don't understand why cars don't stop and allow me to run through stop signs. I shouldn't have to stop for them. — Douglas Potts

Please convince this gang that they and the rest of us will be safer if they don't drive cars before and after their biking. <a href="https://youtu.be/L8CmXc7dNbs?si=QNamx5QYm00G87Ja">https://youtu.be/L8CmXc7dNbs?si=QNamx5QYm00G87Ja</a> — Rob Dentremont

#### Additional comments can be viewed here:

 $\frac{https://www.facebook.com/NCTCOGtrans/posts/pfbid02GwoLQVHwpD9prXGBtJ824uv36okzefE5WYs5rxmf4mngx9djXmNagpYxTHQWWb42l.}$ 

# <u>Instagram –</u>

1. Your Voice Matters! Help make North Texas safer for bicyclists and enter for a chance to win a \$100 VISA gift card! The North Central Texas Council of Governments is creating a regional Bicycle Safety Action Plan to reduce bicyclist crashes involving motor vehicles and to improve safety across the region. Share your feedback and help shape the future of safe bicycle travel throughout North Texas: publicinput.com/bikesafety (link in bio).

#BikeSafety #NorthTexas #NCTCOGTrans — NCTCOG Transportation (@nctcogtrans)



Is this link still live? — Julene (@ju\_paul)

Yes the survey is live, are you unable to access it? — NCTCOG Transportation (@nctcogtrans)

2. Did you know the North Texas region has several trails along rail lines that connect to @ridedcta, @dartdaily and @ridetrinitymetro rail stations? Discover more on our website, including an interactive map of trails and on-street bikeways (link in bio). #DFWtrails #railstotrails #NorthTexastrails #CelebrateTrailsDay #EarthMonth — NCTCOG Transportation (@nctcogtrans)

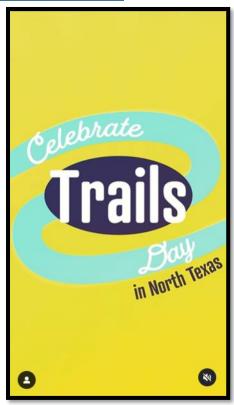


Check us out! We love serving our community and providing excellent public transportation.  $\frac{1}{2}$  ## — Denton County Transportation Authority (@ridedcta)

3. Tomorrow is Celebrate Trails Day! With more than 1,900 miles of existing off-street trails and on-street bikeways, the North Texas region has plenty to offer those looking to get outdoors this weekend. Learn more about trails, future plans, safety, and more at <a href="NCTCOG.org/bikeped">NCTCOG.org/bikeped</a> – NCTCOG Transportation (@nctcogtrans).

# To view the video, visit

https://www.instagram.com/reel/DI4V\_UYyZWw/?utm\_source=ig\_web\_copy\_link&igsh=MzRIOD\_BiNWFIZA%3D%3D.



We can't wait to get outside to #CelebrateTrails with everyone! ♥ — Rails to Trails Conservancy (@railstotrails)

# **Public Involvement**

# <u>LinkedIn -</u>

1. The wait is over! View the Mobility 2050 Draft Plan and share your feedback at https://lnkd.in/gvuQdSjh. #ConnectNorthTexas 46  $\rightleftharpoons$  + NCTCOG Transportation To view the short video on this post, visit:

https://www.linkedin.com/posts/nctcogtrans connectnorthtexas....



Thanks for sharing, **NCTCOG Transportation**! — American Society of Highway Engineers (ASHE) – DFW Section

# Facebook -

1. Mobility 2050 draft plan, safety corridors & more for review/comment. — NCTCOG Transportation Department



I hope to be there! — Jock Bethune

True mobility in North Texas requires Amtrak's Heartland Flyer to not only survive, but receive substantial upgrades to increase speed and frequency. — Matthew Banks

Road diets needed. A lot of them. — David Perry

Grand Prairie needs public transportation. — Benny Hamm

As every city continues to overbuild, more resources like power grids to water to roads become a BIG problem. Most of you seem to not have a problem with that. Then your solution is to increase more roads and ask for super trains, etc. If the land was yours, you wouldn't want that. That starts land grabbing away from those who do own the land. Nothing makes sense anymore. People scream about climate change, but the same people move into the state causing these problems. — Dovie Williams

They need to change 35 and 287 on and off ramps and 287 exit to 77 in Waxahachie. Population has, doubled from 1976. DART needs to be safer to ride. — Brian Bennett

Let's not forget conflicts of interest. Denton County is rife with it. — Bonni Crisfulli

There are too many 1 passenger cars, not enough roads. Texans will not give up their cars. Until we look to public transportation, there will never be a solution. — Bill Burgan

Stop unbridled development. Reduce road patterns looking like Dallas and Waxahachie. — Jackie King

Stop building toll roads. No mass transit unless they're paid by private funds. — Mark Liberto

Stop robbing the taxpayers. — Mark Liberto

NO MORE HIGHWAY LANES! MORE TRAINS!!! - BulletTrains USA.com

No hope until bikers figure out how not to need cars for their biking. https://youtu.be/L8CmXc7dNbs?si=QNamx5QYm00G87Jq — Rob Dentremont

Additional comments can be viewed here:

 $\frac{https://www.facebook.com/NCTCOGtrans/posts/pfbid032tytPvgByghCgMW4ZnMJ2FhxW7X3B2Kd1NoYgJXbQ11CT56TDvjMtGcnejNAUH57l}{}.$ 

# **Safety**

## Facebook -

1. **Look Out Texans** Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! — NCTCOG Transportation Department To view the short video on this post, visit:

https://www.facebook.com/NCTCOGtrans/videos/602622096122699/.



Everyone should do their part by being aware of pedestrians and cyclists if you're driving, pedestrians and motorists if you're cycling, and motorists and cyclists if you're walking or jogging. Vote for city officials that support safer infrastructure such as greenways, road diets, and abolishing or at least greatly reducing parking minimums. — David Perry

Looks like a lot of noise. — David Lee Morrison



**David Lee Morrison** Thank you for bringing this to our attention. The link should be working now! — NCTCOG Transportation Department

2.. May is National Bicycle Safety Month. As spring unfolds, let's take extra precautions and remember to share the road with cyclists, so everyone can enjoy the great outdoors safely. **#TxDOTBikePed** — Texas Department of Transportation (repost: NCTCOG Transportation Department)



We do this by generating actual cycling infrastructure so that anyone who's using a bike, people riding for fun, adults going to work, students going to school, may get to their destination quickly and safely. It's not impossible. — Matthew Banks

3. As our **#TopicOfTheMonth** series continues to spotlight Roadway Safety, this week we're sharing valuable resources to keep you informed and safe on the roads. NCTCOG's Look Out Texans program encourages drivers to share the road with bicyclists, pedestrians and other drivers. 511DFW is a valuable tool to plan travel routes and stay updated on traffic conditions. Additionally, Drive Aware North Texas offers educational materials on attentive driving. Read more about these resources and others on our website: <a href="https://www.nctcog.org/.../about/educate/topic-of-the-month">https://www.nctcog.org/.../about/educate/topic-of-the-month</a>.



Here is a safety tip for you bikers... Get you one of those New York style bike chains (really thick links, really heavy) and keep it across your chest and over the shoulder like a sash as you ride. When some prick passes you up with a little chin music, one hand swing that chain down hard on his/her side mirror. There is nothing so satisfying as watching gravity guided by your hand come down on and obliterate a mirror! They instantly become more courteous drivers from that moment on! — Neal Thomas Iskenderian

4. Remember, if you can't see their mirrors, they can't see you. <u>www.freightntx.org</u> — NCTCOG Transportation Department





Arcelia Guzman

5. **Look Out Texans** Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! — NCTCOG Transportation Department To view the short video on this post, visit:

https://www.facebook.com/NCTCOGtrans/videos/1349214889462099/.



And I totally agree with you 100%. — Robert Johnson

6. **Look Out Texans** Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! — NCTCOG Transportation Department To view the short video on this post, visit:

https://www.facebook.com/NCTCOGtrans/videos/697806812663909/.



Muy. Bonito. Me gusta. Mucho **Franslation**: Very. Nice. I like it. A lot. — Maria Jiménez

7. **Look Out Texans** Conoce tus derechos y responsabilidades al caminar, andar en bicicleta o conducir. ¡Juntos podemos hacer nuestras calles más seguras para todos! **Translation**: Know your rights and responsibilities when walking, biking, or driving. Together we can make our streets safer for everyone! — NCTCOG Transportation Department To view the short video on this post, visit:

https://www.facebook.com/NCTCOGtrans/videos/1033136371519244/.



Si, No manejar de noche. Hay muchos Ciegos manejando de noche los de los carros y los de las bicicletas también. Mejor no salgas de noche. Ese es el derecho. **Translation**: Yes, Don't drive at night. There are many blind people driving at night those of cars and those of bicycles too. Better not go out at night. That's the right. — Salvador Contreras

Q raro q Trump si sabe lo q significa eso pero no sabe lo dice la constitution. **Translation**: How strange that Trump knows what that means but doesn't know what the constitution says.. — Ray Alcocer

#### **Air Quality**

#### Facebook -

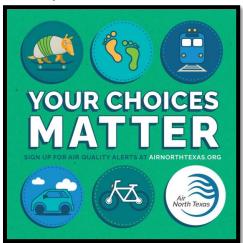
1. Clean Air Month and Bike Month are the perfect time to recommit to clean air habits. If biking isn't an option every day, consider carpooling, taking public transportation, or combining errands into one trip. Every action counts. Read more in our latest post on Clean Air Corner: https://www.airnorthtexas.org/.../pedal-toward-cleaner-skies.



Or not relying on your car for biking. https://youtu.be/L8CmXc7dNbs?si=QNamx5QYm00G87Jq — Rob Dentremont

#### Instagram -

1. Join Air North Texas in improving North Texas air quality. Learn how to reduce the number of harmful pollutants that enter our air. — NCTCOG Transportation (@nctcogtrans)



No. No they don't. Your agenda is the only thing that matters — Tricia Bouvette Lukaska (@tricialukaska)

### **Roadways**

### Website -

1. My grandson will be in 9th grade this year. They have been working on the Lone Star Bridge at Hwy 287 south since he was in 5th grade. Why isn't it finished? — Carol Oldham

Please reach out to Mohammad Al Hweil with your question. — NCTCOG Transportation Department

#### **Transit**

#### Email -

1. Arlington has no mass transit. — Thomas Simmons

#### **High-Speed Transportation**

#### Website -

1. What are the long-range plans to extend the light rail to McKinney? — Steven Spainhouer

Our long-range transportation plan, currently Mobility 2045 Update, recommends the extension of regional passenger rail from Parker Road to north McKinney. The corridor is also featured in the 2021 Collin County Transit Study. In response to stakeholder interest, we will soon start a study specifically focused on the McKinney corridor. This study, scheduled to start later this summer, will update ridership forecasts in the corridor, analyze land uses and potential transportation connections, and provide strategies for implementation, with a particular focus on how riders along the rest of the corridor reach the rest of the network as efficiently as possible. — NCTCOG Transportation Department

### BlueSky -

1. DFW's new terminal F is more like a B-minus. But maybe that's okay. <a href="www.dallasnews.com/arts-enterta...">www.dallasnews.com/arts-enterta...</a> — Mark Lamster (@mlamster.bsky.social)



This is fine, but a missed opportunity. This is a great chance to extend the <u>@ridetm.org</u> TEXrail from B to F parking, and continue south to stop at CentrePort, swing by the stadium, and join up in the UP ROW to stop in dt Arlington Dream Park, Handley, Texas Wesleyan, and dt FW. <u>@joelburns.com</u> — James Lancaster (@jamesalancaster.bsky.social)

An opportune way for anyone on the TRE to get to/from the airport, in addition to potential access by FW-Houston bullet train by the stadium. And if the bullet train stops at I-45, Tarrant still needs this kind of connectivity. @nctcogtrans.bsky.social — James Lancaster (@jamesalancaster.bsky.social)





### JUNE 5 | NOON | 616 SIX FLAGS DR. ARLINGTON, TX 76011

**PUBLIC MEETING** 

#### **PRESENTATIONS**

#### FEDERAL CERTIFICATION REVIEW

Regulations require the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) to perform a joint review of the DFW Metropolitan Planning Organization (MPO). As part of the Review, FTA/FHWA are seeking public input on the metropolitan planning process through July 18.

### **FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM**

The Unified Planning Work Program (UPWP) for regional transportation planning provides a summary of transportation and related air quality planning activities to be conducted in North Central Texas by NCTCOG staff as the Metropolitan Planning Organization. Draft recommendations for the FY2026 and FY2027 UPWP will be presented for public review and comment.

### **UPDATE ON DALLAS-FORT WORTH AIR QUALITY IMPROVEMENT PLAN**

Local governments and other regional stakeholders are collaborating with NCTCOG to develop the Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP), which aims to improve air quality, protect public health and address severe weather

events. The development of this plan is supported through a grant from the Environmental Protection Agency's Climate Pollution Reduction Grants. Staff will provide an update on plan development and request feedback.

### **NORTH TEXAS ZERO EMISSION VEHICLE PROJECT**

Through the North Texas Zero Emission Vehicle Project, NCTCOG will award public and private fleets \$60 million from the Environmental Protection Agency's (EPA) Clean Heavy-Duty Vehicles Program. The funding will be used to replace existing non -zero-emission Class 6 & 7 vehicles with hydrogen and battery-electric vehicles. Staff will provide an update on this initiative.

#### **RESOURCES + INFORMATION**

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

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

Try Parking It: www.TryParkingIt.com

511DFW: www.511dfw.org

For special accommodations due to a disability or for language interpretation, contact Hannah Witcher at 817-573-1719 or hwitcher@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

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

Attend in person, watch the presentations live at publicinput.com/nctcogJune25 or participate via phone by dialing 855-925-2801 then code 11469.









DALLAS EXPRESS

## DART UNVEILS \$18M PLAN AHEAD OF 2026 FIFA WORLD CUP GAMES

By Joe Edwards May 1, 2025

With the 2026 FIFA World Cup drawing closer, Dallas Area Rapid Transit (DART) has unveiled a \$18.2 million proposal to streamline transportation for fans attending the nine World Cup matches scheduled at AT&T Stadium in Arlington.

The plan, which will be reviewed by DART's Board of Directors later this week, details what will be needed to efficiently move thousands of soccer fans between key transit hubs and the stadium, which currently lacks a direct rail connection.

DART's <u>strategy</u> hinges on a hybrid system of expanded train lines, express buses, and private shuttles, reported NBC 5. DART projects that nearly one in four attendees, an estimated 10,000 riders per game, will rely on public transportation during the World Cup games.

#### **Under DARTS initially proposed plan:**

- Trinity Railway Express trains would run between Dallas' Victory Station and CentrePort in Fort Worth, a route that could serve 5,800 passengers per game.
- Capacity upgrades, including lengthening trains to four cars each, make up nearly half of the \$18.2 million price tag.
- From CentrePort, fans would be ferried the "last mile" to the stadium by private shuttles funded by the North Central Texas Council of Governments.
- A "bus bridge" of 50 DART buses would operate on a dedicated express lane along I-30, moving around 4,000 more fans directly from Victory Station to a parking lot near the stadium.

However, the city's transportation plans are just one piece of a much larger logistical <u>puzzle</u> for the World Cup games.

As one of 16 host cities across North America, Dallas is allegedly required to submit detailed infrastructure and operations plans to FIFA for approval. A draft version from the North Texas host committee was submitted last month, with final approval allegedly expected by March of next year.

The World Cup, which America, Mexico, and Canada will co-host, is expected to bring tens of thousands of visitors to North Texas and hundreds of millions of dollars in revenue.

As previously reported by *The Dallas Express*, Dallas has also been <u>selected</u> to host the international broadcast hub for the 2026 games. Main operations will take place at the Kay Bailey Hutchison Convention Center.

### <u>DEVELOPERS SHARE UPDATES ON MCKINNEY SUNSET</u> <u>AMPHITHEATER</u>

By Shelbie Hamilton May 2, 2025



The Sunset Amphitheater is set to debut in McKinney in 2026. (Rendering courtesy Venu)

As construction work begins on the Sunset Amphitheater in McKinney, plans are being considered to add additional sound mitigation elements to the planned entertainment venue.

Representatives from Venu, the Colorado-based company developing the project, spoke to community members at an April 22 public meeting, providing an update on the project and offering a chance to attendees to ask questions. The project, which will bring <u>a 20,000-seat</u> entertainment venue to the city, is set to be completed by summer 2026.

#### The gist

The <u>20,000-seat entertainment venue</u>, which was announced in March 2024, will be located on a 46-acre tract of land at the northeast corner of US 75 and SH 121, near the Sheraton McKinney.

The "ultra-lux" \$300 million venue will feature 295 fire pit suites for purchase as well as the exclusive <u>Aikman Club</u>, a private membership-based club in partnership with Troy Aikman, an NFL Hall of Famer and founder of Eight Elite Light Beer. The site will also contain 5,100 onsite parking spaces in a multi-level parking structure.

The <u>project is being developed</u> as part of a public-private partnership between Venu, the city of McKinney, the <u>McKinney Community Development Corporation</u> and the <u>McKinney Economic</u> <u>Development Corporation</u>. The partnership agreement included the sale of the land, previously owned by MEDC, as well as <u>over \$50 million in incentives</u>, city documents state.

The <u>site plan was approved</u> in November 2024, the <u>land purchase was finalized</u> in January and construction on the site began in April, a company news release states. The project is expected to spur more than \$3 billion in economic impact during its first 10 years of operations in addition to jobs added and tax revenues generated, the release states.

#### The update

About 75 people attended the April 22 meeting, said Chloe Hoeft, the vice president of relations and philanthropy for Venu. The event included a presentation by Bob Mudd, Venu's vice president of real estate development, followed by a question and answer session.

Mudd detailed the project plan, including a proposed addition that would place additional sound walls on either side of the stage. The walls have not yet been approved by city officials but would have a "dramatic impact" on the amount of sound that leaves the venue, Mudd said.

Mudd also noted that the venue, which was previously planned to have a grass berm as part of the seating plan will now feature fixed seating throughout.

"This is a project that's being presented to you today that looks quite different than what it did the day that we started," Mudd said.

Venu officials announced in February the open-air facility will also be configured to accommodate year-round operation through implementing radiant heating technology, a change from the initial plan to limit shows to a more limited touring season. The venue's configuration will also allow for events of various sizes, Mudd said, including smaller events with about 5,000 attendees and medium-sized events with 14,000 attendees in addition to events that fill the 20,000-seat venue.

The venue, which will host 70 shows annually featuring major touring artists, will also be made available for community events such as high school performances and conferences, Mudd said.

#### Diving in deeper

Questions <u>asked by community members</u> at the public meeting centered around impacts to the surrounding area, including noise and traffic.

In addition to the proposed sound walls, other sound control measures factored into the project plan include enclosing the stage, using directional speakers and locating both the planned parking structures and a 3-story sound wall between the venue and the nearest residences.

The traffic study for the project is still being finalized, according to the <u>city's website</u>, but Mudd said that project officials expect road work to support the project will include improvements to 11 adjacent intersections. He also noted that regional entities including the <u>Regional Transportation</u>

Council are assessing potential improvements to adjacent highways SH 121 and US 75.

A Distributed Antenna System, or DAS, will also be installed at the venue, Mudd said. The technology will enhance cellular service in the area and compensate for increased demand for cellular service at the location during events. Mudd said the technology would likely improve cellular service capacity in the area when the venue is not being used.

"Many of the commitments that we've made in partnership with the city make the site suitable and integrated with the local community," Mudd said.

### Looking ahead

A private, ceremonial groundbreaking event is scheduled for June 13, the release states. Construction on the project is expected to take between 14 and 16 months, Mudd said, with an estimated completion set for summer 2026.

Project officials are <u>required to announce the operator</u> for the venue by Sept. 15 following an amendment to the Chapter 380, grant and development agreement in late 2024.

For more information on the project, visit <a href="www.venu.live/venues/mckinney">www.venu.live/venues/mckinney</a>.

# FRISCO VOTERS REJECT \$160M BOND, PICK CITY COUNCIL AND SCHOOL BOARD MEMBERS

By Caroline Love May 5, 2025

Frisco voters appeared to roundly reject a \$160 million bond for a performing arts center.

Propositions A and B would have gone toward a center with space for both large- and small-scale local and regional productions, performances, and visual arts exhibitions, and include a 2,800-seat performance hall to accommodate Broadway performances and a 300-400-seat community hall.

About 60% of voters voted against Prop A, while about 65% voted against Prop B.

Frisco voters also cast ballots for city council members and three Frisco ISD school board trustees. Here are the results, according to preliminary election results on Saturday night with nearly all vote centers reporting.

#### City of Frisco

#### Place 2

The Place 2 race appeared headed for a runoff with incumbent Tammy Meinershagen, Burt Thakur and Sai Krishnarajanagar all failing to garner more than 50% of the vote, according to preliminary election results.

The top two vote-getters were Thakur with about 43% and Meinershagen with about 41%.

Meinershagen has been a council member since 2022 and serves as the Frisco city council's deputy Mayor Pro Tem. Her bio on the <u>Frisco city council website</u> lists her experience as the chair of the council's governance committee and vice chair of the city's legislative committee. She was also named a Texas Municipal League Fellow and serves the city as primary member on the Regional Transportation Council with the North Texas Council of Governments.

Her campaign website touts Meinershagen's efforts to lower Frisco's property tax rate for three consecutive years and support for Frisco's Rail District, which aims to make the city's downtown "a walkable destination for the community."

Meinershagen lists affordability, developing Frisco's arts and culture scene and sustainability as priorities for a second term.

"Frisco is on a successful trajectory right now, but we can't allow our city to become a flash in the pan or a 'has-been,'" she said. "We must build a city that stands the test of time."

Thakur, an engineer and Navy veteran, was the Jeopardy! champion during Alex Trebek's final season as host according to <a href="https://doi.org/10.25/10.25/">The Denton Record Chronicle</a>. He ran in the Texas Congressional District 26 GOP primary and lost the nomination to Brandon Gill, who later won the seat. He also ran for Congress in California's 25th Congressional District in a 2022 primary.

#### Place 4

None of the five candidates in this race reached more than 50% of the vote, and the race would likely head to a runoff between Jared Elad and Gopal Ponangi.

The incumbent for this seat, Bill Woodard, is termed out and can't run again.

<u>Elad</u> is married to Frisco ISD school board trustee Stephanie Elad, who appeared likely to win her race. He is the founder and wealth advisor at <u>Diamond Capital Wealth</u>. He lists fiscal responsibility and transparency as one of the issues he would prioritize if elected on his campaign website.

"With more than 16 years of experience as a financial advisor, I have a strong track record of managing budgets, ensuring financial accountability, and helping individuals and businesses reach their financial goals," Elad said on his website.

Other priorities he lists on his website include community friendly development, public safety and responsible growth.

Ponangi, on his campaign website, told the nonpartisan voting initiative <u>Collin County Votes</u> that his policy priorities include public safety, jobs, low taxes and traffic.

#### Frisco ISD

#### Place 1

The Place 1 race was likely headed to the runoff, as none of the three candidates garnered more than 50% of the vote.

Suresh Manduva (43%) and Muniraj Janagarajan (31%) were the top two vote-getters. The incumbent, Gopal Ponangi, ran for Frisco city council Place 4.

Manduva listed his occupation as software engineer on his application for a place on the ballot. He announced his intent to run for the school board <u>on Facebook</u>, where he thanked several supporters, including Ponangi and Frisco City Council member John Keating.

Janagarajan ran for Frisco ISD Place 4 in 2020, losing to Dynette Davis, who is still in office. His campaign website, which hasn't been updated since he ran previously, lists financial stewardship, transparency and accountability, campus safety and support for teachers as things he'd prioritize if elected.

Janagarajan said on his campaign website that he would host regular town halls with the community to discuss the budget and other community concerns. He also said he would support a salary increase for teachers and "support a pro-teacher agenda."

#### Place 2

With 49.4% of the vote, Renee Sample was the lead candidate but had not reached the more-than 50% needed to avoid a runoff. The next-closest candidate in the three-person race was Melanie Barrios Jones.

Sample serves on the city of Frisco's Multicultural Committee board. She was also the past president of the <u>Frisco Education Foundation</u>, which provides Frisco ISD students financial resources through educational programs, scholarships and grants for educators.

The Dallas Morning News' editorial board endorsed Sample for the seat.

"Sample earned our recommendation because of the greater breadth of her experience," the editorial board wrote.

Barrios Jones ran for Frisco ISD Place 7 last year. She lost to Keith Maddox, who currently holds the seat. She told <u>Community Impact</u> she ran for the seat because the board didn't have any special needs parents. Her campaign website says she supports fiscal responsibility, school safety, transparency, listening and fostering relationships.

Barrios Jones spoke at a Frisco ISD board meeting in 2023 in support of Marvin Lowe, who currently holds the place 2 seat, when a transgender student accused Lowe of harassment.

"Real strength is characterized by the ability to stand firm in your beliefs and to show love and compassion to people who are on the opposite side of your belief system," Barrios Jones said. "And that is who Marvin Lowe is. He is a man of faith."

#### Place 3

Stephanie Elad appeared headed for victory in her reelection bid against Stuart Shulman.

Elad was first elected in 2022. The Dallas Morning News' editorial board endorsed her for another term, citing Elad's work on addressing the district's declining enrollment.

"Elad supports the Access Frisco initiative, <u>a smart plan</u> that allows a small number of students from nearby districts to attend Frisco schools," the board wrote.

Elad's website lists several endorsements from local representatives, including State Senator Angela Paxton, Texas House members Matt Shaheen and Jared Patterson and Texas state board of education member Pam Little. She also has endorsements from the Collin County GOP, Collin County Conservative Republicans and the Denton County Conservative Coalition.

Shulman has a degree in music education and is the director of product management for Ultimate Drill Book, a music education software company, according to his campaign website.

He also serves as the arts in education chair for the Frisco ISD PTA. He lists student achievement, cooperation, accountability, and innovation as things he'd prioritize if elected.

### TEXAS WILL SPEND \$250M TO EXPAND CHISHOLM TRAIL PARKWAY. WHEN WILL CONSTRUCTION START?

By Eric Garcia May 4, 2025

The planned expansion of a Fort Worth-area tollway could have a Texas-sized economic impact on nearby cities to the south.

A 13-mile stretch of the Chisholm Trail Parkway — the tolled highway connecting Fort Worth to Cleburne — will be widened from two to four lanes from Crowley Plover Road/FM 1187 in Tarrant County to U.S. Highway 67 in Johnson County.

The North Texas Tollway Authority, or NTTA, is in the midst of design and planning work for construction of the lower parkway — expected to be complete by late 2028. The state agency's board decided in December to advertise the bidding process for construction work and management as well as material testing. Bidding is now complete and those contracts are expected to be considered by the NTTA board of directors at their May 21 meeting.

The \$250 million project will be paid through the NTTA's capital improvement fund, which accumulates tolls collected on the agency's tollways, according to an agency spokesperson. Chisholm Trail Parkway tolls along the entire route range from about \$7 to about \$13, depending on the type of payment service used.

In 2014, the parkway initially opened to accommodate traffic demands at that point, with "right-of-way secured for future expansion," Michael Rey, NTTA media relations manager, told the Fort Worth Report via email. "It is now time to move to the next planned phase of the project to create increased mobility options on the southern lanes of CTP."

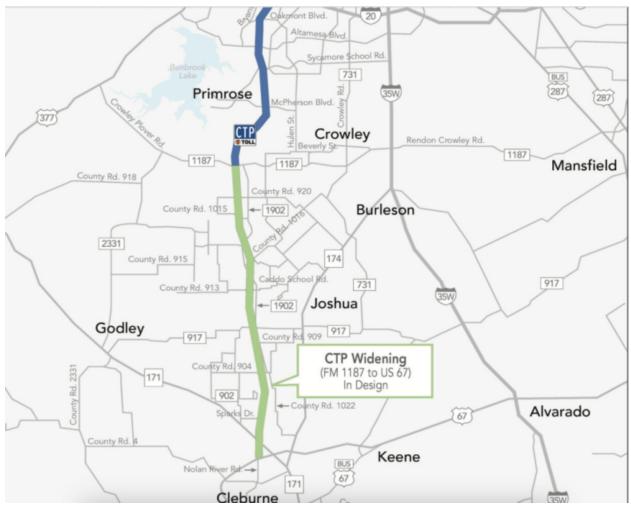
The 27.6-mile tollway provides a safe, reliable route for motorists between Johnson and Tarrant counties, said Dan Lamers, senior program manager of metropolitan transportation planning for the North Central Texas Council of Governments.

"Since Chisholm Trail opened in 2014, the corridor has seen phenomenal growth — in both population and employment — which demographic forecasts suggest will continue through 2050 and beyond," Lamers said. "This portion of Chisholm Trail Parkway was always planned as a staged toll road and showed signs of being ready for expansion for several years."

Lamers said the expansion between FM 1187 and Cleburne will ensure the parkway "remains reliable for North Texans who depend on it to move freely throughout the region."

"We look forward to working with our partners at the North Texas Tollway Authority and along the corridor to help move this important project toward completion," he said.

Economic growth has surged along the tollway in southwest Tarrant County, including numerous planned housing developments, apartment complexes and shopping centers. The Clearfork/Edwards Ranch development — a 146-acre site near Chisholm Trail Parkway and Oakmont Boulevard — will add housing and retail options for the mixed-use project. In January, the Fort Worth City Council voluntarily <a href="mailto:annexed-152 acres">annexed 152 acres</a>, including right-of-way land, to bring the development into the city.



The North Texas Tollway Authority plans to widen the Chisholm Trail Parkway from Crowley Plover Road/FM 1187 in Tarrant County to U.S. Highway 67 in Johnson County. (Courtesy image | North Texas Tollway Authority)

Officials in communities south of Fort Worth — especially in Cleburne — are excited about the widening project.

Online retailer Amazon <u>began construction</u> in November on a new 1.7 million-square-foot operations facility off the Chisholm Trail Parkway at Industrial Drive. Cleburne officials said the capital investment in the area will be \$200 million and the project will create an estimated 800 to 1,000 jobs once fully operational. Cleburne did not provide any economic incentives for the project, a city spokesperson previously told the Fort Worth Report.

"Amazon's strategic investment to establish a state-of-the-art facility here is a testament to Cleburne's thriving economy, strategic location and growing potential," Cleburne Mayor Scott Cain said in a statement last year. "This investment will not only create new opportunities for our residents but also further solidify Cleburne as a key player in the region's economic landscape."

Jeremy Hutt, Cleburne's director of public works, said the tollway expansion will make it easier and quicker for motorists to get in and out of the city as local traffic increases.

"As Cleburne continues to grow — bringing in more residents, businesses and visitors — we've seen increased traffic on the tollway," he said. "That growing demand is part of what's driving this expansion."

Hutt said additional tollway lanes and infrastructure upgrades will provide congestion relief and smoother travel to motorists.

"This not only improves the commute for our residents, but also makes Cleburne more accessible for visitors coming from surrounding areas," he added.



A new Amazon warehouse is headed to Cleburne. (Courtesy image | City of Cleburne)

Hutt has also seen the tollway's direct impact on economic development efforts.

"With improved access from the tollway, we're seeing increased interest in new development along the parkway," Hutt said. "From commercial and retail spaces to residential growth, the area is primed for opportunity. ... We're excited that these driving factors are making Cleburne an even more vibrant place to live, work and visit."

<u>Cleburne Station</u>, a 75-acre mixed-use public-private development, is under construction at the corner of Highway 67 and Chisholm Trail Parkway and will include 400,000 square feet of retail spaces, up to six restaurant pad sites, commercial office space, a movie theater and a hotel when completed. A minor league ballpark — La Moderna Field —- is now home to the <u>Cleburne Railroaders</u>.



Cleburne Station, a 75-acre public-private mixed-use development, will include retail shops, restaurants and office space centered around a minor league baseball park and entertainment venue. (Courtesy image | New Era Companies)

This summer, the Cleburne Station Parkway road project, including the reconstruction of Woodruff Road, is expected to open to traffic.

Burleson will also benefit from the nearby tollway extension, a city spokesperson said.

"Over the past two to four years, traffic volumes have grown significantly on both I-35W and the tollway," DeAnna Phillips, Burleson's community services director, said. "Continued growth in Johnson County has increased demand for alternate commuting routes to and from work."

Phillips said several major developments are underway near the tollway, including Craftmasters, a new trade school expected to serve up to 5,000 students; Hooper Business Park; and a new master-planned residential community.

The tollway expansion will also aid nearby Joshua, although the road doesn't go directly through the city.

Joshua City Manager Mike Peacock said the additional lanes "will allow for easier access to the city" as traffic increases on FM 917. Peacock said no developments are currently planned in the part of the city closest to the tollway.

Once contracts are approved by the NTTA board, Rey said, construction is expected to start in the summer. The expansion is expected to be open to traffic in late 2028, weather permitting, he added.

## NATIONAL BIKE MONTH ROLLS INTO DOWNTOWN IRVING WITH EVENTS, GIVEAWAYS AND SAFETY INITIATIVES

By Irving Weekly Staff May 1, 2025

May is National Bike Month, and communities across North Texas are gearing up for a series of events aimed at promoting cycling as a healthy, sustainable, and enjoyable mode of transportation.

**Bike and Roll to School Day** on **May 7** kicks off the celebration, encouraging students, families, school staff, and community members to walk, bike, or roll to school in support of active lifestyles.

National Bike to Work Week runs from May 12 to 18, with Bike to Work Day officially observed on Friday, May 16. The North Central Texas Council of Governments (NCTCOG) is encouraging commuters to leave the car at home for a day—or the whole week—and try biking to work or combining biking with public transit.

To celebrate Bike to Work Day, **Dallas Area Rapid Transit (DART)** will host events with free snacks and giveaways at the following light rail stations:

- Akard Station (11 a.m.-1 p.m.) Downtown Dallas
- Lake June Station (4–6 p.m.) Dallas
- Southwestern Medical District/Parkland Station (4–6 p.m.) Dallas
- **CityLine Bush Station** (4–6 p.m.) Richardson
- Parker Road Station (4–6 p.m.) Plano
- **Downtown Irving Station** (4–6 p.m.) Irving

Residents who can't bike the full commute are encouraged to ride to a nearby transit stop. Bikes are allowed on buses and trains across the region's public transportation systems.

For recreational cyclists, the Dallas-Fort Worth region features nearly **1,100 miles of existing trails**, with more being added through ongoing development. Designated on-street bikeways also connect neighborhoods to key destinations like schools and workplaces. Discover more about the current and planned bicycle trails across the region on NCTCOG's <a href="DFW Trails">DFW Trails</a> <a href="Webpage">Webpage</a>.

"Whether exploring a trail for the first time or participating in Bike to Work Day, North Texans are encouraged to be active in May and throughout the year," said Kevin Kokes, program manager for land-use and mobility options at NCTCOG.

To support bike safety, NCTCOG's **Look Out Texans campaign** shares 21 safety tips for cyclists, drivers, and pedestrians. Tips include riding in the direction of traffic, signaling turns, and staying as far right as possible when sharing roads.

NCTCOG is also inviting residents to participate in the **Regional Bicycle Safety Survey**, aimed at shaping future projects and improving roadway safety. Participants can complete the survey at <a href="PublicInput.com/BikeSafety">PublicInput.com/BikeSafety</a> for a chance to win a \$100 Visa gift card. The survey takes 5–10 minutes to complete.

For more information on Bike Month, plus safety tips to follow when preparing for a bicycle commute, visit <a href="NCTCOG.org/biketowork">NCTCOG.org/biketowork</a>. North Texans who participate in Bike to Work Day are encouraged to record their commutes using the free Try Parking It app, available for download on Apple and Android devices. Learn more about the program, including opportunities to earn rewards, at <a href="TryParkingIt.com">TryParkingIt.com</a>.

# PASSENGER TRAIN CONNECTING NORTH TEXAS AND OKLAHOMA COULD SOON TAKE ITS LAST RIDE

The route has been in service since 1999

By Rachel Snyder May 2, 2025



Courtesy photo

The end could be coming soon for the only daily train connecting North Texas and Oklahoma, Texas Rail Advocates warn.

Texas Rail Advocates recently warned that the <u>Heartland Flyer</u>, a 206-mile route connecting Fort Worth and Oklahoma City that's been in operation since 1999, could take its last ride as soon as June after the Texas Legislature pulled the yearly funding for it from the budget. The popular route carried more than 80,000 passengers last year, with ridership jumping nearly 14%.

The Heartland Flyer is operated by Amtrak and jointly funded by the Oklahoma Department of Transportation and the Texas Department of Transportation. Texas puts up about \$2.5 million annually in funding for it, which is less than half of the annual cost per year, according to Texas Rail Advocates.

"The Texas share has not changed in the past decade, while all costs have escalated. TxDOT asked for an 'exceptional item' in this year's budget to bring the Texas share of costs up a realistic level, but budget planners in Austin stripped out the request as well as the base operating cost," Texas Rail Advocates said in a <u>post on social media</u>.

In February, the North Central Texas Council of Governments Regional Transportation Council (RTC) provided a \$100,000 funding boost to try to ensure the continued daily operation of the route through September, as <a href="https://www.wFAA previously reported">WFAA previously reported</a>. Amtrak declined to comment on the funding situation for the route at that time, and the RTC warned that Texas' funding. would need to increase to ensure the service continued long term.

Texas Rail Advocates warn that the loss of the service would mean thousands more vehicles on I-35 and a loss of sales tax revenue.

"It would mean over 50,000 vehicles a year back on Interstate 35 and a loss of sales tax revenue, hotel and restaurant traffic and well as tourist dollars if the train goes away," Texas Rail Advocates wrote of the train on <u>social media</u>. "Fighting to stay alive is not a new thing for the Heartland Flyer, which is a partnered service between the Texas and Oklahoma Departments of Transportation and operated by Amtrak crews. Every two years local and regional elected and appointed officials have fought for funding, sometimes getting a last-minute reprieve."

For more information about the Heartland Flyer's funding situation, see <u>industry publication</u> Railway Age.

The news comes as Texas lawmakers are also considering <u>legislation that could impact funding</u> for Dallas Area Rapid Transit (DART).

## NORTH TEXAS PUBLIC TRANSIT FACES UNCERTAIN FUTURE AMID FUNDING DEBATE

By Joe Kelley May 7, 2025



Photo: Getty Images

A new bill in the Texas Legislature could reshape public transportation funding in North Texas, potentially slashing financial support for Dallas Area Rapid Transit (DART). House Bill 3187, sponsored by Rep. Matt Shaheen, seeks to allow certain cities to reduce their sales tax contributions to DART, arguing that municipalities should not be required to fund services they don't fully utilize.

If passed, the bill would permit cities to cut their DART funding by up to 25%, a move transit officials warn could reduce bus and rail services by 30%, lead to thousands of lost jobs, and create long-term economic disruptions.

#### **Economic & Event Impact**

DART executives argue that these funding reductions could severely weaken public transit infrastructure ahead of the 2026 FIFA World Cup, which is expected to bring hundreds of thousands of visitors to North Texas. They caution that decreased service levels might create travel bottlenecks, making it harder for Dallas to handle the influx of tourists and event attendees.

Beyond the World Cup, business leaders say the proposal undermines economic development, as companies increasingly consider public transit accessibility when choosing headquarters and regional offices. The North Central Texas Council of Governments has expressed concern that cutting transit services could lead to heavier traffic congestion and hurt workforce mobility.

#### **Political Divide**

Supporters of the bill argue that cities deserve more flexibility in allocating tax revenue, ensuring that they're not paying more than they receive in transit services. "This bill is about fairness—it lets local governments decide how much they should contribute," Rep. Shaheen said in a statement.

Opponents warn that allowing cities to lower their contributions could disproportionately impact riders who rely on affordable transit. Advocacy groups argue that cutting funding would force more people into longer commutes, increased rideshare costs, and greater reliance on personal vehicles.

#### **Looking Ahead**

The bill has advanced to the Texas House floor, where lawmakers will debate its long-term ramifications. If approved, the funding changes could take effect as early as January 2026, reshaping North Texas' transit network.

Officials from DART, regional business groups, and community leaders are expected to challenge the measure in upcoming hearings, pushing for amendments that protect essential transit services while addressing concerns over tax distribution.

# TEXAS BILL THAT OPPONENTS FEAR PUTS TRE RAIL AT RISK GAINS MOMENTUM

By Eleanor Dearman May 6, 2025

Legislation that jeopardizes a rail linking Dallas and Fort Worth, according to opponents, could soon be heard by the full Texas House.

House Bill 3187 advanced from the House Transportation committee on a 9-2 vote on May 6, the latest movement on the proposal by Rep. Matt Shaheen, a Plano Republican, as the Texas legislative session enters its final stretch.

The legislation is opposed by Dallas Area Rapid Transit and Trinity Metro, who together own and operate the Trinity Railway Express line. Both warn that the legislation puts the operation of the line at risk. The rail between Dallas and Fort Worth is used by thousands each year, including by concert-goers and sports fans attending events at the American Airlines Center — home of the Dallas Mavericks and the Dallas Stars. North Central Texas Council of Governments calls for preserving Dallas Area Rapid Transit (DART) funding as many member cities pass resolutions in support to cut their sales tax contributions to DART.

If HB 3187 passes, a city could take up to 25% of its sales and use tax that funds DART and use it for a general mobility program to fund things like sidewalk construction and maintenance, hiking and biking trails, drainage improvements, and street lights and traffic control improvements.

"House Bill 3187 Kills Dart," DART spokesperson Jeamy Molina said Tuesday. "There's no illusions behind this. It will destroy DART."

As for the Trinity Railway Express: "We would have to look at services across the entire service area, but that's place where we would work closely with Trinity Metro to decide how deep the cuts are in that area." Molina said.

"Those could be as far as not being able to run the service, very, very limited service — all things we would have to work out once we knew the exact impacts," Molina said.

DART warns that if the legislation passes as first filed it would lead to thousands of DART-related jobs lost, reduces DART's economic impact by nearly \$1 billion and a 30% service reduction across DART's service area.

DART gets 75% of its revenue from a 1% sales tax on the 13 cities in its service area: Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Richardson, Rowlett, Plano and University Park, Molina previously told the Star-Telegram.

The original version caps that revenue at 0.75% rather than the current 1%, but that part of the bill was removed in a committee substitute.

The state website that tracks bills <u>says the bill passed as substituted</u>, but Molina in an interview and a representative from Trinity Metro in a statement said the bill passed as originally filed.

Shaheen's office later confirmed it was the committee substitute that advanced.

Even amended, DART's budget would be cut by 25% and the same kinds of service reductions and cuts would happen, Molina said in a text.

"Without DART's investment, Trinity Metro would not be able to continue the current level of operation for TRE," Trinity Metro's Chief Strategy Officer Anette Landeros said in a statement. "We remain concerned for our Tarrant County residents who regularly use TRE as their preferred way to seamlessly commute to Dallas for work, sports events and concerts. Because we are in the business of connecting people to life, we worry about the impact this would have on connectivity in our booming Metroplex."

The Fort Worth side of the Metroplex is growing rapidly and with that comes a need for more transit services, said Trinity Metro President and CEO Rich Andreski in an April 24 interview, after opposing the bill in a committee hearing.

Trinity Metro is concerned about how the bill could impact the Tarrant County transit agency's business long term, Andreski said, but the transit agency's immediate worry is what the bill could mean for the Trinity Railway Express line.

"With a potential reduction in revenue available to DART, DART will have to make hard choices, and, there's only so many places to cut and achieve those budget reductions,"Andreski said. "And one of them is very likely going to be TRE."

The TRE is a 50-50 joint venture with DART, Andreski said.

"If DART were to step back, Trinity Metro could not go it alone," he said.

Public transportation officials and some city leaders were at odds in Austin on April 24, as lawmakers considered the legislation in a public hearing.

The hearing began after 10 p.m. and lasted past midnight as transportation officials, city officials and North Texans who use DART's public transportation options weighed in on the bill.

While some cities in DART's service area praised the transit agency, others said they weren't getting enough of a benefit for the money being spent.

Shaheen told lawmakers that DART's financial structure has changed little in more than four decades and needs an overhaul. The legislation will not be a "financial disaster" for DART, Shaheen said, pointing to changes between the originally filed bill and the committee substitute.

The bill could be scheduled for a debate on the House floor. If it advances there, it would head to the Senate.

The Texas legislative session ends June 2.

# FORT WORTH TAKES SMALL STEPS TOWARD MAJOR IMPROVEMENTS ALONG EAST BERRY CORRIDOR

By Eric Garcia May 7, 2025



The city wants to redevelop East Berry Street to make it more walkable, safe and attractive for private development. (Billy Banks | Fort Worth Report)

Fort Worth wants to redevelop East Berry Street into a vibrant, safe and walkable thoroughfare with mixed-use developments strategically located to encourage private investment.

A plan that is expected to be considered by City Council members next week is chock full of ideas with proposed items — landscaping, medians, sidewalks and an expanded emphasis on improvements to the Cobb Park area and the western shore of Lake Arlington. Many elements are currently not funded and would likely take years to establish.

To create a signature corridor, the plan lays out short- to long-range goals to aid in the project development, said Kelly Porter, the city's assistant director of regional transportation planning and innovation.

For now, the redevelopment goals are taking small steps forward.

On April 22, the Fort Worth City Council approved a nearly \$1 million engineering services agreement for the preliminary design and preparation of construction documents for a multimodal, walkable mixed-use corridor.

Kimley-Horn and Associates Inc., which has a Fort Worth office among dozens of offices nationwide, will study East Berry Street from Interstate 35W to Miller Avenue under the contract worth \$996.692.

The city plans to invest \$2.2 million to implement the Berry Street Corridor Improvement Project — a bond infrastructure item that voters approved in May 2022. The project included Berry Street from I-35W to Martin Luther King Freeway (U.S. Highway 287), but the new contract calls for the study of the street slightly east of that, to Miller Avenue.

Council members approved funding for the project on Sept. 13, 2022. The council also extended the study to South Cravens Road near Lake Arlington.

Mixed-use urban developments are planned along East Berry through form-based code changes that consider the physical look of a development to ensure it is pedestrian-friendly. That plan would be accomplished in phases over several years, Porter said.

Redeveloping East Berry won't be a quick process, but "the good thing is that we have a plan," Porter said.

### What's in the plan? Development near transit, trails

The city is considering developing a transit- and trail-oriented development near Mississippi Avenue and Cobb Park as well as extensions of trails and bicycle facilities, according to the plan.

To encourage more private development, the plan proposes more mixed-use and residential buildings around the Shoppes at Renaissance Square, one of the major shopping centers in east Fort Worth.

Other sites included are between Miller and East Berry streets, and from Stalcup Road to Lake Arlington. The city has prioritized acquiring open space on the Fort Worth side of Lake Arlington, including a \$2.5 million purchase in 2022.

The goal is to improve the corridor with amenities to improve vehicular, pedestrian and bicycle safety by adding sidewalks along the entirety of East Berry Street, with buffers between the sidewalk and road. Medians are planned for some portions of the street.

The transportation department is working to pull all the pieces together since East Berry Street is targeted by the North Central Texas Council of Governments as a possible future transit route to Mansfield in southern Tarrant County, Porter said.

"This corridor schematic planning project will encourage complete street designs to enhance

safety and comfort for all users, support transit, and provide necessary elements for swift capital delivery and economic development," a staff report said.

The study will help planners with a preliminary redesign of the road and get the project ready for environmental clearance and future funding opportunities. The city's Transportation and Public Works Department would budget funds for the improvement project, the staff report said.

Porter said the project would "get back to basics" to make the area more attractive and help with walkability by filling in sidewalk gaps, adding medians and creating mid-block street crossings.

Although the project includes a goal of 12.9% to hire minority- and women-owned subcontractors under the city's business equity ordinance to work on the project, Kimley-Horn expects to exceed that goal at 16.26%. Changes to subcontractors will be reviewed by the city's Business Equity Division.

City officials have conducted 100 surveys, four rounds of public outreach and held meetings with neighborhood groups to get input for redevelopment. City Council members are expected to vote on the plan during their May 13 meeting.

Potential bond projects could be developed to be put before voters in future elections, Porter said. The city's next bond election is expected in May 2026.

The public-driven process, he said, would help create "planning that is going to be actionable."

## ARGYLE SELECTS NEW TOWN ADMINISTRATOR FOLLOWING NATIONAL SEARCH

By Staff May 8, 2025

After a comprehensive nationwide search that <u>began in late 2024</u>, the Town of Argyle has selected Mike Sims as its next town administrator.

Sims, a Denton native, has served as Terrell's city manager for the past six years following nearly 11 years as the city's assistant manager. He began his career in local government after being inspired by a high school mentoring program sponsored by the City of Denton, later earning a B.A. in Public Affairs from Indiana University and a Master's in Economics from UT Arlington.

After 15 years advising local governments across the Metroplex with the North Central Texas Council of Governments, he joined the City of Terrell in 2008. Sims and his wife, Sarah, have been married since 1994 and have seven children; they are active members of First Baptist Church of Terrell.

"I'm deeply grateful to the Argyle Town Council for entrusting me with this opportunity," Sims said. "I've loved the ranches and Cross Timbers of this area since my high school days nearby. As I shared with Council, I see my role as 'Chief Listener'—and I'm committed to serving Argyle with humility and energy. It's an honor to help preserve and celebrate the town's unique heritage while planning responsibly for its future."

Mayor-elect Ron Schmidt shared an overview of the months-long process that led to the final decision.

The Town partnered with executive recruitment firm Strategic Government Resources to lead the search. More than 90 candidates applied for the position, with over 20 applicants meeting the minimum qualifications—such as prior experience in a town administrator or manager role, an advanced degree, and a demonstrated record of leadership.

From there, the applicant pool was narrowed to five finalists, each undergoing a multi-faceted interview process. Candidates completed video presentations, participated in face-to-face interviews, met individually and collectively with town staff and council members, and engaged with local residents. The process also included background checks and a written and in-person presentation outlining what they would prioritize during their first few months on the job.

"The search process was extensive and deliberate," said Schmidt. "We were looking for someone who not only had the professional qualifications but also shared our values—someone who will be visible in the community and committed to helping Argyle preserve our small town charm."

Sims will start on May 21st. A welcome event is expected to be announced in the coming weeks.

## BILL DUBBED 'DART KILLER' MOVES OUT OF TEXAS HOUSE COMMITTEE

By Steven Ardary May 8, 2025

A bill that could cut 25% of the funding to <u>Dallas Area Rapid Transit</u> advanced out of the Texas House Transportation Committee on Tuesday.

<u>House Bill 3187</u>, authored by Plano Republican Rep. Matt Shaheen would pull back a quarter of the 1% sales tax revenue that generally goes to DART and allow cities to use it to fund other mobility projects like the construction and maintenance of sidewalks, hiking trails and roads.

The bill advanced out of the Transportation Committee on a 9-2 vote.

#### 'DART Killer'



### What they're saying:

DART leaders say the bill will "dismantle" regional public transportation, kill jobs and shut out more than 100,000 riders in the region.

In a release, DART officials said the bill would bring an end to capital improvements, cut 5,800 jobs in North Texas and cut service to the region by 30%.

"This bill isn't a tweak to funding. It's a full-on dismantling of the DART system," Jeamy Molina, Chief Communications Officer, DART, said. "The people of North Texas voted twice to fund a unified, regional transit system. House Bill 3187 completely ignores their voice and puts the future of public transportation in jeopardy."

DART CEO Nadine Lee, during an April committee meeting, said the bill threatens the mobility, livelihood and opportunities of the communities served by public transit.

#### The other side:

Shaheen said the transit authority is bringing financial harm to the cities that it serves.

The lawmaker said some cities were putting in more money to the system than the services that were being provided.

"Because of DART's unwillingness to address these overpayments, I have filed House Bill 3187 that provides a legislative fix to these imbalances that DART refuses to fix," Shaheen said.

Irving City Council member Brad LaMorgese also spoke against the bill during the April hearing, saying DART doesn't serve the people in Irving that need it most.

"We just don't see the level of service," LaMorgese said. "We think we can spend that money better on transit. We think we can be more efficient with it."

DART CFO Jamie Adelman said the reallocation of the tax would break the contract with voters who approved the tax. Adelman said DART already had a way to contribute to mobility projects.

"DART's well-established and transparent financial practices help us maintain a fiscally conservative budget that keeps pace with costs and allows us to invest in sustainable regional growth and our cities' development goals," Adelman said.

The cities of <u>Irving</u>, <u>Plano</u>, <u>Carrollton</u>, <u>Farmers Branch</u>, <u>Rowlett</u> and <u>University Park</u> have passed symbolic resolutions in favor of cutting DART funding.

The system serves 13 total member cities.

#### What's next:

The full House must now decide if they will take up the bill.

**The Source:** Information on House Bill 3187 comes from the Texas Legislature. Comments made come from the April 24, 2025, Transportation Committee meeting. Information on the bill's impact on DART comes from Dallas Area Regional Transport.

# FORMER STATE REP. JOHN WRAY APPOINTED AS NEW ELLIS COUNTY JUDGE STARTING MAY 15

By Isabella Rodriguez May 11, 2025

Ellis County has a new Judge, well, almost. In a recent decision by the Ellis County Commissioners, John Wray, a former State Representative, has been tapped to fill the impending vacancy in the County Judge's seat.

According to an announcement from Ellis County's official website, Wray is set to step into the role beginning May 15, replacing Judge Todd Little, who will then take on duties as the new Executive Director of the North Central Texas Council of Governments (NCTCOG).

Voters won't see Wray's name on the ballot for County Judge until November 2026, when the seat goes up for election. Bringing a resume that includes stints on the Waxahachie City Council, a term as Mayor, and a notable recognition by the Waxahachie Daily Light and Midlothian Mirror as the "Most Influential Person" in 2011, Wray's political tenure has been long and varied.

John Wray had interviewed with the Ellis County Commissioners' Court on May 7th. His experience extends to legislative work, as he was elected to represent District 10 in the Texas House of Representatives in 2015, where he served on numerous committees, including Ways & Means, Public Health, and Homeland Security & Public Safety.

John Wray's appointment reflects a continuity of service and a nod to experience in local governance. On the occasion of his selection, sentiments among the commissioners seem cautiously optimistic about the future of Ellis County under the guidance of someone who has navigated both city and state government frameworks. With the Ellis County Commissioners betting on an established figure like Wray, residents are watching closely to see how well the bet will pay off beginning mid-May.

For now, the commissioners and the citizens of Ellis County await Judge John Wray's official swearing in and his take over of the responsibilities that come with the gavel. Until then, it's a matter of days before the county embarks on this new chapter of governance, led by a man with a known track record in public service.

## NCTCOG TO HOST PUBLIC MEETING ON FUTURE TRANSPORTATION PLANS AND INITIATIVES

By Staff May 11, 2025

The North Central Texas Council of Governments (NCTCOG) invites the public to provide input on the region's next long-range transportation plan and other initiatives during a hybrid public meeting at noon on Monday, May 12.

The meeting will be held in the Transportation Council Room at the NCTCOG offices, located at 616 Six Flags Drive in Arlington. Those unable to attend in person can view the meeting online at <a href="https://example.com/nctcogMay25">PublicInput.com/nctcogMay25</a>. Residents can also participate by calling 855-925-2801 and entering code 11304. Public comments will be accepted until June 10.

The meeting will feature a presentation on Mobility 2050, the region's upcoming long-range Metropolitan Transportation Plan. NCTCOG staff is nearing the completion of Mobility 2050 development and will provide an overview of the draft plan materials currently available at <a href="NCTCOG.org/PlanInProgress">NCTCOG.org/PlanInProgress</a>. Additionally, the Clean Air Act requires metropolitan planning organizations to perform an air quality analysis when a Metropolitan Transportation Plan is developed. Staff will present an update on the analysis for Mobility 2050.

NCTCOG will also provide an update on feedback from the public and local stakeholders, and initial draft recommendations from the Fort Worth 76104 Transit Needs Assessment. This assessment was designed to identify innovative transit solutions to increase mobility and access to food, healthcare, housing and jobs in a part of Fort Worth identified as an area of persistent poverty. For more information, visit <a href="NCTCOG.org/76104">NCTCOG.org/76104</a>.

An overview of the Regional Bicycle Safety Action Plan will also be provided during the public meeting, including a public opinion survey underway through June to solicit input on regional bicycle safety. Bicyclists of all ages and abilities are encouraged to take the survey at PublicInput.com/BikeSafety.

The meeting will include discussion on the Strategic Selection of Safety Corridors, part of a \$54 million Management, Operations, Air Quality and Safety Program aimed at making the transportation system safer for drivers, bicyclists and pedestrians. NCTCOG staff will present an overview of this program and discuss data that will identify corridors as well as the process to partner with law enforcement agencies.

A comprehensive list of funded transportation projects through 2026 is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, state and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis and posted online in the files tab near the bottom of the page for review and comment.

Finally, information will be available at PublicInput.com/nctcogMay25 about the following topics:

 The latest updates and administrative revisions to the region's transportation plans for Mobility 2045—2022

- Air quality programs and funding opportunities
- Try Parking It
- 511DFW

Residents planning to use transit to attend the meeting can take advantage of \$6 round-trip rides from the CentrePort/DFW Airport Station to NCTCOG via the Arlington Transportation app. Visit <a href="https://example.com/ArlingtonTX.gov/ondemand">ArlingtonTX.gov/ondemand</a> to download the app.

For special accommodation related to disabilities or language interpretation, please contact 817-573-1719 or email <a href="mailto:hwitcher@nctcog.org">hwitcher@nctcog.org</a> at least 72 hours prior to the meeting.

## LSPS SOLUTIONS AWARDED NCTCOG CONTRACT FOR AI SOLUTIONS IN PUBLIC SECTOR

By Press release May 13, 2025

<u>LSPS Solutions</u>, a leading Texas-based consultancy specializing in municipal government efficiency, announced today that it has been awarded a contract by the North Central Texas Council of Governments (NCTCOG) to provide Artificial Intelligence (AI) Solutions for public sector entities.

The contract empowers LSPS Solutions to partner with municipalities including Dallas, Fort Worth and Waco among others, government agencies, hospital systems and other public-facing services across Texas and beyond. LSPS will deploy advanced AI tools to improve operations and enhance services for residents. Major cities participating outside of Texas include Denver, Colorado, Fayetteville, Arkansas, Scottsdale, Arizona, and many more.

LSPS was selected after a competitive solicitation aimed at modernizing local government services through technology. Fifty proposals were received from vendors nationwide. The contract, with a term of up to five years, will be made available through NCTCOG's TXShare cooperative purchasing program, enabling cities and public-sector organizations region-wide (and even nationally) to easily access LSPS's Al-driven solutions.

"We are honored to be chosen by NCTCOG for this forward-thinking initiative," said Lynn Short, President of LSPS Solutions. "Our mission has always been to help communities operate smarter and more efficiently. Through this contract, we can bring the latest Al innovations to more city halls, public agencies and healthcare institutions across North Texas, improving the quality and efficiency of services for citizens."

LSPS Solutions has a strong track record of success in Texas communities, having delivered results for cities such as Cuero, Victoria, Brazosport, Pflugerville and Lake Jackson. In Victoria, where LSPS was founded, the firm developed the city's risk and resiliency plan for the water system and converted critical operations manuals at the Odem Street Wastewater Plant into interactive digital formats.

LSPS Solutions has provided multiple services for the city of Victoria, equipping the city with a comprehensive overview of its infrastructure and robust tools for emergency planning, said Ken Gill, Public Works Director for the city.

The company achieved the same kind of success in Brazosport, said Ronnie Woodruff, General Manager at the Brazosport Water Authority. "I have known Lynn Short for 30 years and have worked with him on a variety of projects including research papers, data collection, disaster management and regulatory compliance issues," Woodruff said.

"We also worked on the design, construction and start-up of a new surface water treatment plant, on large-scale water distribution system improvements, and on daily operations of municipal services," he said. "Mr. Short has exemplary professional skills and knowledge. He and his staff at LSPS Solutions maintain the highest standards and qualities in every project they perform."

This proven expertise in asset management, regulatory compliance and digital transformation will now benefit NCTCOG member governments and other public entities under the new contract.

Through the NCTCOG award, <u>LSPS Solutions</u> will deploy Al-powered solutions to transform public-sector operations. For example, cities can implement intelligent chatbots to handle routine citizen inquiries, freeing up staff and providing residents with faster responses. Critical infrastructure can be monitored with machine learning algorithms that predict maintenance needs – flagging a water main or roadway for repair before a breakdown occurs.

Smart city technologies like adaptive traffic management and IoT-enabled (Internet of Things) water systems will help reduce congestion and prevent service outages, improving quality of life. In emergency response, Al analytics can help 911 centers and first responders optimize resource deployment in real time, resulting in quicker, data-driven decisions during crises.

Even hospital systems stand to gain: Al can analyze patient and operations data to streamline hospital workflows, from triaging emergency room patients more efficiently to managing hospital assets and staffing, ultimately leading to reduced wait times and improved patient care.

According to a 2024 survey by Ernst & Young, 48% of state and local agencies already use Al tools daily – a clear indicator that public institutions are embracing these technologies. With LSPS's guidance, Texas communities large and small will be able to harness Al in a practical, secure manner.

"This is a significant step toward smarter, more responsive local government," said Chris Erhardt, AI and Technology Consultant at LSPS Solutions, who leads the firm's technology-driven municipal initiatives. "At LSPS, we're using AI to solve real-world challenges for local governments — from automating citizen service requests through intelligent chatbots to transforming static O&M manuals into searchable, AI-powered knowledge tools. And because every city's needs are different, we also build custom AI solutions tailored to their vision. It's about making municipal services faster, smarter and easier for everyone to use."

# TEXAS HIGH-SPEED RAIL 'NOT MOVING ANYWHERE ANYTIME SOON' AMID LAWMAKER OPPOSITION

By David Montgomery May 12, 2025



Michael Morris, director of transportation for the Arlington-based North Central Texas Council of Governments, speaks during an event on the future of transportation in Tarrant County on Aug. 29, 2024, at Texas Wesleyan University. (Camilo Diaz | Fort Worth Report)

Texas legislation to support high-speed rail has apparently stopped in its tracks.

House Transportation Chairman Tom Craddick, a Midland Republican, said high-speed rail is a tough sell in the Republican-dominated Texas Legislature, particularly among lawmakers in East and Southeast Texas who have become increasingly combative after years of acrimony over the long-proposed Dallas to Houston line.

"I think they're a long way from passing it," Craddick said of high-speed rail, citing potential encroachment of private property as the "biggest" objection among lawmakers and their constituents. "A big deal is, people don't want it running through their property," he told the Fort Worth Report.

"It doesn't look like it's moving anywhere anytime soon," added Lewisville Republican Mitch Little, a transportation committee member who has been <u>critical of companies</u> leading the efforts.

The only high-speed rail project requiring direct legislative approval this session was proposed under a bill by Rep. John Bucy III, an Austin Democrat, that would create a state-funded high-speed line between San Antonio, Austin and Dallas-Fort Worth.

But the two other high-speed initiatives, including Texas Central's Dallas to Houston line, are facing adversarial bills that are effectively designed to stall or block their progress. The North Central Texas Council of Governments, through its Regional Transportation Council, is advancing a high-speed line between Fort Worth and Dallas and ultimately connecting to the Dallas-Houston extension.

"We're not seeking any legislation (regarding high-speed rail)," explained Michael Morris, director of transportation for the Arlington-based North Central Texas Council of Governments, the metropolitan planning organization for the Fort Worth-Dallas area. "We're just trying to make sure legislation isn't passed that would make it hard for Texas to be a leader in high-speed rail."

Andy Jent, a top executive with the now-Fort Worth-based <u>Texas Central</u> calls one measure, <u>House Bill 2003</u> by Palestine Republican Cody Harris, "a misguided attempt to stop the project." He told lawmakers it would reveal proprietary information to competitors and undercut efforts to put together financing. Senators are set to hear the bill, sponsored in the Senate by Brenham Republican Lois Kolkhorst, during a Wednesday transportation committee hearing.

With the 2025 Legislature entering its final weeks before its June 2 adjournment, Bucy acknowledged that his vision for a high-speed line to free motorists from nightmarish congestion on Interstate 35 faces a bleak outlook given the current mood in the Legislature.

"I think it's still a hard lift this session," he said.

Bucy's bill authorizes the Texas Department of Transportation to use state funds with a private entity to create passenger rail linking three of the state's biggest metropolitan areas. A companion Senate measure authored by Democratic Sen. Sarah Eckhardt of Austin had not received a committee hearing as of May 12, seemingly dooming the initiative.

"They're still not dipping their toe in the water to be able to move any type of passenger rail project forward," Peter LeCody, president of Dallas-based <u>Texas Rail Advocates</u>, which promotes passenger and freight rail development, said in describing legislative resistance. "It's just the way that things are in Austin right now."

Bucy's bill sought to overcome a ban on the use of state funds for high-speed rail that the Legislature imposed in 2017. Rail opponents have pushed to create further roadblocks throughout the current session.

Harris pushed three bills targeting high-speed rail projects, including the House-passed HB 2003 requiring disclosure of financial details that Harris said would impose greater transparency over rail management. Other Harris measures prohibit high-speed rail companies from using eminent domain authority to acquire property and ban the use of public funds to alter a roadway for the construction of high-speed rail.

"There's very few people who are supportive of the project," Harris said in describing the attitude among his largely rural constituents. "It's very much a project that tramples on the flyover counties for the benefit of the big cities."

#### Rail advocates push back on criticism

The roadway bill, <u>House Bill 1402</u>, drew opposition from planners with the North Central Texas Council of Governments and the Regional Transportation Council as a threat to potential plans to use right-of-way on the east-west Interstate 30 corridor for the high-speed line between Fort Worth and Dallas.

"I'm sure hoping that doesn't happen," Morris said of Harris' bill in reference to the council's plans to incorporate "public sector land on Interstate 30" in its high-speed project.

Dallas County Judge Clay Jenkins, a Democrat who chairs the <u>Regional Transportation Council</u>, also expressed concern about House Bill 1402 in a letter to Rep. Terry Canales, D-Edinburg, who chairs the House Subcommittee on Transportation Funding.

"In order to minimize costs to the public, engineering for the DFW high-speed rail project is being coordinated between planned high-speed rail and Interstate improvements," Jenkins wrote. "House Bill 1402 is contradictory to that cost saving."

Texas Central and other rail supporters also worried that Harris's HB 2003, which passed the House overwhelmingly, would chill high-speed rail development through its required disclosure of sensitive proprietary information.

"What company in the world, if you're trying to organize and get your financing together, is going to want to have all your underwear and your laundry out on the clothesline for everybody to see?" said LeCody, the Texas Rail Advocates president.

Jent, appearing before the House Transportation Committee on March 3, said the bill "will sow further confusion and could significantly harm the existing investors who've invested substantial time and money to develop the project."

Harris, like several other conservative colleagues on the House Transportation Committee, pulls few punches in his assessment of the North Texas-Houston rail project, which is seeking to overcome a history of management and escalating cost projections over the past 15 years.

"They've jerked everybody around for over a decade," Harris told the Fort Worth Report, saying the cost has risen from about \$10 billion to more than \$30 billion. "Now we can't even get them to project the cost."

Committee members questioned Jent for details on Texas Central's financing and management when he represented the company at a hearing on April 17. John Kleinheinz, whose Fort Worthbased company Kleinheinz Capital Partners Inc. is the lead investor in Texas Central, was in the audience, Jent said, but the CEO did not address the panel.

Kleinheinz and Texas Central both declined interview requests from the Fort Worth Report.

#### Fort Worth company takes the lead

Texas Central's appearance came in response to a subpoena the committee issued for information on the company's finances.

Kleinheinz Capital Partners stepped in to take the lead on the Dallas-Houston project after the Trump administration canceled <u>\$64 million in federal funds</u> for the project on April 14. U.S.

Transportation Secretary Sean Duffy, in announcing the cut, described taxpayer-funded construction as "unrealistic and a risky venture."

In April, the Fort Worth City Council <u>agreed to work with Arlington</u> to conduct an economic impact study of high-speed rail in Tarrant County.

Texas has long been considered as a big stage for high-speed rail because of its stature as the second-largest state, sprawling population growth and nation-leading economic expansion.

"We think the state is a leader in transportation technology," says Morris, "and high-speed rail would be a great technology for Texas to showcase to the rest of the world."

Canales, the subcommittee chair on transportation funding, says he agrees with the rationale for expanded rail in Texas but adds that the project's troubled background has imperiled efforts to bolster support among lawmakers and their voters.

"We need a lot more passenger trains," he says. "Texas is huge. I think we could save a lot of lives. I think we could save a lot of energy. I think we could save a lot of pavement. It's just not a popular subject for the reasons aforementioned."

"The lack of follow-through, the lack of not being able to complete it, and then hamstringing property owners has really been a black eye to the concept of high-speed rail," Canales said.

Democrats who advocate for high-speed rail lamented the Legislature's latest thumbs-down on the topic.

"Another year, another session gone by, and the only thing that's happening is the costs are going up year by year on any transportation projects, especially given the cost of steel and concrete," said Rep. Ramon Romero Jr., D-Fort Worth. "The longer we wait to make a project like that go, the further out it is, and it's unfortunate."

Rep. Chris Turner, a Democrat whose district includes Arlington and Grand Prairie, echoed the assessment.

"I support high-speed rail. I think it makes a lot of sense for a state," he said. "But I think overall the Legislature is pretty hostile to rail. I haven't seen anything encouraging this session with respect to rail."

# CITY OF ARLINGTON SHOWS HOW DRONES, AUTONOMOUS VEHICLES CAN DELIVER FOOD TO THOSE IN NEED

By David Seely May 14, 2025

The city of Arlington is exploring innovative ways to get food to those in need—including the use of drone deliveries and autonomous vehicles. Today the city offered a "demo day" to show off its tech in the midst of a week-long pilot exercise.

The demo, held at the city's Julia Burgen Park playground, featured a drone flyover by Miami, Florida-based Aerialoop, a close-up ground look at one of Aerialoop's drones, and an autonomous electric ground vehicle from Arlington-based Mozee.

The companies' drones and ground vehicles are being used this week to test the delivery of around 150 boxes of nonperishable food to participating Arlington households.



Aerialoop's ALT6-4 delivery drone [Photo: City of Arlington]

Mozee—which was based in Dallas before relocating to Arlington late last year—makes driverless, electric, multi-passenger vehicles that aim to "reshape the future of travel." Aerialoop is a leader in urban drone logistics, specializing in developing and implementing drone delivery networks for cities and industries. Its ALT6-4 VTOL delivery drones—6-foot-long, battery-powered drones that can carry nearly nine pounds—are being used in the pilot.

On hand at today's demo were representatives from the city of Arlington and project partners in the city's Multimodal Delivery pilot program. The program's partners are the Tarrant Area Food Bank, the University of Texas at Arlington, the North Central Texas Council of Governments, the Dallas-Fort Worth Clean Cities Coalition (hosted at the NCTCOG), Airspace Link, Aerialoop, and Mozee.

### Mulimodal Delivery pilot progam

Arlington's Multimodal Delivery pilot program aims to test the efficiency and scalability of using autonomous, electric delivery vehicles to reduce greenhouse gas emissions while serving residents in need with much-needed food deliveries. The program's first round of grocery deliveries was successfully completed last September, the city said.

The project is being funded with help from a \$780,182 U.S. Department of Energy grant <u>Dallas Innovates first wrote about in 2023</u>. The goal of the two-year study: "to test and evaluate the use of no-emission or low-emission uncrewed aircraft and ground robots to deliver essential food items to individuals who are underserved."



Autonomous vehicle from Arlington-based Mozee. [Photo: City of Arlington]

### TEXANS INVITED TO COMMENT ON MARVIN NICHOLS RESERVOIR

By Staff May 14, 2025

**WHAT:** The Region C Water Planning Group, which encompasses the Dallas-Fort Worth Metroplex, will hold a critical public hearing on its 2026 draft water plan on Monday, May 19, 2025. Regional water plans are developed and updated on a five-year cycle. The draft plan outlines more than 170 water management strategies designed to meet projected water demands in the Dallas-Fort Worth area through 2080.

Among the proposals is the highly controversial Marvin Nichols Reservoir. Proposed more than 50 years ago, the water project would dam the Sulphur River in Northeast Texas and use eminent domain to acquire 200,000 acres from private ownership, which would be flooded or used for environmental mitigation.

At least 80% of the water would be pumped roughly 150 miles from Northeast Texas to the Dallas-Fort Worth region. The Region D Water Planning Group, which encompasses Northeast Texas, has formally opposed the project, declaring an interregional conflict with DFW's plan, citing severe economic, agricultural, and environmental impacts.

This in-person-only hearing lets the public speak directly to decision-makers about this controversial, outdated, and unnecessary project. DFW residents are strongly encouraged to attend and share their views, especially on the Marvin Nichols proposal. You can view the full agenda for the meeting online <a href="here">here</a>.

WHEN: Monday, May 19, 2025, at 1:00 pm.

**WHERE:** North Central Texas Council of Governments, First Floor, Transportation Council Room, 616 Six Flags Drive, CenterPoint Two Building, Arlington, TX, 76011

**WHO:** Speakers who oppose the Marvin Nichols Reservoir will be available for interviews before and after the meeting.

### FORT WORTH POPULATION OFFICIALLY EXCEEDS 1M

By Eric Garcia May 15, 2025

Cowtown has many more boots on the ground this year, officially roping in a long-expected milestone of more than 1 million residents.

Fort Worth — now officially the nation's 11th largest city — was among the five fastest-growing metropolitan areas from 2023 to 2024, maintaining its edge over Austin as the fourth-largest Texas city. More than 23,440 people moved to Tarrant County's capital to reach 1,008,106 residents, according to new U.S. Census data.

The population figures, released in the early morning of May 15, show that Fort Worth's boom solidly exceeded that of Austin, now the state's fifth-largest city with 993,588 residents. Fort Worth was the 12th largest U.S. city last year.

The two Texas cities almost tied last year when census data showed that Fort Worth beat out Austin by fewer than 3,000 residents. That gap has widened considerably as the state capital's growth slowed. Fort Worth now has some 14,500 more residents than Austin, according to the updated information.

Fort Worth City Council member Chris Nettles said new developments and job creation in the area have aided the population boom.

"Fort Worth is a more livable place that makes you feel like you're home," Nettles said. "It's got that small-town feel."

City Council member Michael Crain said it was "great" that Fort Worth's population has officially surpassed 1 million residents.

"I think it shows that we're making smart decisions about quality of life issues in the city regarding infrastructure and public safety," he said.

Big cities saw population decreases during the COVID-19 pandemic, but that trend appears to have reversed itself as growth slowed in some areas of the South. New York City, Houston and Los Angeles saw the greatest numeric gains in 2024 and some Northeastern and Midwestern cities marked their first population increase in recent years.

"Many population growth rates reversed or saw major changes between 2023 and 2024," said Crystal Delbé, a statistician in the Census Bureau's Population Division. "Cities in the Northeast that had experienced population declines in 2023 are now experiencing significant population growth, on average. In fact, cities of all sizes, in all regions, showed faster growth and larger gains than in 2023, except for small cities in the South, whose average population growth rate remained the same."

Fort Worth falls barely behind Jacksonville, Florida, the 10th largest city in the country. That city also crossed the 1 million threshold with 1,009,833 residents.

Fort Worth's population increase was among the top five numeric gainers, behind New York City, with an increase of 87,184 residents, Houston (43,217), Los Angeles (31,276) and San Antonio (23,945).

Other North Texas cities also showed population gains.

The Collin County town of Princeton was the nation's fastest- growing city in 2024 with its population increasing from about 17,000 to 37,000.

Dallas, Cowtown's North Texas neighbor to the east, now has a population of 1,326,087, the figures show.

As the North Texas region grows, so does the need for more transit options since roads are getting more congested, said Nettles, also a board member for Trinity Metro, the Fort Worth area transit agency.

"We need to take a bold approach," he said. "We need more dollars to go to transit."

Nettles said regional and city officials need to advocate state and national officials to make rail transportation projects happen.

"We need high-speed rail to Dallas," he said. "We need (passenger) rail from downtown Fort Worth to downtown Arlington."

Housing units continue to be added in Texas, reflecting a national trend that led housing stock to grow by about 1.4 million units between 2023 and 2024 to reach 146.8 million — a 1% increase. Data shows California had the most housing units with 14.9 million, followed by Texas with 12.6 million and Florida with 10.6 million).

The Census Bureau said counties with the largest numeric gains in housing units were Maricopa County, Arizona (38,000); Los Angeles County, California (32,000); Harris County, Texas (32,000); Travis County, Texas (22,000); and Collin County, Texas (18,000).

# HOW DRONES, SELF-DRIVING ROBOTS COULD HELP WITH FOOD INSECURITY IN ARLINGTON

By Kamal Morgan May 15, 2025



A self-driven ground vehicle is being used in a pilot program to evaluate the use of no-emission or low-emission uncrewed aircraft and ground robots to deliver essential food items to individuals who are underserved. A demonstration of the project was held Wednesday, May 14, in Arlington. Kamal Morgan Fort Worth Star-Telegram

The city of Arlington held a demonstration Wednesday, May 14, for a project to integrate technology with the local food bank to improve delivery of food to people with mobility challenges.

The city of Arlington and its partners showed electric and autonomous air and ground vehicles at Julia Burgen Park playground at 1009 Ruby St. They will be used to test the delivery of about 150 boxes of nonperishable food to Arlington households this week.

The event showcased adjustments for the Multimodal Delivery pilot program, a two-year project funded by a grant from the U.S. Department of Energy to test and evaluate the use of no-emission or low-emission uncrewed aircraft and ground robots to deliver food to individuals who are underserved.

New data released by Feeding America's <u>Map the Meal Gap</u>, shows Texas surpassed California as the most food insecure state in the country with 5.4 million people who are food insecure. Tarrant County has the 12th largest food insecure population in the country with 337,350 people experiencing food insecurity, the data shows.

The increase in population in the Dallas-Fort Worth metroplex and inflation have hurt working class families, as has inaccessibility in rural communities, said Stephen Raeside, chief external

affairs officer of Tarrant Area Food Bank. The <u>Tarrant Area Food Bank</u> serves 13 counties, which take in 10,000 square miles, and delivers 1.5 million meals a week with only 140 employees, creating a logistical challenge, Raeside said.

"We have to be very efficient, adaptable, nimble, and we think delivery through autonomous vehicles could be part of that formula to distribute even more food," Raeside said.

The project started in October 2023 with a \$780,000 grant, with the first year used for planning and preparation. The first demonstration was held in September 2024, and information gained from that was used to revise and expand on the demonstration held Wednesday morning.

The city and its partners will use the information learned from this week's demonstration to analyze and report on the lessons they learned later this year. There is no immediate plan to fully launch the project in the future.

"One of our goals at the city is that, by testing these types of things and doing these demonstrations, we give people the opportunity to learn about how the technology works, hopefully feel more comfortable with it, and then, as it grows and expands, there's more opportunities for everyone," said Ann Foss, transportation planning and programming manager for the city of Arlington.

Other partners, including the <u>North Central Texas Council of Governments</u>, helped with community engagement and outreach and more technical aspects, such as energy and cost analysis. UT Arlington has helped with community engagement and outreach, and faculty and students from the engineering department have helped with the technical aspects of the project.

Airspace Link is a software and management company that helped create a system for communication and tracking. Other partnerships include the drone delivery company Aerialoop, which provides the aircraft, and Mozee, a Dallas-based autonomous vehicle manufacturer, which provides the ground robot.

Shawn Taikratoke, CEO of Mozee, said mobility equals freedom, and the company wanted to help people dealing with food insecurity because of transportation issues.

"Roughly half of America has no access to mass transit, as of right now, and so being able to bridge that gap is a big deal for us," Taikratoke said.

# NCTCOG ANNOUNCES 2025 DOO THE RIGHT THING PHOTO CONTEST

By Staff May 15, 2025

The annual **Doo the Right Thing** (DTRT) photo contest runs from May 1 through June 30, 2025! The North Central Texas Council of Governments and Arlington's Stormwater Management Division are asking Arlington dog owners to help raise awareness about the effects of pet waste in our local waterways.

Residents can submit their DTRT pledge to pick up their dog's doo and enter up to 5 photos for a chance to be featured on @DooNorthTexas social media accounts as a *Watershed Protector.* Residents have until June 30<sup>th</sup> to sign the pledge and enter their favorite photo by visiting <a href="https://www.nctcog.org/envir/watershed-management/stormwater/pet-waste">www.nctcog.org/envir/watershed-management/stormwater/pet-waste</a>.

Pet waste is one of the most common stormwater pollutants in urban areas. When pet waste is left on sidewalks, streets, yards or other open spaces it can be washed into storm drains and deposited in nearby rivers, creeks, streams and lakes polluting our local waterways. It decays in the water using up oxygen and releasing ammonia.

Low oxygen levels and ammonia combined with warm water temperatures can kill fish and other aquatic life. Pet waste also contains nutrients that encourage weed and algae growth. Nutrient loaded waters can become cloudy, green and unattractive for swimming, boating and fishing. Pet waste also carries parasites, bacteria, viruses and other pathogens which are unsafe for humans and other dogs. These can include:

- Salmonellosis most common bacterial infection transmitted from animals to humans causing headaches, fever, muscle aches, vomiting and diarrhea.
- Campylobacteriosis- bacterial infection causing diarrhea in humans.
- *Toxocariasis* roundworms transmitted from animal to humans causing fever, rash, vision loss, and cough.
- Parvovirus A highly contagious disease that affects the intestinal lining of dogs of all ages. It is transmitted by direct or indirect contact with infected dog waste and can cause diarrhea, vomiting, loss of appetite and even death.

These diseases affect adults and children playing near or in water but also affect adults working in their yards and gardens as well as children playing outside. Residents can **Doo the Right Thing** by pledging to be a responsible pet owner. Follow these simple tips to help keep our local waterways and community clean.

 Pick up pet waste from your yard. It's not fertilizer. Bacteria and other pathogens are dangerous to children playing in the yard and can contaminate vegetables growing in your garden.

- Carry disposable bags while walking your dog to pick up and dispose of the waste in the trash. Leaving pet waste on the ground is not only bad manners it can get washed into our local waterways through the storm drain system.
- Never dispose of cat or dog waste in your composting bin. Composting will not generate enough heat to kill pathogens and bacteria from pet waste.
- Tell friends and neighbors about the harmful effects of pet waste and encourage them to clean up after their pets.

### THE COST TO TRANSPORT DFW RIDERS FOR THE FIFA WORLD CUP? \$18 MILLION

Nearly 60,000 fans are expected to attend each match in Arlington next summer

By Amber Gaudet May 16, 2025

The Trinity Railway Express and Dallas Area Rapid Transit expect to transport thousands of riders to and from matches during next year's FIFA World Cup — a feat that is expected to cost more than \$18 million.

Nearly 60,000 fans <u>are expected to attend each of nine matches</u> held at Arlington Entertainment District during the 2026 summer games, according to a presentation from DART.

In preliminary transit plans, the agency said it plans to move about 9,800 riders from Dallas before and after each match. Preliminary cost estimates for moving riders throughout the region is \$18.2 million, DART said Tuesday.

Those costs include \$8.5 million for TRE service, equipment and upgrades in preparation for the World Cup, with another \$2.5 million for light rail service and support.

The Trinity Railway Express can move around 5,800 riders before and after matches with peak 30-minute service frequency. Passengers will have last-mile connection to AT&T Stadium via private shuttle paid for by the North Central Texas Council of Governments. Room will be reserved for about 200 regular commuters.

The remaining attendees expected to use transit — about 4,000 people before or after each match — will be transported via about 50 DART buses from Victory Station to Lot H of AT&T Stadium.

Attendees of Fan Fest events at Fair Park and those visiting the International Broadcast Center at the Kay Bailey Hutchison Convention Center will be served by existing DART light rail and bus.

The Green Line will run three-car trains and add additional midday service to increase frequencies to 10 minutes between Victory Station and Lawnview Station for Fan Fest.

The Red and Blue Lines will run two-car trains to the convention center, though access to rail and bus during the convention center renovation project is still under discussion.

## FORT WORTH HAS MORE THAN 1 MILLION RESIDENTS. WHEN WILL IT STOP GROWING?

By Jaime Moore-Carrillo May 16, 2025

Last year, Fort Worth became one of only 11 American cities with 1 million residents.

To those bearing witness to the manic construction, clogged streets, and other symptoms of the city's rapid growth, the milestone comes as little surprise. And there's little sign the expansion will cease any time soon.

Fort Worth soaked up 23,442 new residents between July 2023 and July 2024, the fifth largest influx in the nation. Five of the country's 15 fastest-growing cities are in the Metroplex, albeit on its eastern half.

The North Central Texas Council of Governments, a regional planning body, <u>suspects Fort Worth proper will absorb</u> another 320,000 residents by 2050.

How long will the boom last?

### Population predictions for Fort Worth

Few of the organizations keeping tabs on the region's growth have forecasted when exactly Fort Worth's population might plateau.

"There's a certain density that will kind of slow population growth down," said Lloyd Potter, <u>Texas' "state demographer"</u> and a professor at the University of Texas at San Antonio. "That's not easy to say what that is, because there's a lot of variables with that."

Among the most consequential is land use.

New York City houses almost 8.5 million people on <u>304 square miles of land</u>. Fort Worth is more than 40 square miles larger.

Fort Worth is also less built out — and far less compact. Roughly a quarter of the city's surface area is <u>blanketed by single-family homes</u>, by far the largest share of any type of residence. Just over a third is vacant.

Building more and <u>building tighter</u> will sustain the city's capacity to take in new residents, Potter says. It will also, many housing experts argue, help stave off runaway rents and home prices.

Keeping Fort Worth comparatively affordable, Potter added, is vital to maintaining its allure. So too are good jobs, good schools, safe streets, and the less tangible measurements of good city living.

"What's happening in the urban core — is housing getting to be less affordable? Is there higher crime rates? Are the school districts bad?" Potter explained. "Those things are going to drive people out or kind of make Fort Worth less attractive, if those are negative."

<u>Housing costs</u> and <u>Fort Worth ISD's chronic woes</u> have already begun to push Fort Worth residents farther afield into neighboring cities and counties.

"If it gets to be unaffordable, that's where you're going to start seeing people moving farther and farther out," Potter said.

But Fort Worth's boundaries extend far beyond the gridded streets of downtown or the historic subdivisions within Loop 820. The <u>city's extraterritorial jurisdiction</u> — the unincorporated territory just beyond city limits — spans almost 365 square miles. Fort Worth could, conceivably, annex it all, more than doubling its size.

Seeding and sustaining new neighborhoods in the city's newest extensions is another challenge entirely.

"The 1 million mark reflects not just growth, but complexity." said Christianne Simmons, a city planner and Fort Worth's chief transformation officer. "As Fort Worth becomes a bigger city, the questions get tougher — about infrastructure, public services and how to make limited dollars go further.

## NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS WELCOMES NEW EXECUTIVE DIRECTOR

By Layten Praytor May 19, 2025

Remington Hospitality, which has \$1.2 billion in revenue under management, has found its successor to long-time CEO Sloan Dean in the form of Ben Perelmuter. He will assume the position this June. After eight years in the driver's seat with Remington, Dean will give way to Perelmuter, who comes from TPG Hotels & Resorts. There, the 30-year industry veteran served as president and COO, as well as general manager and division president with Aimbridge Hospitality. Dean helped Remington expand internationally, signing on properties in Puerto Rico, Costa Rica, Grand Cayman, and Mexico. Perelmuter will take over a portfolio that has more than 120 hotels across more than 30 states.

Education: State University of New York at Plattsburgh (BSHRM)

### **Swingle Collins & Associates**

#### Dan Curtis, President

Dan Curtis will be the next president of Swingle Collins & Associates. Curtis will take over for former president Mac Wesson. He will look to lean on his three decades of logistical and financial experience for the agency. Curtis comes from TriumphPay, where he served as the COO of the open payments network for freight brokers, factors, shippers, and carriers in the trucking industry. Curtis has experience working in mergers and acquisitions, as well as a stop with BNSF Logistics as president and CEO.

Education: Baylor University (BBA)

#### **Dreamscape Hospitality**

#### Matt Greene, Executive Vice President

Dreamscape Hospitality appointed Matt Greene as its executive vice president, overseeing the company's newly formed luxury and lifestyle division. Greene has over 25 years of industry experience in branded residential sectors, luxury, and lifestyle. Now, he will be responsible for the strategic vision and expansion of Dreamscape's new division. He has had stints with Luxury Residences at Highgate, Aimbridge Hospitality, and Evolution Hospitality.

Education: Michigan State University (BA)

#### **JLL**

#### Trey Neville, Executive Vice President

JLL has added Trey Neville as executive vice president to its Dallas-Fort Worth retail team. Neville's addition to JLL's retail team makes him the seventh new member since 2024. Over two decades in the industry, his broker experience has led him to specialize in investment sales, tenant and landlord representation, site selection, and retail and restaurant development.

Education: Texas Tech University, Oklahoma State University (BBA)

#### **North Central Texas Council of Governments**

#### **Todd Little**, Executive Director

Ellis County Judge Todd Little has been named the next executive director of the North Central Texas Council of Governments. Little succeeds Mike Eastland to become the third executive director in the organization's nearly 60-year history. He was previously elected to serve on the NCTCOG board in 2022.

Education: Baylor University (BBA)

#### **Munck Wilson Mandala**

#### Jacob LaCombe, Chair

Munck Wilson Mandala has named senior partner Jake LaCombe as chair of the firm's patent preparation and prosecution practice. LaCombe joined the firm in 2011 and has experience developing and managing international and domestic patent portfolios; his clients range from startups to *Fortune* 50 companies.

Education: Texas Wesleyan University (JD), The University of Texas at Arlington (BSEE)

#### Polsinelli

### Stacie Cargill, Shareholder

Stacie Cargill is joining Polsinelli's Dallas office from Alston & Bird as a shareholder in its capital markets and commercial lending practice. With a focus as a debt finance attorney, Cargill advises corporate borrowers, private equity funds, and financial institutions on debt restructurings, acquisition, investment financing, asset-based lending, and fund finance transactions.

Education: Southern Methodist University (JD), The University of Texas at Arlington (BS)

#### **Barnes & Thornburg**

### Kelly Brilleaux, Partner

Barnes & Thornburg has brought on Kelly Brilleaux as a partner in its Dallas office's litigation department. A product liability litigator, she specializes in individual and complex max tort litigation with experience in pharmaceutical and medical device multi-district litigation.

Education: Louisiana State University (JD, BS)

### NORTH TEXAS NEEDS NEW RESERVOIRS, WATER PLANNERS SAY. BUT PLAN FACES STIFF OPPOSITION

By Nicole Lopez / Fort Worth Report May 19, 2025

Dozens of North Texans filled a May 19 meeting held by state water planners. Many shared the same goal: voicing their opposition against a proposed \$7 billion Northeast Texas reservoir that's been proposed for over 50 years.

Simone Kiel, of the Freese and Nichols Inc. engineering firm, presented a draft plan to the Dallas-Fort Worth Area <u>water planning group known as Region C</u>. The group, established by the Texas Water Development Board, is tasked with outlining strategies on how regional water suppliers can secure and provide water for the region for the next 50 years.

Those plans include homing in on conserving and reusing water, tapping into more groundwater, but primarily relying on continued use of existing water supplies and identifying new surface water sources — such as controversial projects like the Marvin Nichols Reservoir.

The reservoir, which would flood more than 60,000 acres of land in water-rich northeast Texas, has long been met by opposition from residents. Advocacy groups have sought to remove the reservoir from the state's water plan or push its anticipated completion back to 2070. They have cited concerns about how the reservoir would flood privately owned farmland, resulting in economic loss.

"For decades, this project has looked over farmers and ranchers, making it impossible for them to make long-range plans for their business and families," said Dallas resident Molly Rooke.

Meanwhile, Dallas-Fort Worth water officials have defended the project as necessary to meet the region's water needs — which are only rising with the area's population.

#### What's in the plan?

The plan identified 56 cities in North Texas with populations over 20,000 that are growing rapidly, said Kiel. Region C's population, which consists of 16 counties in North Texas, is projected to increase from 9.1 million people in 2030 to 15 million residents by 2080. Dallas and Fort Worth make up over 60% of the region's population.

Based on those projections, the demand for 1.9 million acre-feet of water per year in 2030 will significantly increase, to over 3 million acre-feet per year by 2080.

Utilizing existing methods and adopting additional conservation and reuse strategies would assist the region in saving 1.28 million acre-feet per year of water by 2080, the plan outlines.

But even after reuse and conservation, the region is still left with a water deficit of about 1 million acre-feet per year, according to Kiel.

Identifying water needs throughout several regions in North Texas, the plan outlines recommendations specific to each of the region's water supply agencies, including the Tarrant Regional Water District.

Referencing <u>Fort Worth's population</u> hitting just over a million last year, the plan projects local water officials will need to collect nearly 503,000 acre-feet of water each year from 2030 to 2080 to meet the region's water demands.

The city and the Tarrant Regional Water District — which supplies water primarily to the greater Fort Worth area — are recommended to adopt strategies calling for partnerships, expand water treatment plants, implement reuse projects and expand the water district's current supplies.

One of those reuse projects would serve developments in the rapidly growing Alliance area in north Fort Worth, using treated wastewater from the Trinity River Authority's Denton Creek Regional Wastewater System.

The five water treatment plants the city currently oversees collectively produce 525 million gallons of water a day. In order to meet demand within the next 50 years, Fort Worth is recommended to expand its treatment plants to produce up to 830 million gallons of water a day by 2080.

The plan calculates 33% of water would have to be sourced from new supplies by 2080, more than any other strategy outlined by the engineering firm.

Those new supplies would tap into proposed reservoir sites located in the Red, Trinity, Sulphur or Neches river basins.

#### Marvin Nichols at center of conflict for five decades

The Marvin Nichols Reservoir was first proposed in the state's water plan in 1968, with the intent to pump 80% of the reservoir's supply to the Dallas-Fort Worth area. Projected to be located along the Sulphur River, Region D — which covers Longview, Texarkana and Greenville — is considered one of the top sites in Texas in regard to surface water protection and acquisition, according to a 2008 study conducted by state water officials.

The reservoir would store 1,532,000 acre-feet of water covering 66,103 acres of surface water. The remaining 20% of the reservoir's water would remain in the Sulphur River for local use.

A feasibility study conducted on the Marvin Nichols Reservoir last year found that 25,000 acres of wetlands and 9,000 acres of forests would be impacted by the project.

In addition to the reservoir's actual acreage, the state would have to acquire at least 130,000 more acres of privately owned land to mitigate the loss of wildlife habitat and meet federal requirements.

Rooke, the Dallas resident, told water planners Monday that she is worried about northeast Texas residents being pushed out of their homes if the state uses eminent domain, Texas' authority to take private property for public use, to construct the reservoir.

"There are more cost-effective measures for adding water supply to the DFW region and that would avoid the social, environmental and economic destruction that the reservoir would cause," said Rooke.

The feasibility study found the reservoir would flood about 7.4% of northeast Texas timberlands and 0.8% of its agricultural and pasture lands. But Kiel added that new water supplies would have a positive impact on the state.

"The ability to develop new water supplies and meet future growth is critical to the state's economy," said Kiel.

Aside from monetary loss, other speakers insisted the Marvin Nichols Reservoir would act against the state's effort to collect more water.

"Reservoirs are increasingly affected by drought and evaporation as well as reduction in capacity due to sedimentation," said Duncanville resident James Orenstein. "I believe Region C needs to explore, in more detail, all available alternatives, including the increased use of existing supplies and conservation."

Texans opposing the reservoir have taken their concerns to lawmakers. Members of the advocacy group Preserve Northeast Texas have largely backed <u>HB 2109</u>, filed by state Rep. Gary VanDeaver. The proposal would prohibit state planners from including reservoirs in the planning document if construction on the proposed site has not begun within 50 years, which would prohibit the construction of Marvin Nichols.

The bill appears to have died in the Legislature this session, as House members did not vote on the proposal before a key mid-May deadline.

Rita Beving, with advocacy group Public Citizen, cited her conversations with state representatives on the reservoir as she opposed its construction.

"I agree with one representative who said, 'Enough is enough.' It's time to take Marvin Nichols out of the Region C plan," said Beving.

The public has until July 18 to <u>submit comments</u> regarding the <u>planning draft</u>. The final document will be submitted to the water development board Oct. 25 to consider adoption of the plan.

### DALLAS TO CONSIDER \$1B LOAN FOR KAY BAILEY HUTCHISON CONVENTION CENTER PROJECT

By Maria Ramos Pacheco, Devyani Chhetri and Nick Wooten May 20, 2025

The city of Dallas is considering taking out a \$1 billion loan to move forward with the Kay Bailey Hutchison Convention Center project.

Staff will brief the City Council Wednesday on the updates to the convention center plan.

The \$1 billion loan will help the city prepare to be the <u>official broadcast hub for the 2026</u> <u>FIFA</u> men's soccer World Cup. It will also help the city reduce interest costs and provide the necessary funds to enter into contracts and pay vendors.

Referred to as a "bridge loan," the money would be repaid through long-term revenue bonds issued in the first half of 2026. The funding initially was provided through the city's 2024 bonding proposal, but that money will not be available until next year.

According to the presentation, the City Council will consider voting for the \$1 billion loan on June 11.

Sriram Villupuram, a real estate and finance professor at the University of Texas at Arlington, said the move is a calculated risk to take advantage of the World Cup's economic impact, which officials estimate to be between \$1.5 billion and \$2.1 billion across North Texas.

"These are once-in-a-while events. This is definitely an opportunity [the region] can take advantage of," he said. "That would bring in quite a bit of revenue to the city."

However, Villupuram warned that the bridge loan could ultimately increase the total cost of the project.

According to the presentation, the current budget range is \$3.3 billion to \$3.5 billion, up from the \$1.9 billion projected initially in 2021. Previously, the city estimated it could cost as much as \$3.7 billion.

"In the long term, it could increase interest costs," he said. "It could be a wash, but there's no guarantee there, especially if lending conditions are the way they are now [and] long-term interest rates are going up. ... It could add a little more interest cost for that long-term bond."

The city aims to create job opportunities downtown, increase Dallas tourism and bridge the historic economic divide between northern and southern Dallas. It also wants to compete with cities such as Houston and Chicago.

Wednesday's presentation will contain information about the orientation of the convention center, the schematic design, transportation integration, financial updates and the project's next steps.

Rosa Fleming, who oversees the city's convention and event services department, did not respond to a request for comment.

The plans to rebuild the convention center and revitalize this area of the city were approved by the City Council in 2022.

Voters overwhelmingly approved a ballot proposition authorizing a 2% increase in the city's portion of the hotel occupancy tax to fund the expansion and designated improvements at Fair Park. In addition to the 2% hotel occupancy tax increase, a project financing zone will help fund the initiative.

In 2022, the city projected taking out between \$1.2 billion to \$2.1 billion in debt. Currently, the debt projection is \$2.2 billion.

Bonds are expected to cover about 67% of the project. The city is also trying to get funding from other sources, such as a grant from the North Central Texas Council of Governments, proceeds from the sale of assets, naming rights, an energy efficiency contract, parking revenue, and cost share with the Department of Aviation because the center will have a heliport.

The convention center's design was unveiled last month during a community briefing. The design was called into question early this year when developer Ray Washburne announced he was planning on selling the former *Dallas Morning News* building, a key project component.

Last month, the City Council approved buying large portions of the prior *News* campus for nearly \$52 million to keep the project on track.

The plan mirrors the site plan the City Council approved last year to avoid conflicts with the Texas Department of Transportation's plan to widen Interstate 30, the Union Pacific rail line and a high-speed rail project to connect Dallas with Houston and Fort Worth.

Renovations to the convention center are expected to be completed by 2029. The center is expected to be 2.5 million square feet.

Inspire Dallas, led by Matthews Southwest, has a \$71 million contract to serve as project manager. Marsh is responsible for the insurance consulting contract, valued at \$2.2 million. Last year, the council approved a \$141.5 million contract for architectural, engineering and design services to Perkins&Will and Populous.

# ITALIAN PUMP MAKER LAUNCHES U.S. MANUFACTURING OPERATIONS OUT OF NORTH TEXAS

By David Seely May 20, 2025

AlfaOBL America, the North American division of Italian pump manufacturer AlfaOBL, has launched manufacturing operations at its facility in Plano, reintroducing the company's Blackline pump line and aiming to set a new industry standard with "48-hour guaranteed fulfillment" on its core product offering.

Located at 1000 Jupiter Road in Plano, the new facility "is fully operational and strategically positioned to meet the growing demand across the United States," the company said.

AlfaOBL specializes in mechanical diaphragm and plunger metering pumps, delivers flow rates from 7 to 1,500 liters per hour, working pressures up to 1,450 psig, and viscosity handling up to 50,000 cps. The company said its Blackline series features "advanced control options, engineered to meet the needs of water treatment, chemical processing, oil and gas, and critical infrastructure sectors—including the rapidly growing data center market."

"At AlfaOBL America, we're addressing one of the industry's biggest pain points: extended lead times and rising prices," Managing Director Raul Aguilar said in a statement. "By maintaining finished goods inventory and implementing a just-in-time fulfillment model, we're not only speeding things up—we're guaranteeing it."

The company said its expansion to North Texas reflects its global strategy to bring its worldclass manufacturing capabilities closer to customers. Overall production remains centered in Milan, Italy, overseen by Daniele Di Cesare, president of AlfaOBL Italy.

"Our investment in the North American market demonstrates our long-term commitment to quality, innovation, and service," Di Cesare said in a statement. "This launch allows us to better support customers with local delivery, rapid response times, and the same engineering excellence AlfaOBL is known for worldwide."

AlfaOBL America said along with the Plano manufacturing launch, it's actively building its distributor network and strengthening strategic relationships across vertical markets.

# UT DALLAS, RICHARDSON PARTNER FOR AI TRAFFIC CONTROL MEASURES

By Dustin Butler May 21, 2025

The city of <u>Richardson</u> is preparing to expand an artificial intelligence traffic management system developed with researchers from the <u>University of Texas at Dallas</u>, following a successful pilot program.

The program, called Distributed Agent-based traffic Lights, or DALI, was tested at 15 intersections and the city is planning to implement the program at 50 Richardson intersections, according to a <u>news release</u> issued by the city.

#### In a nutshell

DALI monitors real-time activity at intersections and communications data across a citywide network. During the pilot program, traffic delays were reduced by up to 40% at timed intersections and up to 30% at coordinated intersections.

"The benefits we've seen from the integration of this software are next-level for our transportation system, and we are witnessing the future of traffic management here in Richardson," Richardson City Manager Don Magner said in the release. "We are excited about continuing this partnership with UT Dallas' Smart Cities Research Lab and seeing the extent of its benefits to congestion and safety."

#### What else?

In addition to traffic signal control, DALI offers a mobile app that can provide real-time traffic insights and safety alerts to drivers, cyclists and pedestrians.

The app provides information such as signal timing, recommended crossing speeds and more.

#### Looking ahead

A timeline for the next phase is dependent on funding, per the release. The previous phase was funded through grants awarded by the North Texas Central Texas Council of Governments.

# CITY OF RICHARDSON RECOGNIZED FOR AI TECHNOLOGY THAT IMPROVED TRAFFIC

By Eric Bushman May 20, 2025

A partnership between the City of Richardson and the University of Texas at Dallas using artificial intelligence to improve drive times has been internationally recognized.

The Distributed Agent-based traffic Lights, or DALI, Nexus traffic infrastructure reduced commuter delays by 30 percent and reduced traffic delays by 40 percent.

Dr. Rym Wenkstern runs the Smart Cities Research Lab at UT Dallas where it was developed.

"This was the very, very first multi-agent based solution ever deployed in the United States," Wenkstern said.

She originally came up with the idea in 2009 but admits it was ahead of its time.

"Everybody would looked at me like, hey, this woman is not okay," Wenksten joked. "I had people telling me you're watching too many sci-fi movies."

Eventually, her lab was able to use the technology at a few intersections but that eventually grew to 15 intersections.

The study revelead a 40-percent reduction in traffic delays and 25-to-30 percent reduction in delays for commuters.

She says she wants to use the technology elsewhere including in the City of Dallas.

Future use of the project depends on funding. The existing project was made available through a grant from the North Central Texas Council of Governments.

The system was named a Smart 20 Award Top 3 Best-of-Class project.

### <u>DOZENS GATHER IN NORTH TEXAS TO OPPOSE MARVIN NICHOLS</u> RESERVOIR, AGAIN

After decades of protest, the reservoir, which would seize land from generational East Texans, is still being considered

By Alyssa Fields May 21, 2025

Jana Weatherall Goforth's 4-year-old daughter is buried on her family's property in Talco, a small rural East Texas town about halfway between Dallas and Texarkana. When she buried the small casket, she never wanted to see it again, but a <u>proposed reservoir</u>, <u>conceptualized more than 50 years ago</u>, may change that.

"Don't make me dig up my daughter," Weatherall Goforth said to the Region C Water Planning Group (RCWPG), the regional water authority that oversees the 16 counties making up a large portion of North Texas, at a public hearing in Arlington on May 19. Dozens of East and North Texans collected in the meeting room to deliver their thoughts on the proposed Marvin Nichols Reservoir in an hour-long meeting. There was not a single testimony in support of the reservoir.

The Marvin Nichols Reservoir, initially developed almost 60 years ago as a solution to meet the increasing water needs of Dallas-Fort Worth's ever-growing population, calls for 200,000 acres, much of which is owned by private citizens, to create a new water supply.

The RCWPG is tasked with securing enough water for its anticipated 2080 population, which is expected to double, reaching 15.1 million people in the next 50 years. To supply the growing demand for recreational water required by the region, RCWPG has been slowly working towards constructing the reservoir, initially drawn up in 1968 by water engineer Marvin C. Nichols. The group is hoping to have cleared and flooded the Sulphur River Basin by 2050. The \$7 billion project involves building a pipeline to pump water 150 miles across the prairielands and into the more densely populated areas of North Texas.

To achieve this, rural landowners would have their land seized by the government under eminent domain, which legally allows the government to seize private property for public use, regardless of the owner's intention to sell. By law, the property owners must be fairly compensated, but for people like Weatherall Goforth, no amount of money would make sacrificing the land her family has owned for generations worth it. For as long as this land has been passed through family lines, East Texans have been driving hours to Austin and Dallas to oppose the Marvin Nichols Reservoir, and will continue to do so.

"We are going to win this thing," Eddie Belcher, a seventh-generation rancher who has been speaking against the reservoir for 20 years, told the *Observer* after this week's public hearing. "That's the way we feel about it. We're not gonna quit. I plan on being there to my last days, which could be tomorrow. But we're not gonna quit."

#### **Losing Family Land**

Belcher walked into the Transportation Council Room at the North Central Texas Council of Governments building in a pair of true indigo overalls. He drove two hours from the home he built by hand on his family's land to speak in Arlington for two minutes. Without a prepared

speech, and through a thick twang that only comes from a lifetime spent in East Texas, Belcher told the RCWGP about the bucolic life he enjoys, fishing on the farm and managing the land that has been in his family since the 1800s.

If the Marvin Nichols reservoir is built, the 700-acre property that has been in the Belcher family for more than one hundred years would be underwater, relocating Belcher and erasing the physical tracings of his ancestral history.

"You can't replace that land because God's not making no more land," he said. "You can't replace land when there's no land to replace it with. It's really, really a sore subject."

For lots of property owners in the threatened countryside of the Pineywoods, the loss of land prophesied by the Marvin Nichols Reservoir is akin to the deletion of their lineage. But aside from losing decades-old homes, most of which are the modest creations of hand-laid concrete, and the unpeaceful disturbance of those laid to rest, the reservoir plans, some experts claim, would also have long-term negative impacts on the environment and the economy.

The Pineywoods region of Texas, expanding across the Northeastern region of the state, is the anchor of the Texas timber industry, which is estimated to **generate \$41 billion each year**. However, to make room for the reservoir, a significant amount of the forested area would be cleared. The move, which could eradicate thousands of jobs within the timber industry, would also strike the air quality benefits of the state's only deciduous forest and create ripple effects across the South, **according to the Preserve Northeast Texas Organization**.

Many say the "greedy" pursuit of the Marvin Nichols Reservoir in spite of the burdens it would create for East Texans is a failure to consider other options.

"There's so many alternatives that they won't even talk about," said Belcher. "We pump oil and gas all the way from the Gulf to Canada, so what's the deal with pumping a couple hundred miles to another reservoir? Just hopscotch them to the different lakes till you get it to where you want it. There's Lake Ray Hubbard, which they don't pull any water out of because they claim it's recreational. Well, my land is recreational land, so leave me alone."

Another solution to handling the water supply issue that will emerge as North Texas grows in population is simple water usage. Though the RCWGP claims to have more municipal conservation and three times more reuse, or the recycling of water, than any other Texas region by 2030, concerned parties say the region could be doing much more.

"I'm here today mainly to put a punctuation point on the conservation issues that have never been addressed in 35, 40 years I've been following this issue," said Lon Burnham, a Fort Worth native who represented the area in the Texas House of Representatives from 1996 to 2014. "That is wastefulness in our region of water."

Burnam, who spent much of his time in the legislature fighting for increased water conservation efforts, said that at one point, Dallas-Fort Worth had the largest per capita use of water of any urban area in the world. The area still has the highest use of water in the state by a margin, and falls far behind the efforts of other cities, according to Burnam.

"It's been common in this country to steal resources from the locals," he said. "That needs to come to an end. We should not be talking about stealing water from the people of East Texas. We should be talking about water conservation. Thank you for the opportunity to dispute the notion that anybody in this region is doing a good job on water conservation."

### Failed Legislative Efforts Don't Dim East Texans

Though Burnam left the legislature more than 10 years ago, bills to finally end any developments on the Marvin Nichols Reservoir have not. House Bill 2109, filed by Rep. Gary VanDeaver of the Red River region, would have permanently removed plans for a new reservoir from the State Water Plan.

Belcher made the five-hour drive to the Capitol in support of the bill, but traveling the state in protest is nothing new to the landowner.

"I've gone to Austin, and knocked on doors, and spoke to everyone, and we go to meetings all over Northeast Texas," he said. "It's been a burden on us for a long time, and we're ready to put a stop to it."

HB 2109 was left pending in the Committee on Calendars. It's a stall in preventing the reservoir, but Belcher says East Texans are just as willing to stall any future construction.

"If it does get built. I won't be here to see it because it's going to be drug out for many years," he said. "If they do start permitting it, the lawsuits will start, and it can drag on for 10, 20, 15 years."

The fight against the Marvin Nichols reservoir has been ongoing for years, and East Texans are determined to keep it going.

"I'm really optimistic," said Belcher. "I have a good feeling. I was kind of disheartened when we lost that fight in Austin, 2109 hurt. But we're here and we're going to keep fighting."

### **TEXAS TO ELIMINATE PAPER LICENSE PLATES STARTING JULY 1**

By Scott Friedman May 19, 2025

After an NBC 5 investigation, lawmakers passed a law to end paper license plates in Texas. Police say it's a major win in the fight against crime. Watch the news segment below.



## DALLAS SEEKS \$1B BRIDGE LOAN FOR CONVENTION CENTER REDEVELOPMENT AS DESIGN PLANS UNVEILED

By Plamedie Ifasso May 21, 2025

The project team behind the Kay Bailey Hutchison Convention Center is seeking a \$1 billion bridge loan to move the redevelopment efforts forward.

Inspire Dallas and city staff briefed the Dallas City Council on <u>the completed schematic</u> <u>design</u> of the convention center development during a May 21 meeting. The presentation focused on the first component of the seven-component expansion.

No action was taken during the briefing, but staff proposed taking out a \$1 billion bridge loan with <u>JPMorgan Chase</u> to begin moving the project along. Jack Ireland, chief financial officer for Dallas, ensured the chamber that the billion-dollar loan isn't a shortfall of funding, but interim financing needed until the city can take out its long-term debt on the project. The loan will be used to award contracts, pay vendors as invoices come in and prepare the city to serve as the official broadcast hub of the 2026 FIFA World Cup.

Ireland anticipates the city will be able to issue its full \$2.2 billion projected debt insurance by June 2026 and then would retire the interim loan. The primary source of funding for the first component of the convention center project will come from the local hotel occupancy tax, the additional 2% hotel occupancy tax and a project financing zone.

Other potential funding opportunities include proceeds from sales of the about 30 acres of developable land near the center, roughly \$428 million of available cash-on-hand, naming right opportunities and a potential grant from the North Central Texas Council of Governments.

Dallas City Council will officially consider the bridge loan in its June 11 meeting.

Overall, component one of the Kay Bailey expansion project is estimated to cost between \$3.3 billion and \$3.5 billion.

The redevelopment project will include increasing the total sellable space in the complex to about 1.03 million square feet. The expanded center will nearly double ballroom space to 105,000 square feet, more than double meeting rooms to 180,000 square feet and expand exhibition space to 750,000 square feet. Meeting rooms were also consolidated from spanning six city blocks to two city blocks.

The updated design also factors in future expansion including another 65,000-square-foot ballroom, about 205,000 square feet of additional meeting room space and an exhibition hall extending roughly 135,000 square feet, a total future addition of 405,000 square feet.

The expansion development has long been touted as a way to help Dallas stay competitive against other major cities. The city has lost ground due to about \$500 million to \$600 million in deferred maintenance at the current complex, about \$700 million in today's market, Rosa Fleming, director of convention and events services for Dallas, estimated.

So far, 64 conventions have pre-booked space at the redeveloped center, which could lead to about \$1.05 billion in direct spending and \$1.66 billion in total economic impact. Fleming also said the team has identified roughly 109 new opportunities.

The next steps following the completion of the schematic design will include beginning the detailed design of the redevelopment project, issuing construction documents and separating Lamar Street to prepare for the World Cup. The construction phase will then come next and is anticipated to take up to 22 months, with about 2,500 workers on site. The expanded complex will then open April 2029.

The update on the convention center project comes after the Dallas City Council <u>recently</u> <u>approved purchasing</u> the former Dallas Morning News site on Young Street from developer Ray Washburne for more than \$50 million.

# DIRECTOR OF TRANSPORTATION DISCUSSES FUTURE OF TRANSIT IN NORTH TEXAS

By Jack Fink May 17, 2025

Director of Transportation for the North Central Texas Council of Governments, Michael Morris, discusses the future of transit in North Texas, including a high-speed rail. Watch the video below.



# A TIMELINE: HOW THE KAY BAILEY HUTCHISON CONVENTION CENTER HAS EVOLVED THROUGH THE YEARS

The revamped convention center is expected to open to the public closer to 2029

By Devyani Chhetri May 21, 2025

Dallas' gamble to revamp the Kay Bailey Hutchison Convention Center and revitalize a blighted section of the city's downtown has gone through many iterations since the early '70s.

In the past three years, City Hall has moved the wheels of bureaucracy to progress critical pieces related to the design and construction of the project. FIFA tapped the convention center to be the international broadcasting center for the 2026 World Cup and host hundreds of journalists from all over the world.

Here's a timeline of how the convention center has evolved:

### The beginning

#### 1957-2002:

The convention center first began as the Memorial Auditorium in 1957. It was later expanded to add event spaces and renamed the Dallas Convention Center in 1973. Then-City Manager George Schrader, in an article published in *The Dallas Morning News*, hailed the space as a unique community center that could give visitors to the city "a good first impression," indicating the city's ability to provide its residents high-quality services.

The facility was expanded again in 1984 to add more meeting rooms and ballrooms. A decade later, a Dallas Area Rapid Transit terminal was added under the facility. At the time, an advertisement in *The News* highlighted that the convention center's growth and expansion did not use taxpayer dollars. Instead, it was reliant on hotel occupancy tax collections.

The last expansion happened in 2002 when the city added more exhibit halls and meeting rooms. The center, however, continued to decline, not just in attendance but also due to a lack of maintenance.

#### A new convention center hotel

#### 2008-2013:

In 2008, city officials placed their bets on a convention center hotel that could work in tandem with the gargantuan facility and economically boost downtown's hotel market that was "crippled due to the limited salability of the Dallas Convention Center, which lacks an adjacent headquarters hotel."

At the time, reporting from *The News* questioned the study city officials were using to support public hotel financing. Those plans came to fruition in 2011 when the <u>Omni hotel opened using</u> \$500 million in revenue bonds.

In 2013, the events facility was renamed Kay Bailey Hutchison Convention Center in honor of the former U.S. senator and permanent representative to NATO.

#### New convention center — again?

#### 2015-2021:

In 2015, city officials began another effort to revive the convention center using the same explanation. A new convention will boost tourism and revitalize the downtown areas, which will be the city's economic engine. Four years later, the city began a study to reimagine the facility.

<u>Visions for a high-speed rail line in a transportation hub near the convention center</u>, connecting with DART, the streetcar, bike lanes and Amtrak, had also begun to take shape.

In 2019, the city handed Spectra the keys to the convention center, which the Oak View Group later acquired. The same venue management company also took over Fair Park and has been embroiled in controversy.

By 2021, the <u>Dallas City Council coalesced around a plan to tear down the structure</u>, free up acres of space and create a revamped version of the convention center to keep Dallas competitive with other cities. It was the most expensive option of the three presented to the council, which began at \$1.9 billion and would shift the convention center by 90 degrees, parallel to Lamar Street.

Officials said the convention center would anchor downtown's redevelopment, all the way from Eddie Bernice Johnson Union Station at the southwest end of the central business district to the Dallas Farmers Market at the southeast end. Attached were plans for a deck park like Klyde Warren Park that would reconnect downtown with southern Dallas after they were separated by a highway.

The City Council then approved the creation of a "project financing zone" within a three-mile radius circling the property to capture hotel occupancy, sales and beverage taxes. A few council members <u>raised concerns</u> that the city still had debts related to the Omni hotel on its books.

The general fund does not fund the convention center. All the taxes collected go into a separate enterprise fund. But taxpayers could be on the hook if the city is unable to pay its debts.

# Voters approve proposition to bolster city's convention center financing 2022:

By the end of 2022, a ballot proposition to increase the hotel occupancy taxes by 2% was put to the test. A state law allowed Dallas to use a funding mechanism to collect hotel occupancy taxes and use that to pay its debt.

The city had used it before to construct the American Airlines Center, and it wanted to use 80% of it to fund the new convention center, with the rest put toward aging buildings in Fair Park.

Unbeknownst to the public, city officials were also meeting with the WNBA's Dallas Wings in an attempt to woo them from Arlington.

### Costs go up, plans shift

#### 2023-2024:

In 2023, city officials said cost estimates for the convention center had gone up to \$2.8 billion. The city tapped developer Jack Matthews to lead the project. Matthews' company was behind

constructing and renovating the Omni Hotel and apartment complexes on Lamar Street. He secured a six-year \$65 million contract.

By the next year, the city said it would reorient the building once again to avoid conflicts with projects helmed by the Texas Department of Transportation, the Union Pacific rail line and a possible high-speed rail line connection to Houston and Fort Worth. But the reorientation pushed the convention center closer to the old *Dallas Morning News* building, which developer Ray Washburne had bought in 2019 to create an entertainment hub.

Soon, *The News* reported that Matthews' company was contemplating a land deal to purchase part of Washburne's property.

In the next few months in 2024, the City Council approved several developments. In February, council members approved \$17 million in contracts to revamp the Black Academy of Arts and Letters building as well as the Memorial Auditorium.

The News broke the story in April that the Dallas Wings would be relocating to the refurbished Memorial Auditorium in 2026. The city handed the basketball team a \$19 million incentive package and hosted a groundbreaking event months later. Costs had gone up to \$3.7 billion, and the city was negotiating a deal with FIFA to host the international broadcast center in Dallas.

In September, Dallas handed out design and construction contracts worth \$141.5 million for the main building and \$3 million for the nearby Pioneer Park Plaza and cemetery.

That day, the City Council also approved an additional \$42 million for two deck parks over Interstate 30, one of which would be attached to the convention center.

The city ended the year on a high, with a potential \$15 million investment to ready the convention center for the FIFA World Cup.

#### Where we are now

The News reported earlier this year that Washburne, who owns the old News building at 508 Young St., had plans to sell it to a data center firm because he had not heard about concrete plans from the city.

The sale to a data firm risks upending plans for the convention center, and city officials began negotiating in closed session to figure out a solution. In the meantime, the city secured a deal with FIFA for the broadcast center and announced the Black Academy of Arts and Letters will move to Fair Park in the near future.

Then last month, *The News* obtained documents that showed another major player had entered the picture: Hunt Realty.

The Hunts have been against alignments of the high-speed rail that they said could impact a \$5 billion redevelopment project near the Reunion Tower. Last month, the developer shared plans with the city that shifted the convention center close to Reunion Tower. Council members did not dismiss the plans and said the city was exploring all options. The plans, however, drew criticism from Michael Morris, a key leader at the North Central Texas Council of Governments, who worried the proposal would interfere with major projects like the region's high-speed rail initiatives.

In April, city officials presented plans that showed the city was sticking to its intention to use Washburne's property. The City Council later approved paying Washburne nearly \$52 million to acquire portions of the building and the surrounding area.

### RAPID ON-DEMAND AV PILOT ENDS AFTER SUCCESS IN ARLINGTON

By Susan Schrock May 29, 2025



A RAPID rideshare vehicle. Photo: City of Arlington.

The City of Arlington and its partners are celebrating the successful completion of its innovative Arlington RAPID on-demand autonomous vehicle service.

RAPID, or "Rideshare, Automation, and Payment Integration Demonstration," achieved several significant milestones since the pilot program was launched in 2021 through a partnership between the City, Via, May Mobility and The University of Texas at Arlington. This includes being the first on-demand autonomous vehicle service fully integrated with public transit in the United States and the longest-running on-demand autonomous vehicle service in the nation. The service, funded through grants provided by the Federal Transit Administration and the North Central Texas Council of Governments, concludes on Friday, May 30.

Arlington RAPID's fleet of four autonomous vehicles served Downtown Arlington and UTA campus five days a week. Over the course of the program, RAPID successfully delivered more than 113,000 rides, earning an impressive average rider rating of 4.9 out of 5 stars. The service became a vital transportation option for many, with 94% of riders being repeat users, and an impressive 79% utilizing the service weekly or daily.

Technologically, RAPID also demonstrated significant advancements in autonomous operation. Over its lifespan, the service operated in autonomy 80% of the time, with this figure steadily improving from an initial average of around 65% to approximately 90% autonomy in its later stages. The technology work by Via and May Mobility to fully integrate the autonomous fleet onto the existing <a href="Arlington On-Demand service">Arlington On-Demand service</a> for ride booking, fare payment, and routing was also a substantial success of the service.

Arlington RAPID, recognized both nationally and internationally, further solidified Arlington's position as a national leader in the integration of autonomous vehicle technology with public transportation. In 2024, UTA and City of Arlington received the <a href="Tech-InnovaCity Seoul Smart City Prize">Tech-InnovaCity Seoul Smart City Prize</a> for Institutions. The Texas Chapter of the American Planning Association recognized the program with a <a href="Transportation Planning award in 2023">Transportation Planning award in 2023</a> and the <a href="Texas Parking and Transportation Association bestowed the Excellence Award to UTA">Transportation Association bestowed the Excellence Award to UTA</a> in 2022 for transportation improvements, efficiencies and high service levels it was able to provide to the UTA community through Arlington RAPID.

"Arlington RAPID's successful completion marks a significant leap forward in the integration of autonomous technology with public transit. This pioneering on-demand service has not only provided more than 113,000 trips with exceptional rider satisfaction but has also demonstrated substantial advancements in autonomous operation. Arlington is proud to continue to lead the way in exploring innovative transportation solutions that enhance accessibility and efficiency for our community," said Ann Foss, the Transportation Department's planning and program manager.

Arlington RAPID was the City of Arlington's third autonomous vehicle public transportation pilot service, following the off-street Milo shuttle service that ran in the Entertainment District from 2017 to 2018 and the on-street drive.ai service that also ran in the Entertainment District from 2018 to 2019.

# LATHAM COMPLETES NCTCOG TRAINING FOR NEW FINANCE DIRECTORS

By Staff May 26, 2025

The City of Breckenridge recently announced that Finance Director Diane Latham has completed an eight month-long North Central Texas Council of Governments program for "New & Emerging Finance Directors."

"Diane has served the City of Breckenridge for 36-years in several departments over the years and currently serves as our Finance Director," City Manager Cynthia Northrop said. "She is invaluable to our organization, and we are thankful for the Mayor and City Commissioner's continued support for investing in training as we serve the citizens of Breckenridge with excellence."

The program served as the ninth season of developing current and future leaders in the public finance industry. It was an application/referral process during which NCTCOG selected 30 individuals to participate in the program.

Over the past eight months, Latham and the other participants attended at least six of the eight sessions to learn various aspects of the industry and take deep dives into critical issues of their job and responsibilities as public finance officials. The daylong classes were presented by experts in the field and facilitated by experienced professionals. Successful completion of the NEFD program required active participation in session discussions and homework assignments.

"We believe it will be individuals like Diane that will help keep our region, and state, at the forefront of municipal leaders," Mike Eastland, NCTCOG executive director, said. "It will also be progressive employers like City of Breckenridge who continue to support ongoing training and development in our industry."

# LONE STAR PACE SELECTED AS AN ADMINISTRATOR OF NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS' REGIONAL C-PACE PROGRAM

By Staff May 27, 2025

North Central Texas Council of Governments (NCTCOG) has selected Lone Star PACE to serve as an administrator of its newly launched Commercial Property Assessed Clean Energy (C-PACE) program, marking a significant step toward expanding sustainable development across the rapidly growing North Texas region.

C-PACE is an innovative financing mechanism that enables commercial property owners to fund energy efficiency, water conservation and renewable energy improvements through long-term, fixed-rate financing repaid via a voluntary property assessment. This approach allows property owners to undertake substantial building upgrades without upfront capital, often resulting in improved cash flow and increased property value.

Lee McCormick, President of Lone Star PACE, said: "We are honored to partner with NCTCOG in bringing a unified C-PACE program to North Texas. This regional approach simplifies access to sustainable financing, fostering economic development and resource conservation across multiple jurisdictions."

The introduction of a regionwide C-PACE program is poised to deliver significant sustainability benefits. By facilitating energy and water efficiency upgrades, the program supports the conservation of vital natural resources that are experiencing record-high demand due to North Texas's rapid population growth and influx of corporate relocations.

For municipalities, the regional C-PACE program presents an opportunity to stimulate local economies without relying on taxpayer dollars. By enabling private investment in private buildings, cities and counties can drive job creation, enhance the local tax base and promote environmental stewardship.

Susan Alvarez, Director of Environment & Development for NCTCOG, said: "We look forward to expanding PACE resources in the NCTCOG region!"

Property owners stand to benefit from reduced operating costs, improved building performance and access to investment-grade capital that can be used for a wide range of eligible improvements, including HVAC systems, lighting, insulation, solar panels and water conservation measures.

Lone Star PACE brings extensive experience to its role as program administrator, having facilitated more than \$330 million in C-PACE assessments for projects totaling \$1.5 billion across Texas. The firm's collaborative approach involves working closely with local governments, property owners, capital providers and senior lenders to ensure successful project implementation.

#### **About Lone Star PACE**

Lone Star PACE serves as a program administrator for city and county Commercial Property

Assessed Clean Energy (C-PACE) programs in Texas. LSP helps local governments, economic development corporations, chambers of commerce and trade associations promote economic development and resource conservation by facilitating C-PACE projects alongside property owners, C-PACE capital providers, contractors and other stakeholders. The company's goal is to promote sustainability as well as increased property values while positively impacting cash flow and utility savings. For more information, visit <a href="https://www.lonestarpace.com">www.lonestarpace.com</a>.

# TRAINING TOMORROW'S DRONE PILOTS: UNMANNED SAFETY INSTITUTE ON THE DRONE RADIO SHOW

By Miriam McNabb May 27, 2025

Michael Hill is Program Manager of College Workforce Programs at the Unmanned Safety Institute. The Unmanned Safety Institute or USI is an approved training partner of ASTM International and the International Business Aviation Council.

The Institute is dedicated to improving safety in unmanned aviation by applying time-honored aviation safety practices to unmanned aircraft systems. USI accomplishes this mission by developing workforce readiness programs, providing training to UAS crews, and helping flight service providers meet their safety goals.

Michael is a certified UAV pilot in three countries with over 6,000 flight hours and more than 7,800 successful, incident-free missions as a Remote Pilot-in-Command. He holds industry and safety certifications from FEMA, OSHA, NIST, and USI. He is a highly sought-after public speaker and industry influencer, passionate about sharing his expertise on UAV technology applications for land, air, and sea operations.

He brings a wealth of experience to USI, including aerial mapping, telecom and wind turbine inspections, oil and gas and critical infrastructure assessments, search and rescue operations, as well as involvement with state and federal regulations.

An active advocate for the drone industry, he has served as the Policy and Legislative Chairman for the North Central Texas Council of Governments UAS Taskforce and as the Training Officer for the North Texas Public Safety Unmanned Response Team.

Additionally, he holds the role of 2nd Lieutenant and the former Director of Unmanned Operations for the Texas Wing of the Civil Air Patrol.

# MARK J. RAUSCHER APPOINTED DUNCANVILLE ASSISTANT CITY MANAGER FOR COMMUNITY SERVICES

By Jo Ann Holt May 29, 2025

Mark J. Rauscher, MPA, AICP, has been appointed Assistant City Manager for Community Services for the City of Duncanville. With more than 20 years of public sector leadership experience, Rauscher brings a proven track record of success in municipal operations, strategic capital planning, and community engagement.

Rauscher is set to begin his new role in June and will oversee a variety of departments vital to the city's growth and quality of life, including Economic Development, Planning, Parks and Recreation, Communications and Marketing, the Duncanville Fieldhouse, and the Duncanville Public Library.

#### **Duncanville City Manager**

"We're excited to welcome Mark to our leadership team," said City Manager Douglas E. Finch. "His deep expertise and collaborative leadership style make him the ideal fit as we advance the goals of our upcoming Duncanville 2040 Comprehensive Plan and continue enhancing services that directly impact our community."

Before joining Duncanville, Rauscher served as Assistant Town Manager for the Town of Sunnyvale, where he managed Public Works, Engineering, Planning and Development, and Parks and Recreation. He played a key role in overseeing a \$44 million multi-fund budget, spearheaded a \$17.5 million road rehabilitation project, and developed a five-year capital improvement plan to support long-term infrastructure needs.

Rauscher's experience also includes senior-level roles in the City of Fort Worth, Dallas Public Works Department, Dallas Area Rapid Transit (DART), and the North Central Texas Council of Governments. He is a certified planner with the American Institute of Certified Planners (AICP) and holds a Master of Public Administration from the University of North Texas and a Master of Applied Geography from Texas State University.

#### **Duncanville Assistant CM Community Services**

"It's a great opportunity for me professionally and personally to become a part of the City of Duncanville, and I'm ready to embrace the challenges and opportunities ahead," Rauscher said. "I look forward to joining the outstanding leadership team at the City of Champions where my wife grew up and is a proud graduate of Duncanville High School."

In his new role, Rauscher's leadership will be instrumental in guiding redevelopment efforts, strengthening placemaking initiatives, and ensuring responsive, high-quality service delivery throughout Duncanville's community services.

# FOREST THEATER, A SOUTH DALLAS LANDMARK, INCHES CLOSER TO REOPENING

By Ben Swanger May 28, 2025



Renovations are underway at the historic Forest Theater in Dallas. Photo: Azul Sordo

Right off Martin Luther King Jr. Blvd. in South Dallas, Elizabeth Wattley and I stand in front of the bones of what will soon be a revamped <u>Forest Theater</u>. She speaks with the vivid urgency of someone who has already seen what's ahead—and can't help but color it in for me: a 66,000-square-foot venue with two performance halls, a 13,000-square-foot STEAM education hub, a rooftop terrace, a BIPOC-owned coffee shop, and movement and recording studios.

Amid the rumble of cement trucks and the whirl of machinery, the theater—once a South Dallas landmark that welcomed legends like Prince, Vanilla Ice, Erykah Badu, Gladys Knight, Tina Turner, B.B. King, and Dave Chappelle—now stands as a symbol. A symbol that what was once old can be made new. And what is renewed can make a lasting impact.

Someone honks a horn and shouts from an idling car while waiting for a traffic light to turn green. "Hurry up and open! I'm ready to come see a show!"

"I'm trying! I'm trying!" Wattley pipes back.

As president and CEO, she captains Forest Forward, the South Dallas nonprofit leading the charge on the revitalization of not just the theater but the entire neighborhood that surrounds the hall. The overarching project has an \$80 million price tag—the City of Dallas chipped in \$8 million tab for the theater. The U.S. Department of Housing and Urban Development contributed \$4 million.

To date, Wattley has raised \$67 million from private and public donors. Her goal is to wrap up fundraising by the end of the year.

If she does that, she believes the theater, which was originally built in 1949, will be open and staging shows by November 2026. However, substantial construction is scheduled to be finished by next March."We're on schedule, so maybe we can host a small party for World Cup goers," she said with a smirk.

Wattley has ambitious visions for who she wants as the first performer in the new theater. "Right now, in my mind, I'm seeing Stevie Wonder," she said.

The main concert hall will seat 1,000 patrons and the studio theater will seat 200. The path into the theater will be a paved walkway that will callout community members and the people who contributed to the project, similar to the Hollywood Walk of Fame. She is particularly excited about the rooftop terrace that will provide unobstructed views of the downtown skyline and Fair Park.

#### The Project's Economic Impact

Construction itself is making a big impact on the community. More than 1,100 construction jobs will have been created by the time the last brick is laid, creating nearly \$70 million in earnings for the workers. Once the theater is open, annual spending is projected to be around \$6.3 million.

Wattley is also confident the theater will spark more redevelopments in the area that could yield an additional \$3.4 million in annual spending flow.

Once completed, the theater will create 70 full-time jobs. Wattley expects the annual budget of both the nonprofit and the theater to combine for around \$8 million.

Construction is also underway on parking beneath Interstate-45, thanks to a partnership with the North Central Texas Council of Governments. Exactly 253 parking spots will be built.

Forest Forward has made two additional acquisitions around the theater. Across the street, it is renovating an old liquor store that used to operate around the clock into its office space that will house eight full-time employees—for now. Wattley said the workforce will only grow as opening day approaches. The nonprofit also acquired a 30-year-old gambling house to transform and renovate.

Just a few blocks from the theater is Park Manor, where a 13-story assisted living center for seniors and persons with disabilities is. In about two years, the belief is that the building will be demolished and the land will be available for sale. Wattley is well positioned to buy that land and build a mixed-income multifamily property. "We want to de-concentrate poverty and diversify the socioeconomics of the neighborhood," she said. "I'm envisioning a 400-unit multi-generational community."

Behind the theater, there are a handful of empty single-family lots, as well. It's Wattley's goal to acquire those lots to build infill housing.

Forest Forward is also focused on education, having struck a partnership with Dallas ISD to pour resources into Dr. Martin Luther King Jr. Arts Academy, the district's only school that has an art's thread from pre-K through eighth grade. Through its partnership, DISD added grades six through eight. Last year, the academy graduated its first class of eighth graders and sent off four children to Booker T. Washington High School for the Performing and Visual Arts. This year, seven graduates were accepted into Booker T.

The organization also supports the families of the students. "Whether they're facing evictions, food insecurity, or their car has problems, we're addressing anything that will help our families get through the day to day," Wattley said.

To date, Forest Forward has contributed \$102,000 in community aid.

The organization is developing a lot. But Wattley realizes she can't do it all. "We don't need to build everything," she said. "One thing that I'm learning is now that people see that we have the ability to do something, people are asking us to build a grocery store. They're asking us to build this or that. We want to bring health access to the community, but we don't have to be the group that builds the clinic. Its our initiative to activate new thoughts and creativity for what's possible here."

### DART GETS REPRIEVE AS LEGISLATIVE DEFUNDING PROPOSALS DIE IN COMMITTEE

Riders will still see service cuts as 5% of funding is diverted next year

By Amber Gaudet and Karen Brooks Harper May 30, 2025

Twin bills aimed at <u>curbing a quarter of Dallas Area Rapid Transit's</u> tax revenue have failed to meet key deadlines in the Texas Legislature and are unlikely to move forward this session.

House Bill 3187 and Senate Bill 1557 would have required the transit agency to create a permanent general mobility program, funded by 25% of DART's annual sales tax revenue. That program would have set aside money for member cities to use for local mobility projects like road repairs and maintenance — a move DART officials have said would "kill" the agency by curbing operating funds.

The House version of the bill was <u>approved by a panel in early May</u> but never made it out of the committee that sets legislation for floor votes.

"Regrettably, the DART Reform Act died in calendars committee," said Rep. Matt Shaheen, R-Plano. "DART used their bloated marketing department to distort the facts about the bill, and will now continue to overcharge hardworking Texans for the next two years."

The Senate version was referred to the Transportation Committee, but never received a hearing.

Officials are on watch for any potential last-minute maneuvers to revive the legislation by other lawmakers. That's unlikely, though, given that most are concerned with getting their own bills over the finish line, with just days left before the end of the session.

"DART will continue to monitor the progress of bills that may impact the agency throughout the duration of session," DART spokesperson Jeamy Molina said in a statement. "We are committed to working with all our member cities to address their concerns."

Shaheen said he was unaware of any other avenues for the bill to pass and would not pursue it anymore this session. He plans to tackle the issue next session, he said.

#### 'Accountability to our residents'

The failure of the bills is a significant win for DART. Leaders said previously that the legislation would force widespread route cuts, service reductions and layoffs. DART would have lost more than \$230 million in operating revenue in 2026.

Plano, DART's second-largest member city and a key driver of the bills, said city leaders are "disappointed" that the reforms stalled in the legislature.

"We are encouraged the DART Board of Directors has offered to right the inequities from 2023 highlighted by the EY Report," Plano spokesperson Steve Stoler said. "Our bottom line is accountability to our residents/taxpayers. Plano pays over \$100 million to DART annually. We want to justify to our residents how those funds are being used.

"Plano City Council members will consider all options in the coming months."

Plano and other member cities in support of the legislation have said they don't see enough benefits from the system.

Officials have pointed to a study by firm EY that showed the city contributed \$109 million in 2023, while DART spent about \$44 million on service there. Members pay a penny sales tax — a 1% tax on every dollar spent — to DART.

Regional transportation planners at the North Central Texas Council of Governments, which tried without success to mediate between DART and member cities, said the development is an opportunity to solve the issue locally.

"I'm not sure this was the way to solve this particular problem," said Michael Morris, director of NCTCOG's Regional Transportation Council.

"I'm going to go to my board in June and suggest that the Regional Transportation Council develop a comprehensive way to deliver transit that meets the needs of the region in the next 20 years, modernize transit delivery and try to address these and other issues in advance of the next legislative session," Morris added.

The council has worked to advance Transit 2.0, a study exploring crucial transportation investments needed to plan for growth in Dallas-Fort Worth.

DART riders will still see service cuts in 2026. In late March, the DART board committed to a voluntary general mobility program that will allocate 5% of DART's annual sales tax revenue to funding the initiative for three years in the hopes of appearing cities that have pushed for legislative action.

Under the fund, seven cities that an <u>EY study show paid a surplus into DART</u> in 2023 would be eligible to receive a collective \$42 million back in the first year for use on non-DART transportation projects. But funding the program will require nearly \$60 million in service cuts.

The agency also expects to spend at least \$18 million on service requests from member cities.

### <u>DENTON ISD LAND PURCHASE CONFLICTS WITH</u> NEIGHBORHOOD'S FIGHT TO PRESERVE HARTLEE FIELD AREA

By Christian McPhate May 29, 2025

For nearly a year, neighbors in northeast Denton have been working to preserve the Hartlee Field area, with its historic World War II hangars, from development by turning it into a state park.

They're not anti-development, but for this area they say it makes sense to preserve it, especially given Denton's dwindling green spaces.

The area has been recognized by the North Central Texas Council of Governments as the most ecologically diverse in a 12-county region.

The neighbors call their conservation project "Hartlee Airfield Refuge and Trails," or HART, a place for artists, kids and veterans, a retreat of sorts and a wildlife refuge. Denton Mayor Gerard Hudspeth and Denton County Judge Andy Eads have written letters of support for their project to the Texas Parks and Wildlife Department.

"We've got county support and city support, and even the city of Dallas is supporting," said Kate Landdeck, who has been helping lead the effort with several neighbors. "The whole region needs something like this. We know this area is growing. It's the fastest-growing area in the county. We have to have space for people. This is the last chance to preserve this land, and if we don't do it now, it will be swallowed up with rooftops, and there is no undoing it once it's done."

Then, on March 30, they discovered that 50 acres of the 800-acre Hartlee Field property they'd been trying to preserve had been sold to Denton ISD. A zoning change by the City Council would be needed to build a school there.

The Denton ISD school board unanimously approved the purchase of the 50 acres at the Dec. 10 board meeting with funds from the 2023 Capital Improvement Plan, Julie Zwahr, chief spokesperson for Denton ISD, said in an email in early May. The approval was in response to growth in the northeast Denton area.

"As has been the longstanding practice in Texas school districts, when possible, school sites are purchased well in advance of development to gain a fair price for real property and be good stewards of taxpayer funds," Zwahr wrote. "As to when a school will open on this or any other site, Denton ISD tracks population growth and student enrollment to drive those decisions."

In early February, Judge Sean Jordan, of the U.S. District Court for the Eastern District of Texas in Sherman, granted an asset freeze modification to allow Frisco-based Nanban Ventures to sell the land at fair-market value in an attempt to pay back investors. Nanban Ventures was once part of Orion & Nanban, a real estate investment firm that wanted to build multifamily housing on the Hartlee Field property.

In October 2023, the Securities and Exchange Commission <u>obtained a temporary restraining</u> <u>order</u>, asset freeze and other emergency relief against three founders of Nanban Ventures —

Gopala Krishnan, Manivannan Shanmugam and Sakthivel Palani Gounder — to halt alleged fraud that targeted the Indian American community and had raised nearly \$130 million from more than 360 investors since April 2021.

"We allege that the defendants engaged in a large-scale affinity fraud that targeted hundreds of investors, largely from the DFW-area Indian American community," Gurbir S. Grewal, director of the SEC's Division of Enforcement, said in an Oct. 16, 2023, news release. "Through allegedly false promises of unrealistic returns and lies about the success of their investing strategies, the defendants raised nearly \$130 million from investors. But in classic Ponzi fashion, the complaint alleges, the defendants used investor money to make fake profit distribution payments, while allegedly siphoning off millions in investors' funds for themselves. We urge all investors to confirm the credentials of supposed investment professionals and to view investments that advertise outsized returns skeptically."

SEC Director Eric Werner from the Fort Worth Regional Office pointed out in the release that "nanban" means friend. "However, the defendants have been the furthest thing from 'friends' to their investors, raising money and paying false returns on a foundation of lies."

Judge Jordan made <u>final judgments in the case</u> in early February, and a receiver is working to determine the amounts owed to creditors and investors and to distribute available assets.

The Denton Record-Chronicle attempted to contact Orion & Nanban and find out what the plans are for the rest of the property. The email address for Ragu Su, vice president of investor relations for Orion & Nanban Realty, was returned undeliverable. He couldn't be reached by phone.

Orion & Nanban's website no longer exists.

Ann Woodbridge, one of the neighbors helping Landdeck, questioned the timing of the Denton ISD's purchase, given that the city's <u>Northeast Denton Area Plan</u> has been shelved since late 2023. The area plan sought to overlay future zoning from rural residential to allow for multifamily housing on the former Carter Ranch property.

"But the plan was never completed and adopted by the city when it became very evident that the plan wasn't reflective of the community's stated desires for the area," Woodbridge wrote. "... Wouldn't the sale of some of the property for a school and future development be part of the small area plan? Who has given the green light for this land use since the [area plan] was supposed to overlay city zoning? The area is still zoned RR [rural residential]. Has the small area plan been brushed aside with plans for development proceeding? It seems to me to be premature to be buying a school site if the future land use of the area is still being explored."

The area plan has been paused indefinitely, Dustin Sternbeck, the city's chief spokesperson, wrote in a May 6 message to the Record-Chronicle.

"The next steps are still to be determined," Sternbeck wrote.

Ned Woodbridge, who's also part of the northeast Denton neighborhood group, said the February asset freeze modification indicated that Nanban Ventures was seeking to sell the Hartlee Field property as soon as possible, "to the dismay of the local community."

"Our concern, of course, is that the sale process may proceed faster than the time it takes for us to bring land trusts to the table, so to speak, with firm proposals," Woodbridge said in a May 6 email.

Woodbridge also served on the steering committee for the Northeast Denton Area Plan in 2023, representing neighbors as they worked with city development services staff, a consultant and representatives from Orion & Nanban to offer input on how the area should be developed in the future.

The 50 acres purchased by Denton ISD for a future school are in the southeastern portion of the property near Hartlee Field Road, closer to the Clear Creek Natural Heritage Center, in an area that neighbors have been fighting to preserve for nearly a decade.

In August 2023, Woodbridge and dozens of other neighbors <u>appeared at a City Council</u> <u>meeting</u> to express their disappointment in a council majority that directed the city staff to move forward with an area plan that would allow higher-density housing, such as multifamily projects, in the ecologically sensitive area. The decision took place during a joint meeting with the Planning and Zoning Commission.

That council majority included Mayor Gerard Hudspeth, council members Joe Holland, Vicki Byrd, Brandon Chase McGee and then-council member Chris Watts, who served as mayor before Hudspeth.

The neighbors also held rallies and an art event and met with local media to raise awareness of their preservation efforts.

That effort led them to work with council members Paul Meltzer and Brian Beck, both of whom opposed the area plan, to create a state park for the Hartlee Field area. They applied for funding from the state's newly created Centennial Parks Conservation Fund to purchase land for state parks.

"What is special about this land?" Woodbridge wrote in a Jan. 19 email to the Record-Chronicle. "It contains broad wildlife habitat and corridors and a variety of environmentally sensitive areas (ESAs) that are shrinking rapidly in the DFW area. It comprises numerous riparian ways and river floodplains that feed into Clear Creek and the Elm Fork of the Trinity River. These are important habitats for native plants and animals. There is unusual rarity and diversity of species. These are important 'pressure-relief' valves to mitigate flooding hazards in the area and in the downstream dam and river systems.

"Lastly, these wetlands, floodplains and riparian ways act as natural filters for contaminants cleansing the runoff from local industrial and residential land usage, so important to water quality for the entire DFW region."

In February, they learned that the Texas Parks & Wildlife Department had passed on using the Centennial Parks Conservation Fund but instead recommended other funds they could pursue.

Woodbridge said the neighborhood group had also taken initiatives to speak with national land trusts, which typically have an interest in preserving lands.

"We in the Northeast Denton community are encouraged greatly by the response we have had from certain national private land trusts who are interested in supporting the community and the City as we look to preserve certain ecologically-important land here in Northeast Denton,"

Woodbridge wrote in a May 6 email. "In addition, we are pleased to see the interest shown by certain historic preservation organizations who seek to preserve the Hartlee airfield potentially as an aviation museum, education center and airfield. This is a wonderful opportunity for the greater Denton community."

But as Landdeck stressed, "The emergency is to get the land before some developer swoops in, and it's gone forever."

Then, in late March, they learned that Denton ISD had swooped in and bought the 50-acre parcel with what Ann Woodbridge said was a closing date of Jan. 31.

Landdeck figured the district probably had someone who goes out and looks for future school sites. Denton ISD has had a longstanding tradition to purchase property for future schools well in advance of development to gain a fair-market price for the property, as Denton ISD spokesperson Julie Zwahr pointed out in an early May email.

"Denton ISD welcomes the opportunity to partner with our neighborhoods and municipalities to develop joint-use facilities, especially parks and recreational facilities," Zwahr wrote. "We currently have several schools operating adjacent to parks and have long standing Memorandum of Understanding (MOUs) with organizations to maximize the use of property for our community's residents."

Of course, what the ISD isn't taking into account is how the new school will impact the ecologically diverse area.

Hartlee Field Road is a narrow blacktop road that winds through the neighborhood toward Clear Creek Natural Heritage Center. The lack of infrastructure is one of the major reasons that an Arizona-based developer pulled out of a proposal for 1,300 homes on the former Carter Ranch property in 2021.

As former District 3 council member Jesse Davis told the Record-Chronicle in early May 2021, "If we allow density up there, then that means we are obligating ourselves to road expansion, significant sewer expansion and significant water expansion. It's not just a question of, 'Where do you put that stuff?' It's a question of, 'How much do we have to maintain into the future?' That is more ongoing costs."

Northeast Denton neighbor Anne Beckmann, who has been working with the others, was also surprised when she learned about the land purchase and wondered why Denton ISD would purchase it if there were no plans underway to develop that area.

"We're hoping that we can prevent that from happening," Beckmann said. "It seems like — at least Denton ISD thinks more people would be living out here and [so] a school needs to be here."

Beckmann, Landdeck and others other are optimistic about their efforts to preserve the area and retain what the Denton 2040 land-use plan states about preserving the area:

"As much of Denton is characterized as rural and agricultural land that possesses a character of Denton's past and natural environment that is cherished, conservation development is recommended as the primary means of managing the interface of the development and undeveloped land. Conservation development is an approach to the design of rural residential

subdivisions which is highly suited to agricultural fringe areas where the retention of rural character and open space is desired."

But they are moving quicker to do so.

As Landdeck reiterated, they have support for a park from leaders at all levels — city, county and state. They just need "a little help from someone who shares our vision and has the funds to make it happen," she said.

"If we lose, it will all be developed," Landdeck said. "If we win, they can sell it back."

### HERE ARE THE 10 DEADLIEST ROADS IN DALLAS

By Samantha Thornfelt May 29, 2025

Driving in Dallas is not for the faint of heart. While you've likely already witnessed the <u>dangers</u> <u>of Dallas drivers</u> on your own morning commute, <u>a 2024 study by Forbes</u> has made it official: the North Texas city is home to the state's worst drivers.

Dallas saw more than 16,000 total crashes in 2024, more than 115 of which were fatal. Fatal car accidents are increasing nationwide, with the number of deadly crashes climbing by nearly 10% from 2020 to 2022, according to the *Forbes* report.

Two years ago, Dallas joined over 50 U.S. cities in a pledge to address traffic safety and develop a positive safety culture in the community. The city's <u>Vision Zero action plan</u> is committed to eliminating all traffic-related deaths and reducing severe injury crashes by 50% by 2030.

Between 2022 and 2023, there was a 4.7% decrease in fatal and severe injury crashes. While progress has been made in lowering the total number of crashes so far, Dallas has had a 12.6% increase in the number of fatal crashes compared to this time last year, involving all modes of transportation.

Some areas of Dallas, known as "high injury networks," see a higher concentration of collisions and account for the highest percentages of crash-related deaths and serious injuries. Last updated on April 3, the Vision Zero HIN database <a href="https://has.recorded.the.number of killed or seriously injured (KSI) for severe vehicle-on-vehicle collisions">has recorded the number of killed or seriously injured (KSI) for severe vehicle-on-vehicle collisions</a>, as well as crashes involving pedestrians and bicyclists.

Among these three types of collisions, the most deadly stretches of road in Dallas are focused on a few prominent thoroughfares here in town:

- 1. Buckner Boulevard: from Lake June Road to Great Trinity Forest Way (24 vehicle KSI, 4 pedestrian KSI, 1 bicycle KSI)
  - 2. Northwest Highway: from N. Walton Walker Boulevard to Harry Hines Boulevard (21 vehicle KSI, 1 bicycle KSI)
  - 3. Buckner Boulevard: from Interstate 30 to Forney Road (20 vehicle KSI, 1 pedestrian KSI, 1 bicycle KSI)
  - 4. Storey Road: from Irving City Limit to Northwest Highway (18 vehicle KSI, 1 pedestrian KSI, 1 bicycle KSI)
  - 5. Buckner Boulevard: from Lake June Road to Bruton Road (18 vehicle KSI, 3 pedestrian KSI)

- 6. Buckner Boulevard: from Scyene Road to Forney Road (18 vehicle KSI, 3 pedestrian KSI)
- 7. Northwest Highway: from Harry Hines Boulevard to Timberline Drive (17 vehicle KSI, 6 pedestrian KSI, 1 bicycle KSI)
- 8. Buckner Boulevard: from Bruton Road to Scyene Road (17 vehicle KSI, 4 pedestrian KSI, 2 bicycle KSI)
- 9. Second Avenue: from Elsie Faye Heggins Street to U.S. Highway 175 (16 vehicle KSI, 4 pedestrian KSI)
- 10. Corinth Street: from E. 8th Street to Stella Avenue (16 pedestrian KSI, 1 vehicle KSI)

Streets and intersections that have a history of a high number of crashes resulting in a fatality or injury often share one or more common characteristics, Chief Transportation Planner Kathryn Rush said. First and foremost is high speed, which is typically combined with other factors, such as passenger seat belt usage. Because of this, Rush said the city is pushing two main safe driving practices: slowing down and buckling up.

"If you're in an area where you see people walking, you should not be going really more than 30 miles an hour, preferably less than that," Rush said. "A crash can only be survivable with the vehicle technologies that are available today. If you don't wear a seatbelt, the likelihood of being killed or severely injured skyrockets."

Other key characteristics include the concentration of pedestrians and bicyclists in an area and high traffic volumes. Additionally, sufficient access management for the speeds and volumes of a roadway can increase conflict points. This means that the more driveways, intersections or median openings there are per mile, the more opportunities there are for vehicles to collide.

"These decision points are where you particularly see the kinds of collisions that are typically severe, like a t-bone collision when a vehicle is crossing in front of another vehicle," Rush said.

This year, Dallas has been working to secure more funding to improve such high-injury areas. So far, \$8 million has been secured in the 2024 bond for citywide Vision Zero improvements. Dallas city leaders also received a \$21.8 million grant from the U.S. Department of Transportation's "Safe Streets For All" program this January.

Rush said upcoming widespread projects will focus on improving pedestrian crossings and safety. While designing and implementing longer-term traffic and collision improvements across the city, Dallas is enhancing safety elements at high-injury intersections. These enhancements include adding new pedestrian countdown times, upgrading to LED traffic lights, and refreshing road markings.

One of Vision Zero's largest impacts has been the cultural shift among city leaders in taking a data-driven approach to safety issues affecting the community, Rush said. Rather than just

pushing improvements in locations with high numbers of submitted requests, she said the city is now able to prioritize traffic and road safety projects in areas that have been statistically proven to need them the most.

"A lot of these areas are low-income, historically underserved areas that we don't get as many complaints from, but the issues that these areas are having are very real," Rush said. "And so we're finally getting to a more equitable, data-driven approach to projects."

Vision Zero has also brought more collaboration, both internally and externally. Rush said many Dallas departments, including Dallas Police, Communication and Public Works, have been brought together and are continuously pushing their efforts toward Vision Zero projects.

Additionally, more conversations are being had with other agency partners, like TxDOT, DART and the North Central Texas Council of Governments, to bring as many resources and people to the table as possible to reach Vision Zero's goals.

Rush said the city of Dallas remains committed to Vision Zero together because "at the end of the day, it's all about saving lives." By focusing on high-injury intersections and roads throughout the area, city leaders aim to create more roadways where people can expect safe travel by all modes of transportation to be a part of their everyday lives.

"It really takes everybody to take safety seriously," Rush said. "We really invite and encourage everybody to help us reach this goal, to help us get to Vision Zero by driving safer, walking safer, biking safer. It's very much a collaborative community effort."

#### NORTH TEXAS GOVERNMENTS STEP INTO SUSTAINABILITY VOID

By Billy Wadsack May 28, 2025

As the new administration moves to <u>step away from sustainable building programs</u>, local government is stepping up with a new program to extend the reach of the state's <u>Commercial Property Assessed Clean Energy program throughout the North Texas region</u>.

The North Central Texas Council of Governments has established its own C-PACE program to oversee the 16 counties and 169 cities in its service area. The Council of Governments chose C-PACE facilitators Texas PACE Authority and Lone Star PACE as co-administrators for its program.

C-PACE helps property owners fund energy efficiency, renewable energy and water conservation projects using private dollars. The long-term, fixed-rate financing can be applied before, during or after construction for a variety of projects.

While the region's big four counties of Collin, Dallas, Denton and Tarrant each have their own C-PACE programs, as do cities like Dallas and Fort Worth, the Council of Governments was tasked with expanding the financing program thanks to a grant it received from the State Energy Conservation Office, NCTCOG Environment & Development Director Susan Alvarez said.

"It provides extremely low-cost loans for both energy and water conservation, both of which I think most businesses, most entities, would relish," Alvarez said of the financing program. "The cost of power is going up, and increasingly we're more aware of the need for more water conservation, so this provides the financial mechanism to make that happen."

As part of the rollout, Alvarez said the Council of Governments will develop standard contracts for its administrators to use. She expects counties and municipalities will be able to opt into the program through a simple interlocal agreement with the agency.

"We're a ... pretty good sized area, so with the anticipated market for these services, we felt like it was beneficial to have two vendors under contract to be able to offer these services," Alvarez said.

Alvarez cited the track records of the two groups chosen to administer the program, which each expressed excitement at getting to work with the regional organization.

"When a Council of Government steps in and says, 'We'll oversee it,' ... it adds trust and credibility and, most importantly, uniformity to the program," Texas PACE Authority President Charlene Heydinger said.

The added reach of the Council of Governments should benefit both administrator organizations since Lone Star PACE President <u>Lee McCormick</u> said the biggest hurdle it faces is educating people that the financing is available and explaining how it works.

"Partnering with the North Central Texas COG is going to really help accelerate the outreach and adoption of PACE in some of the regions that don't currently have it," McCormick said.

While all the details are still being ironed out, Alvarez said she envisions a program similar to the one set up by the Alamo Area Council of Governments in the San Antonio metro, and she has picked their brains for inspiration.

Texas PACE Authority also works with that group, and Heydinger said the new North Texas program will be a great new tool for the local agency.

"NCTCOG does a lot with clean air, water resources, energy efficiency, so this program is a great fit for the regional goals that a lot of the staff work on," Heydinger said.

Cities and counties that already have C-PACE programs will have some flexibility in how they proceed once the new program is up and running.

"If they have a program, they can either keep it or they can opt into the COG's program, whichever they prefer," McCormick said. "So it really gives them some options either way."

The Trump administration has <u>dismantled much of the so-called "Green New</u> <u>Deal,"</u> deprioritizing clean energy and sustainable building programs like the Green and Resilient Retrofit Fund. But 40 statewide C-PACE programs are going strong, offering another option for sustainable building upgrades outside the reach of the federal government.

Alvarez said she anticipates working with the Council of Governments' economic development staff to help spread the word about the program. She hopes to get things up and running soon as the agency has already received calls asking about the financing option.

"I would really like to get it fully in place before the end of our state grant, which is the end of August," Alvarez said. "In agency time, that's pretty quick."

### OPINION: DOT DEI EDICT WILL AFFECT DALLAS PROJECTS

Transportation Secretary Sean Duffy isn't playing

By Dallas Cothrum May 31, 2025

When the federal government bigfoots you, they do it with authority. There's no ambiguity. It's a stern warning with an immediate timeline and significant consequences.

On April 24, U.S. Secretary of Transportation Sean P. Duffy sent out a four-page missive laying down the law — the federal law — about DEI and transportation projects.

"As recipients of such DOT funds," Duffy warned municipalities and transportation agencies, "you have entered into legally enforceable agreements with the United States Government and are obligated to comply fully with all applicable Federal laws and regulations." Noncompliance with applicable federal rules, including new anti-DEI measures, could lead to "enforcement action" the missive warned, possibly jeopardizing federal funding.

The letter also warns about interfering in immigration — a clear shot at sanctuary cities.

Duffy's letter makes abundantly clear what the new federal policy is on diversity programs: They are at an end. This is going to have profound consequences for large-scale transportation projects that rely on federal assistance: airports, rail projects, roads, bridges and the like. I'm particularly interested in how this may impact the North Central Texas Council of Governments, DFW International Airport and Love Field.

It's not surprising that the Trump administration is following through on its promise to end diversity and inclusion initiatives. When a president cannot run for another term, it allows an administration to act aggressively without worrying about reelection. And you can be sure they are not worried about the future or, surprisingly in terms of the typical arc of U.S. history, the long-term health of the Republican party.

The rules of the game have changed dramatically. In fact, it's a totally different game. Duffy reminded, "The Equal Protection principles of the Constitution prohibit State and Federal governmental entities from discriminating on the basis of protected characteristics, including race."

It is reasonable to assume that the administration's interpretation will pertain to Community Development Block Grants and arts funding that affect municipalities. Cities should be thinking holistically about what this will do to their budgeting. Now might be the time for saving, not significant borrowing or launching new projects.

Large cities and other governmental entities have favored minority- and women-owned businesses, giving them greater opportunity even when they are not the lowest bidder. How they unwind these programs with existing contracts in place will be interesting.

Already over the last few years, we've seen the state Legislature reduce the rights of municipalities, often for good reason. For many years, Dallas has operated like it's not part of Texas, emboldened by apathetic residents and a small army of city attorneys ready to rumble.

That approach won't work now. The long, strong arm of the federal government is at the doorstep.

Even more concerning, Dallas will have to comply quickly. There's no grace period in Duffy's decree, no time for the back-and-forth that the city likes to do with the state. This is the parent letting you know there's a curfew and when you don't follow the rules there will be no allowance.

I expect Mayor Eric Johnson will want to take an active role in compliance with this edict to show off his Republican credentials. But can the city's missing mayor stay past his 3 p.m. nap time, when he typically leaves City Council meetings, and provide some leadership? Time will tell.

I have mixed feelings about this measure. On one hand, my firm has routinely been unable to gain work on projects because it's had the obstacle of being founded, owned and operated by white males. Lacking the Minority and Women-Owned Business Enterprise certification has inhibited my company's ability to grow. In other instances, we've had to outsource work to minority business partners that we are perfectly capable of doing.

On the other hand, I'm concerned because while local government is closest to the people and has the most impact on their lives, it's the federal government making these decisions. Maybe this is what people get for not voting in any other than presidential elections. They get a centralized approach.

The big foot of the federal government has moved quickly, and it will affect large government projects across the region. Cities would be wise to listen to the secretary's suggestion, "Proactive engagement is strongly advised to prevent inadvertent noncompliance."

Marilla Street may not like these policies, but the time for debate is over. The feds aren't messing around.



April 11, 2025

The Honorable Terry Canales Texas House of Representatives P.O. Box 2910 Austin, Texas 78768

Dear Chair Canales:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, I am opposed to House Bill 1589, filed by Representative Gerdes, which proposes requiring voter approval for the construction of a new toll project.

The RTC supports the use of Public-Private Partnerships and tolled-managed lanes through an MPO/local decision-making process. HB 1589 could unnecessarily create delays and complications in the implementation of critical infrastructure and future plans. Title 23 of the United States Code (U.S.C.), Section 134, requires that transportation projects in metropolitan areas be included in the MPO's long-range transportation plan before obtaining funding. Additionally, Title 23 defines the makeup of MPOs and its structure must include local elected officials, transportation agency officials, and appropriate state officials. In accordance with these regulations, a proposed toll project would have previously gone through a public involvement process, making any proposed election unnecessary.

If you have any questions, please contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org.

Sincerely.

Clay Lewis Jenkins, Chair Regional Transportation Council County Judge, Dallas County

Clay Lewis Jerhins

JN:kw

cc: Members of the House Subcommittee on Transportation Funding The Honorable Tom Craddick, Chair, House Transportation Committee Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



April 15, 2025

The Honorable NAME ORGANIZATION ADDRESS 1 CITY, STATE, ZIP

Dear TITLE NAME:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, and the North Central Texas Council of Governments (NCTCOG), thank you for your leadership in the Texas Legislature.

The RTC supports House Bill 1361 by Representative Ana Hernandez, which would distribute dedicated air quality funds back to counties that originally collected the fees for the former Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement (LIRAP) program. When the LIRAP program ended in 2019, approximately \$176.2 million in fees collected from vehicle owners were left in the state's Clean Air Account 151 and never distributed back to the participating counties for the purpose of improving air quality.

Between 2002-2017, air quality fees were collected at the time of vehicle registration in counties with a vehicle emissions inspection program and had agreed to collect the fee. Ten percent of appropriated LIRAP funds were directed to the Local Initiatives Projects (LIP) program under statute. NCTCOG administered the LIRAP program in the DFW region. LIP funds were used for projects that improved air quality, such as funding law enforcement to pursue vehicle inspection fraud, traffic signal timing and other transportation system improvements and air control strategies. The state budget did not fully appropriate the LIRAP/LIP fees between Fiscal Years 2012 and 2015, while fee collections continued at the local level. In 2017, the Governor vetoed appropriated funding for the program in the Fiscal Year 2018-2019 state budget, effectively ending LIRAP.

If HB 1361 were to pass and the \$176.2 million in collected air quality fees were returned to the counties where the fees were originally collected, the available funds would be able to be used for LIP projects consisting of transportation and air quality purposes, since the LIRAP program is no longer operational. The RTC supports HB 1361 and requests the Legislature to do the same.

If you have any questions, please contact me or Michael Morris, P.E., Director of Transportation at NCTCOG, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely, Clay Lewis Jarlins

Clay Lewis Jenkins, Chair Regional Transportation Council County Judge, Dallas County

JN:kw

cc: North Central Texas Legislative Delegation
Michael Morris, P.E., Director of Transportation, NCTCOG



April 15, 2025

The Honorable Tom Craddick Chair Texas House of Representatives P.O. Box 2910 Austin, Texas 78768

Dear Chair Craddick:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, and the North Central Texas Council of Governments (NCTCOG), thank you for your leadership in the Texas Legislature. The RTC expresses support for House Bill 3727 by Representative Jared Patterson, and its companion, Senate Bill 1555 by Senator Robert Nichols, which seeks to establish a grant program to fund railroad and roadway grade separation projects at non-state highway intersections and pedestrian crossings.

Improving transportation safety and supporting funding for all modes of transportation are priorities for the RTC. The establishment of this grant program would address critical transportation challenges and safety issues facing communities statewide. Additionally, it will reduce congestion and emissions and increase roadway and railroad efficiency. Most importantly, this program will improve safety for pedestrians and motor vehicles throughout the state.

The RTC supports HB 3727, and its companion SB 1555, and requests your support as they would help to increase safety and reduce congestion throughout the state. If you have any questions, please contact me or Michael Morris, P.E., Director of Transportation at NCTCOG, at (817) 695-9241 or mmorris@nctcog.org.

Clay Lewis Jackins

Clay Lewis Jenkins, Chair Regional Transportation Council County Judge, Dallas County

JN:kw

cc: Members of the House Transportation Committee
The Honorable Robert Nichols, Chair, Senate Transportation Committee
The Honorable Jared Patterson, Texas House of Representatives
Michael Morris, P.E., Director of Transportation, NCTCOG



April 17, 2025

Texas Senate P.O. Box 12068 Capitol Station Austin, Texas 78711 Texas House of Representatives P.O. Box 2910 Austin, Texas 78768

Dear Members of the North Texas Legislative Delegation:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to make you aware of the removal of the Texas Department of Transportation (TxDOT) funding for Amtrak's Heartland Flyer passenger rail service in Senate Bill 1 (SB 1), the proposed Fiscal Year (FY) 2026-2027 State budget, and its potential impact on the 2026 World Cup games.

The 2026 World Cup will be one of the largest sporting events in history, with the United States hosting 78 matches across 11 cities over a 39-day period. The DFW region will host nine of these matches, the most of any other city. Each host city will be responsible for the movement of attendees to games and daily fan festivities surrounding the tournament.

The Heartland Flyer travels along the Interstate Highway 35 corridor from Fort Worth to Oklahoma City with operational and capital costs funded by the states of Oklahoma and Texas. TxDOT's August 2024 Legislative Appropriations Request included funds for the operations of the Heartland Flyer passenger rail service and equipment replacement, but these funds were not included by the Senate in SB 1, while the House of Representatives only included funds in Article XI. Without funding for the Heartland Flyer, the service will end, impacting fans traveling by rail to the DFW area from Oklahoma during the 2026 World Cup games.

The RTC requests your assistance to reinstate funding in SB 1 for Amtrak's Heartland Flyer. If you have any questions, please contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

Michael Morris, P.E. Director of Transportation

North Central Texas Council of Governments

RG:kw

cc: Senate Bill 1 Conference Committee Members
Marc Williams, P.E., Executive Director, Texas Department of Transportation



May 6, 2025

The Honorable Steve Womack Chair Subcommittee on Transportation, Housing, and Urban Development Committee on Appropriations Washington, DC 20515

The Honorable James E. Clyburn Ranking Member Subcommittee on Transportation, Housing, and Urban Development Committee on Appropriations Washington, DC 20515

Dear Chairman Womack and Ranking Member Clyburn:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, and the North Central Texas Council of Governments (NCTCOG), thank you for your leadership in the United States Congress. As you begin your work on the Subcommittee's Fiscal Year 2026 Transportation Housing and Urban Development appropriations bill, the RTC requests your support of a bipartisan appropriations request made by Representative Sharice Davids and Representative Buddy Carter for \$400 million to support assistance for transit agencies responsible for the safe and efficient movement of spectators and tourists attending the 2026 FIFA World Cup.

On April 30, I participated in briefing the Congressional 2026 FIFA World Cup Caucus on the importance of funding the transit needs for 2026 FIFA World Cup. Adequate funding is critical to ensure that transit systems can meet the heightened demand for safety and efficiency. This includes increased passenger capacity, extended service hours, additional personnel, and essential improvements to tracks, stations, and other infrastructure.

The 2026 World Cup will be one of the largest sporting events in history, with the United States hosting 78 matches across 11 cities over a 39-day period. The Dallas-Fort Worth region will host nine of these matches, the most of any other city. The tournament's anticipated economic impact of over \$17 billion will rely on the successful movement of people across our cities. Investments in our public transit agencies will ensure the safety and efficiency of transportation for the events and beyond.

We appreciate your leadership and ask that you support funding in the final Fiscal Year 2026 funding package. Thank you for your time and consideration. The RTC, with the entire Dallas-Fort Worth region, looks forward to welcoming FIFA World Cup participants and visitors in 2026. If you have questions, please contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

Michael Morris, P.E.

Director of Transportation

North Central Texas Council of Governments

RG:kw

cc: North Central Texas Congressional Delegation



May 9, 2025

Minister Dominique Alexander President and CEO Next Generation Action Network 1808 South Good Latimer Expressway Dallas, Texas 75226

Dear Minister Alexander:

I received a copy of your letter to Mayor Johnson and the Dallas City Council regarding your opposition to the North Central Texas Council of Governments' (NCTCOG) Dallas to Fort Worth (DFW) High-Speed Rail Project (attached). Thank you for sharing your concerns about the project's potential impacts to the West Dallas community.

NCTCOG initiated the DFW High-Speed Transportation Connections Study in the spring of 2020 to evaluate high-speed transportation between Dallas and Fort Worth, with a goal of connecting to other proposed high-speed rail systems in the state. As part of ongoing public outreach initiatives for the DFW High-Speed Rail Project, NCTCOG has held almost 400 meetings throughout the proposed corridor since the project began, with many held in West Dallas. This includes numerous virtual, hybrid, and in-person public meetings, technology workshops, meetings with stakeholders, community organizations, homeowners' associations, state and federal agencies, and elected officials. Additionally, the project team posts public meeting information, presentations, handouts, newsletters, and video recordings online, with much of the material in both English and Spanish. I encourage you, and others in West Dallas, to visit our project website to hear past presentations, provide comments, and sign up to receive project updates and future meeting notifications at www.nctcog.org/dfw-hstcs.

Our team and I are more than happy to review any and all information on high-speed rail that may interest you.

I look forward to seeing you at a meeting you desire or at future public meetings. Please let me know if you have any questions or would like to discuss the project further. Feel free to contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

Michael Morris, P.E.

**Director of Transportation** 

North Central Texas Council of Governments

RG:kw Attachment



Next Generation Action Network 1808 South Good Latimer Expressway Dallas, Texas 75226 2/19/2025

Dallas City Council 1500 Marilla Street Dallas, Texas 75201

Subject: Opposition to the Proposed High-Speed Rail Development Through West Dallas

Dear Honorable Mayor and Members of the Dallas City Council,

On behalf of the Next Generation Action Network (NGAN), the largest civil rights organization in North Texas, headquartered in Dallas, I write to express our deep concerns and strong opposition to the high-speed rail project proposed by the North Central Texas Council of Governments (NCTCOG), which would cut through the heart of the West Dallas community.

The historical relationship between the City of Dallas and the residents of West Dallas is one that is marred with neglect, displacement, and environmental injustice. Time and time again, development projects have been pushed into this community with little to no regard for the voices, health, and long-term well-being of the residents. The proposed bullet train project is yet another chapter in this disturbing legacy.

The current plan, which would place the rail line on an elevated platform in the air, threatens to severely impact the environmental health, economic development, and overall quality of life in West Dallas. Elevated platforms and rail structures would create a permanent scar on this neighborhood, crippling future development opportunities and imposing further environmental burdens on a community that has already endured more than its fair share. Communities along similar high-speed rail projects have reported increased respiratory issues,

including childhood asthma, as a result of the construction process. Residents also face visual blight, noise pollution, and a loss of privacy due to the intrusive design of these elevated tracks.

What is particularly troubling is that the City of Dallas has chosen to study the economic impact of this project while failing to equally study the environmental impact—a decision that is diabolical and deeply irresponsible. The residents of West Dallas deserve a comprehensive understanding of how this development will affect their environment, health, and daily lives. The fact that this analysis has been neglected speaks volumes about the disregard shown toward this community.

Furthermore, the apparent lack of transparency and community engagement throughout this process is unacceptable. The consulting firm hired by the City of Dallas has made little to no effort to involve or hear directly from the residents of West Dallas—the very people whose lives will be most affected by this project. This lack of community input fuels widespread speculation that the route was drawn with ulterior motives, including alleged backroom dealings aimed at triggering the sale of the Dallas County Jail, further burdening taxpayers in the process.

Additionally, it is beyond comprehension that the same high-speed rail project is proposed to be built underground in both Grand Prairie and Fort Worth, yet West Dallas is subjected to an aerial design. This inequitable treatment is a clear indication of the continued disregard for the dignity and future of West Dallas residents. Other cities have rejected similar elevated rail proposals, citing concerns over environmental impacts and neighborhood destruction. The residents of West Dallas deserve the same respect and consideration.

NGAN, under our Fund Our Communities campaign, will be hosting community meetings to educate and organize residents around the impacts of this proposal. We will also highlight the potential disruption this development will have on West Dallas schools and the long-term harm it could inflict on families and children living in this community.

Let us be clear: The Next Generation Action Network will not stand idle as the West Dallas community is once again treated as an afterthought. The proposed rail line is not simply a transportation project; it is a direct threat to the future self-determination and prosperity of this historic community.

We urge the Dallas City Council to:

- 1. Reject any proposal that includes an elevated rail line through West Dallas.
- 2. Require transparent community engagement, including multiple public meetings with residents.
- 3. Demand a full assessment of the environmental and social impacts of this project.
- 4. Ensure that future development projects prioritize the health, safety, and prosperity of residents—not corporate interests or political maneuvering.

The residents of West Dallas deserve more than empty promises and backroom deals—they deserve a future they can shape on their own terms.

As our President and CEO, Minister Dominique Alexander, powerfully stated: "The City of Dallas can spend time and money studying the economic impact of this project, but refuses to study the environmental impact on a community that has already endured decades of injustice—that is not just negligence, it is diabolical. We will not allow West Dallas to be sacrificed at the altar of development yet again."

Sincerely,
Minister Dominique Alexander
President & CEO
Next Generation Action Network





May 20, 2025

The Honorable Julie Johnson U.S. House of Representatives 221 Cannon House Office Building Washington, DC 20515

Dear Representative Johnson:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am writing to express support for The City of Richardson's Fiscal Year 2026 Community Project Funding (CPF) request for the proposed intersection enhancements at Centennial Boulevard and Buckingham Road in Richardson, Texas. This project represents a critical investment in public safety, mobility, and infrastructure modernization for a heavily used and strategically important corridor.

Centennial Boulevard serves as a regional east-west roadway spanning four cities and providing vital access to US 75. In this area alone, it carries approximately 40,000 vehicles per day. Buckingham Road functions as a major east-west collector, and their intersection is a key node serving Richardson businesses and residents. However, persistent safety concerns—underscored by 14 intersection-related crashes over the past five years—have highlighted the need for targeted improvements. These incidents not only affect the well-being of those involved but also cause significant traffic delays, impacting the movement of people and goods throughout the corridor.

The RTC supports the planned enhancements to reconfigure the roadway intersection geometry and install a new traffic signal, addressing both the maneuverability challenges and crash potential. This data-informed approach aligns with the City of Richardson's Thoroughfare Plan and demonstrates a proactive commitment to improving roadway safety and efficiency. Local residents and frequent users have consistently raised concerns about the safety of this intersection, making this a truly community-supported initiative. I commend the City for prioritizing this project and strongly encourage stakeholders, funding partners, and decision-makers to support its implementation. By enhancing safety, improving access, and ensuring smoother traffic flow, this project will provide lasting benefits for our entire region.

This project is consistent with the policies and programs of <u>Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update</u>. If the project receives funds, the RTC will support its inclusion in the 2025 - 2028 Transportation Improvement Program for North Central Texas, as needed.

Again, the RTC supports the City of Richardson's CPF request for the proposed intersection enhancements at Centennial Boulevard and Buckingham Road. Thank you for your time and consideration of this proposal. If you have any questions about the project, please contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

Clay Lewis Jenkins, Chair Regional Transportation Council County Judge, Dallas County

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JN:kw



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

May 27, 2025

The Honorable Sean Duffy Secretary of Transportation U.S. Department of Transportation 1200 New Jersey Avenue, SE Washington, DC 20590

Dear Secretary Duffy:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am pleased to support the Fiscal Year 2025 Safe Streets for All (SS4A) application submitted by the City of Denton. The RTC understands and supports that, as the applicant for the SS4A grant, the City of Denton accepts responsibility and oversight for managing the grant funds and coordinating activities and deliverables for the Denton Vision Zero Supplemental Planning Activities project.

The U.S. Department of Transportation's SS4A grant program is a funding opportunity that helps communities in the United States eliminate road crash fatalities and serious incapacitating injuries by focusing on critical road safety issues and deploying best-practice-centric mitigation strategies. As part of their Vision Zero Action Plan, Denton intends to create a Mobility/Active Transportation Plan, an Americans with Disabilities Act (ADA) Transition Plan, a Safe Routes to School Plan for ten Denton ISD schools, and a Comprehensive Transportation Dashboard to share the results and data from all of these processes with the general public. The plan will help identify tools to help improve the City of Denton's approach to roadway safety, reliable and accessible transportation for citizens, and enhance the overall quality of life of its citizens.

The SS4A grant program provides an unprecedented opportunity to enhance road safety and multimodal access and improve the quality of life of communities. The RTC looks forward to collaborating with the City of Denton and other regional stakeholders in this effort.

This project is consistent with the policies and programs of <u>Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update</u>. If the project receives funds, the RTC will support its inclusion in the <u>2025 - 2028 Transportation Improvement Program for North Central Texas</u>, as needed.

Again, the RTC supports the City of Denton's Vision Zero Supplemental Planning Activities project. Thank you for your time and consideration of this proposal. If you have any questions about the project, please contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

Clay Lewis Jenkins, Chair Regional Transportation Council County Judge, Dallas County

Clay Lewis Jackins

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

May 27, 2025

The Honorable Sean Duffy Secretary of Transportation U.S. Department of Transportation 1200 New Jersey Avenue, SE Washington, DC 20590

Dear Secretary Duffy:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am pleased to support the Fiscal Year 2025 Safe Streets for All (SS4A) application submitted by the City of DeSoto. The RTC understands and supports that, as the applicant for the SS4A grant, the City of DeSoto accepts responsibility and oversight for managing the grant funds and coordinating activities and deliverables for the DeSoto SS4A Implementation project.

The U.S. Department of Transportation's SS4A grant program is a funding opportunity that helps communities in the United States eliminate road crash fatalities and serious incapacitating injuries by focusing on critical road safety issues and deploying best-practice-centric mitigation strategies. As part of their SS4A Implementation project, Desoto intends to execute and construct the safety countermeasures outlined in the DeSoto Comprehensive Safety Action Plan. City-wide improvements include installing retroreflective backplates on signalized intersections, improved striping of roadways and pedestrian facilities, and improved lighting. Included are also four study corridors with location-specific improvements that will enhance safety for all road users and help fulfill the goals of the DeSoto Comprehensive Safety Action Plan.

The SS4A grant program provides an unprecedented opportunity to enhance road safety and multimodal access and improve the quality of life of communities. The RTC looks forward to collaborating with the City of DeSoto and other regional stakeholders in this effort.

This project is consistent with the policies and programs of <u>Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update</u>. If the project receives funds, the RTC will support its inclusion in the <u>2025 - 2028 Transportation Improvement Program for North Central Texas</u>, as needed.

Again, the RTC supports the City of DeSoto's SS4A Implementation project. Thank you for your time and consideration of this proposal. If you have any questions about the project, please contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

Clay Lewis Jenkins, Chair Regional Transportation Council County Judge, Dallas County

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JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

June 3, 2025

Gary A. Slagel Chairman, DART Board of Directors Dallas Area Rapid Transit 1401 Pacific Avenue Dallas, TX 75202

Dear Chair Slagel,

The purpose of this communication is to provide feedback on recent DART Board resolutions sent to us on March 26, 2025. Section 8 specifically requests an additional funding partnership between DART and the Regional Transportation Council (RTC).

Durning the mediation process I maintained staff's position that we would request RTC funding to help fund your financial commitments only if parties positively responded to the RTC's frequent communication that the issues between DART and DART member cities be resolved through mediation and not through legislation.

Since those cities elected to maintain a legislative path, as stated previously, staff will not be requesting financial assistance of the RTC.

On April 24, HB 3178 was presented in the Transportation Committee in the Texas House. This letter documents this preferred mediation process, applauds your participation, and thanks the dedication of Dallas County Judge/RTC Chair Jenkins. My suggestion is you review your current financial commitments considered in your resolution knowing staff's position not to pursue RTC funding.

You have been a strong partner with us in the FIFA 2026 World Cup and because of the high risk to your funding, our revenue will be reserved for FIFA World Cup commitments made by our office.

As you reflect on your resolution, I humbly request a revised position that eliminates risk to our nine FIFA events, including the FIFA World Cup International Broadcast Center in downtown Dallas. You may consider allocating cost of new transit services to requesting member cities before finalizing cash payments.

Page Two

I believe new legislation should be presented to the 90<sup>th</sup> Legislature that resolves a host of concerns including transportation authorities' boundaries that match the needs of a 12-million-person region in only 25 years.

Sincerely,

Michael Morris, P.E. Director of Transportation

cc: Clay Lewis Jenkins, Chair Regional Transportation Council/Dallas County Judge Nadine S. Lee, DART, President & Chief Executive Officer



**PRESS RELEASE** 

Contact: Brian Wilson (817) 704-2511 bwilson@nctcog.org

#### NCTCOG INVITES PUBLIC INPUT ON TRANSPORTATION, AIR QUALITY PLANNING MEASURES JUNE 5

Public comments will be accepted through July 4

**June 2, 2025** (Arlington, TEXAS) – The North Central Texas Council of Governments (NCTCOG) is asking for public input on metropolitan planning, air quality improvement and other initiatives during a hybrid public meeting at noon on Thursday, June 5.

The meeting will be held in the Transportation Council Room at the NCTCOG offices, located at 616 Six Flags Drive in Arlington. Those unable to attend in person can view the meeting online at <a href="https://example.com/NCTCOGJune25">PublicInput.com/NCTCOGJune25</a>. Residents can also participate by calling 855-925-2801 and entering code 11469. Public comments will be accepted until July 4.

The meeting will include a presentation about a joint review of the Dallas-Fort Worth Metropolitan Planning Organization (MPO), required by regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). As part of the review, FTA and FHWA are seeking public input on the metropolitan planning process through July 18.

At the meeting, planners will also discuss the Unified Planning Work Program (UPWP) for regional transportation planning, which provides a summary of transportation and related air quality planning activities to be conducted in North Texas by NCTCOG staff as the Metropolitan Planning Organization. Draft recommendations for the Fiscal Year 2026 and Fiscal Year 2027 UPWP will be presented for public review and comment.

Additionally, staff will provide an update and request feedback for the Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP), which aims to improve air quality, protect public health and address severe weather events. Local governments and other regional stakeholders are collaborating with NCTCOG to develop this plan, which is supported through a grant from the Environmental Protection Agency's Climate Pollution Reduction Grants program.

Finally, the meeting will include a staff update on the North Texas Zero Emission Vehicle Project. Through the initiative, NCTCOG will award public and private fleets \$60 million from the EPA's Clean Heavy-Duty Vehicles Program. The funding will be used to replace existing non-zero-emission Class 6 & 7 vehicles with hydrogen and battery-electric vehicles.

Residents planning to use transit to attend the meeting can take advantage of \$6 round-trip rides from the CentrePort/DFW Airport Station to NCTCOG via the Arlington Transportation app. Visit ArlingtonTX.gov/ondemand to download the app.

For special accommodation related to disabilities or language interpretation, please contact 817-573-1719 or email hwitcher@nctcog.org at least 72 hours prior to the meeting.

#### **About the North Central Texas Council of Governments:**

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development.

NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered in the two urban centers of Dallas and Fort Worth. For more information on the Transportation Department, visit <a href="www.nctcog.org/trans">www.nctcog.org/trans</a>.

###



#### **PRESS RELEASE**

Contact: Brian Wilson (817) 704-2511 bwilson@nctcog.org

#### NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS WELCOMES TODD LITTLE AS NEW LEADER

Ellis County Judge becomes agency's third Executive Director

May 15, 2025 (Arlington, TEXAS) – The North Central Texas Council of Governments (NCTCOG) has selected Ellis County Judge Todd Little as its next Executive Director. Little succeeds Mike Eastland, becoming NCTCOG's third Executive Director in its 59-year history.

A third-generation resident of Ellis County, Little has served as the County Judge since 2019. In 2022, Little was elected to serve on the NCTCOG Executive Board, which has voting authority over all policy, fiscal, and vision-setting activities.

Little began his duties May 15 upon Eastland's retirement from a position he had held since 1992. William Pitstick was the agency's first executive director, serving from 1966 to 1992.

"It is an honor to follow in the footsteps of two servant leaders and mentors like Mike Eastland and William Pitstick. I cannot express how excited I am to further NCTCOG's mission of fostering partnerships that bring mutual benefit and will improve the quality of life within the North Central Texas region," said Little, who served as Mayor of Red Oak from 2000-2006.

Chosen from a pool of 103 candidates from 14 states, with the help of Keller-based executive search firm SGR, Little is ready to make the transition from Board Member to the agency's Executive Director.

"From workforce development to transportation infrastructure, to emergency preparedness and economic development, North Central Texas has so much potential to lead the nation in defining quality growth," Little said. "The future is bright for DFW, and I look forward to working with our Executive Board and stakeholders to set policies that are of, for, and by our local governments to fulfill our shared vision for success in the coming years."

Collin County Judge Chris Hill, President of the NCTCOG Executive Board, is excited to welcome his colleague as Executive Director.

"We are thrilled to welcome Todd to the team in this new role," Hill said. "I look forward to working alongside Todd as we continue the important work of serving our partner communities and the residents and businesses of North Central Texas. And I am immensely grateful for the legacy of leadership and service provided by Mike Eastland. Over more than three decades, Mr. Eastland has led the North Central Texas Council of Governments with an innovative mindset that has contributed to the agency's reputation as a national leader in regional planning."

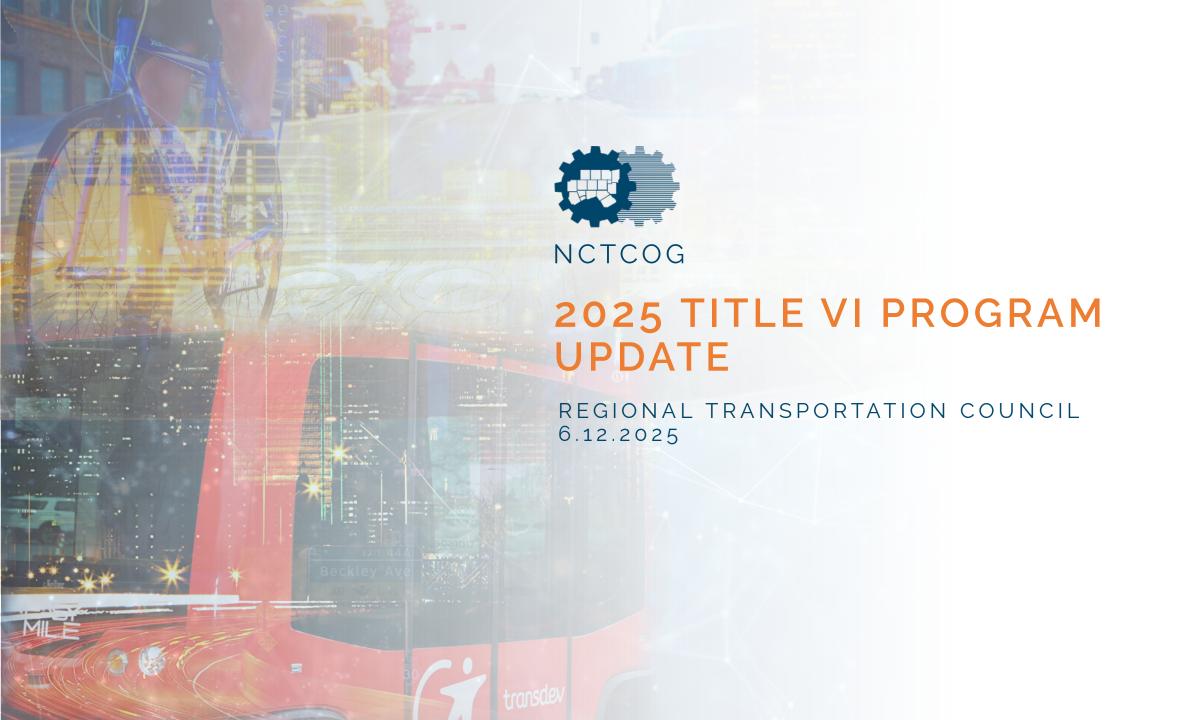
Little holds a bachelor's degree in business administration and finance from Baylor University's Hankamer School of Business in Waco and since 1992 has been owner and principal of ABS Insurance Services. He served as the Board President of Hope Health in Ellis County, a community-based nonprofit health center, and as a Trustee for Meals on Wheels North Central Texas.

#### **About the North Central Texas Council of Governments:**

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development.

NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered in the two urban centers of Dallas and Fort Worth. For more information on the Transportation Department, visit <a href="www.nctcog.org/trans">www.nctcog.org/trans</a>.

###



# TITLE VI OF THE CIVIL RIGHTS ACT OF 1964



WHO IS PROTECTED

Prohibits discrimination on the basis of race, color, or national origin



WHO MUST COMPLY

Any program or activity that receives federal funds or other federal assistance

# TITLE VI PROGRAM: METROPOLITAN PLANNING ORGANIZATION



**FREQUENCY** 

Update every three years



**CONTENTS** 

Describe how the MPO implements Title VI efforts and monitors subrecipients



REVIEW

Submit to Federal Transit Administration for review

### TITLE VI POLICY STATEMENT -

The North Central Texas Council of Governments (NCTCOG), as a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 ensures that no person shall on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any Agency programs or activities.



# TITLE VI PROGRAM UPDATES OF NOTE

Updated to reflect revocation of Executive Order 12898 (Environmental Justice in Minority Populations and Low-Income Populations, 1994)

List of transit-related Title VI investigations, complaints, and lawsuits (none)

Summary of outreach efforts made since the last Title VI Program submission

Schedule of subrecipient Title VI Program submissions

Impacts of the distribution of state and federal funds in the aggregate for public transportation projects

Thirty-day public comment period





## TIMELINE

Meeting/Task	Date
Public Meeting, Launch of 30-Day Public Comment Period	March 10, 2025
STTC Information	March 28, 2025
Close of Public Comment Period	April 8, 2025
RTC Information	April 10, 2025
STTC Action – Title VI Policy Statement, Title VI Program	April 25, 2025
Submittal Deadline	May 31, 2025
RTC Action – Title VI Policy Statement, Title VI Program	June 12, 2025
Executive Board Action	June 26, 2025

### REQUESTED ACTION

Approval of Resolution Adopting 2025 Title VI Program Update:

Title VI Policy Statement

Title VI Program

Request NCTCOG Executive Board as FTA Recipient and Designated Recipient to Approve 2025 Title VI Program Update and Title VI Policy

### CONTACT US



Ken Kirkpatrick

**General Counsel** 

kkirkpatrick@nctcog.org | 817-695-9278



Emily Beckham
Program Manager
Title VI Coordinator

ebeckham@nctcog.org | 817-608-2308

#### RESOLUTION ADOPTING THE METROPOLITAN PLANNING ORGANIZATION'S TITLE VI PROGRAM UPDATES

**WHEREAS**, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

**WHEREAS**, the Regional Transportation Council (RTC) serves as the MPO Policy Committee, comprised primarily of local elected officials, and is the regional transportation policy body associated with NCTCOG, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

**WHEREAS**, the Civil Rights Act of 1964 mandates that no person shall on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination in programs and activities receiving federal financial assistance; and,

**WHEREAS,** NCTCOG, as a recipient of federal financial assistance and a Federal Transit Administration designated recipient, is required to comply with the Title VI requirements, which include review and approval of a Title VI Program every three years; and,

WHEREAS, NCTCOG has undertaken an effort to review and update the Metropolitan Planning Organization's Title VI Program for 2025, including the Program's Title VI Policy Statement; and

**WHEREAS,** the RTC's policy is to evaluate the benefits and burdens of transportation policies, programs, and plans to prevent disparate treatment and improve the decision-making process; and,

**WHEREAS**, NCTCOG's Surface Transportation Technical Committee has recommended Regional Transportation Council approval of Title VI Program for 2025, including the Program's Title VI Policy Statement; and

#### NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1.	The Regional Transportation Council adopts 2025 Title VI Program Update for the Metropolitan Planning Organization and the Title VI Policy Statement.
Section 2.	This resolution shall be transmitted to the Federal Transit Administration and other funding agencies as appropriate.
Section 3.	This resolution shall be in effect immediately upon its adoption.

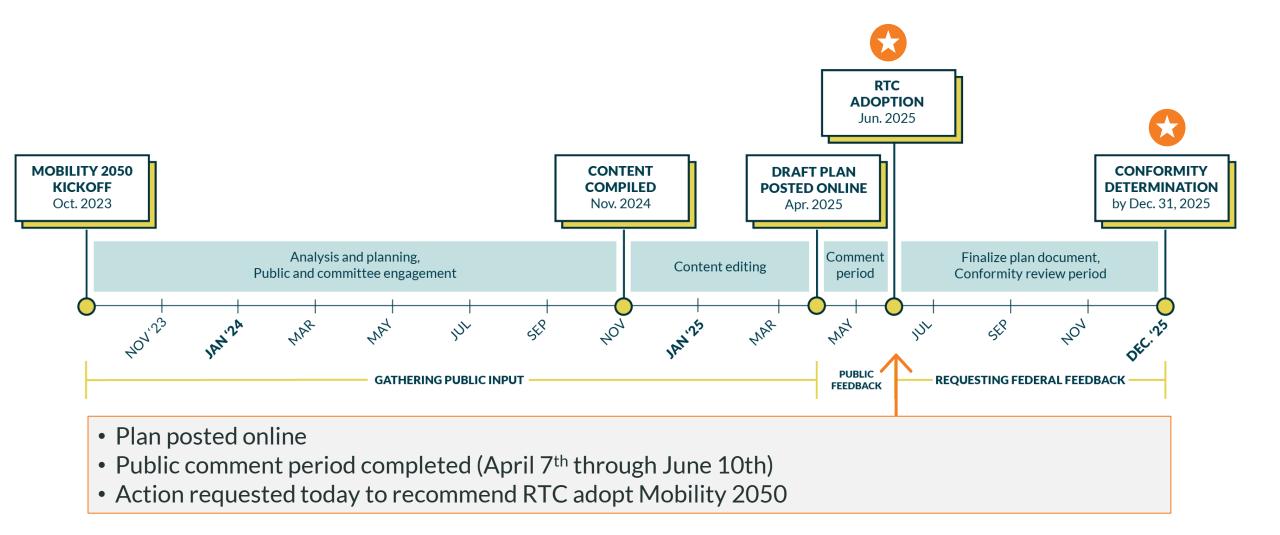
Clay Lewis Jenki	ins, Chair	

Regional Transportation Council
County Judge, Dallas County

I hereby certify that this resolution was adopted by the Regional Transportation Council fithe North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area June 12, 2025.
Rick Bailey, Vice Chair

Regional Transportation Council June 12, 2025

## **Plan Development Timeline**





## **Major Mobility Plan Components**

**PLAN CONTENT** 

**PROGRAMS** 

**POLICIES** 

**PROJECTS** 

**✓** Information

Results and
Recommendations
Available for Public Review
(60 Days)

**FINANCIAL PLAN** 

FINANCIAL CONSTRAINT

**Information** 

Results and
Recommendations
Available for Public Review
(60 Days)

NONDISCRIMINATION ANALYSIS

NO DISPARATE IMPACTS

**✓** Information

Results and
Recommendations
Available for Public Review
(60 Days)

AIR QUALITY CONFORMITY

CONSISTENCY
WITH
FEDERAL/STATE
AIR QUALITY
GOALS

✓ Information

Process in April/ Results in May

**Results and** 

Recommendations
Available for Public Review

(30 Days)



### **Final Financial Plan**

# Full matrix of costs and revenues available in the draft Financial Chapter at <a href="https://www.nctcog.org/planinprogress">www.nctcog.org/planinprogress</a>.

	Mobility 2050	Last Meeting	Δ Today - Previous
Infrastructure Maintenance <sup>1</sup>	<mark>\$29.8</mark>	32.1	Validate/finalize Asset Optimization recommendations
Management & Operations	<mark>25.7</mark>	23.9	Assess/finalize data for transit operations
Strategic Policy Initiatives <sup>2</sup>	6.4	6.4	-
Rail & Bus	<mark>57.9</mark>	56.0	Detailed validation of transit programs for rail, bus, and other technologies
Freeways/Tollways, Managed Lanes, and Arterials	<mark>97.5</mark>	97.4	Final refinements to project scope and cost
Total, Actual \$, Billions	\$ <mark>217.3</mark> B	215.8 B	

Values may not sum due to independent rounding

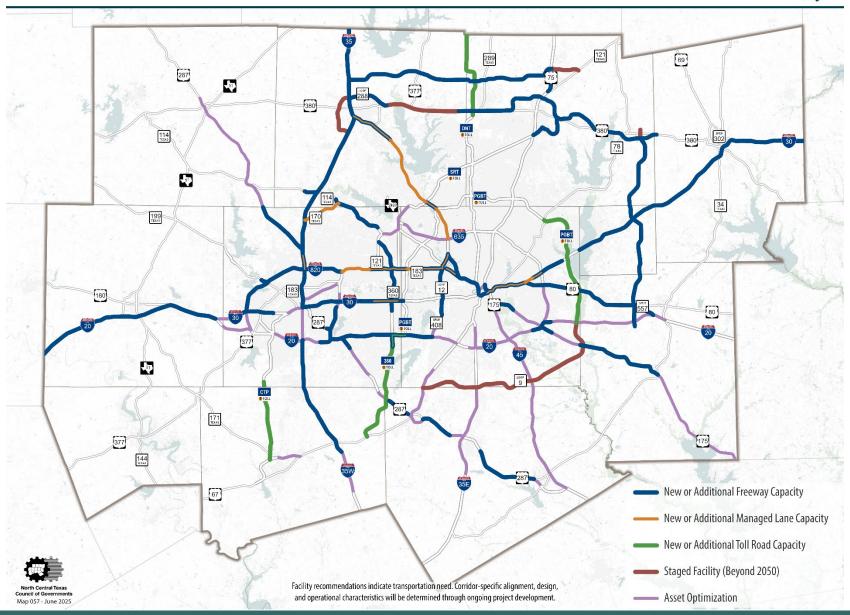


<sup>&</sup>lt;sup>2</sup> Strategic Policy Initiatives include programs and policy priorities for safety, technology, air quality, sustainable development, and other policy initiatives.

<sup>&</sup>lt;sup>3</sup> The Mobility 2045 Update comparison figures have been reorganized for comparison purposes into the Mobility 2050 categories.

#### **Major Roadway Recommendations**

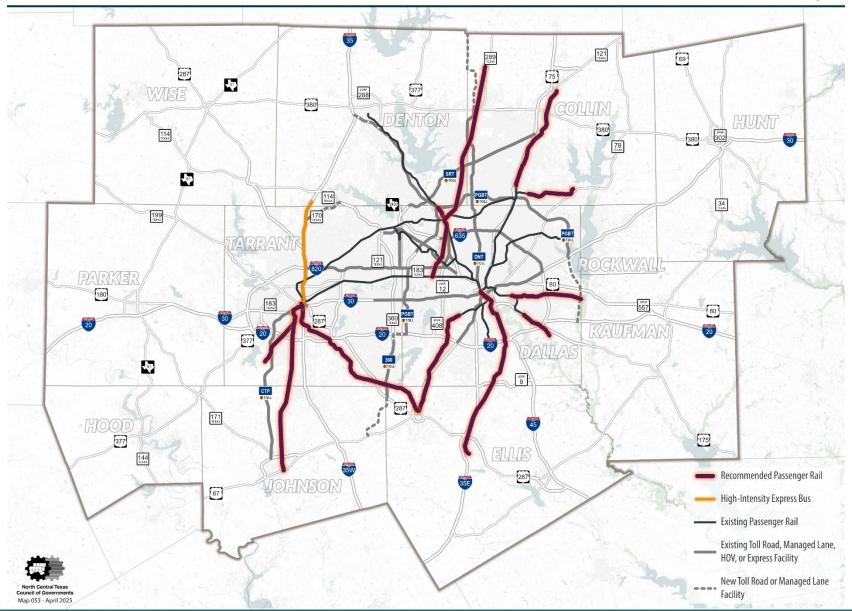






#### **Major Transit Corridor Recommendations**





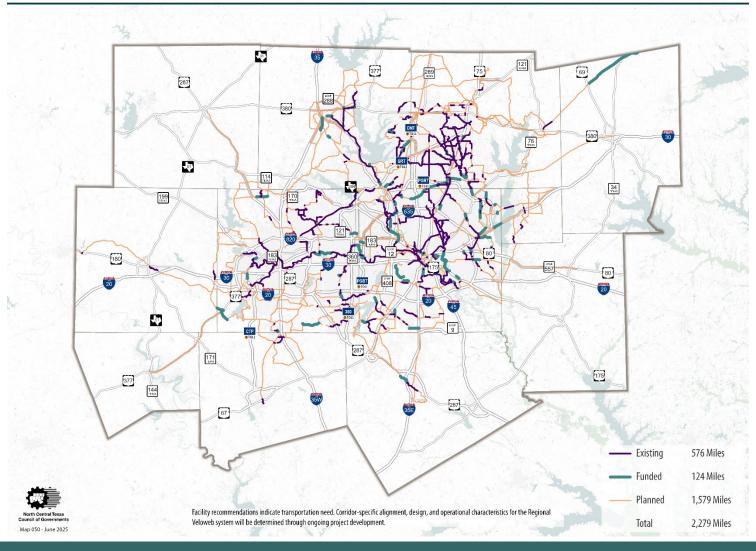


## **Active Transportation Recommendations**

**Regional Veloweb** 

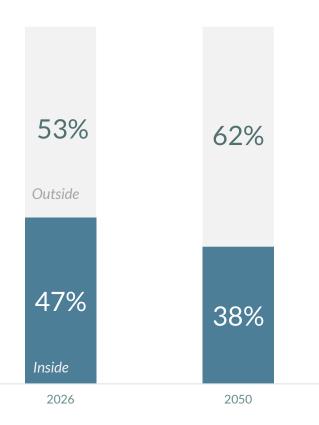


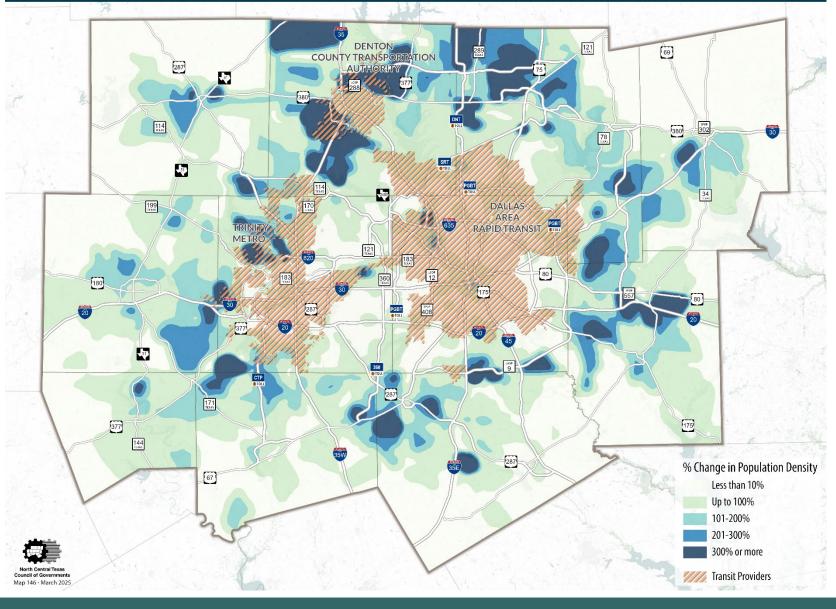






# Population within Transit Authority Service Areas







## **Policies and Programs: Highlights**

- Reorganized/updated Air Quality, Clean Fuels, and Freight programs and policies, but majority carry over from previous plan
- Updates to land use and mobility options policies and programs to reflect Transit 2.0 recommendations
- New Policy Bundle policy and program offer flexibility for timing when rounds are opened and allow for continuous improvement

Full policy and program listings available at <a href="https://www.nctcog.org/planinprogress">www.nctcog.org/planinprogress</a>, including technical and editorial changes through public comment period.

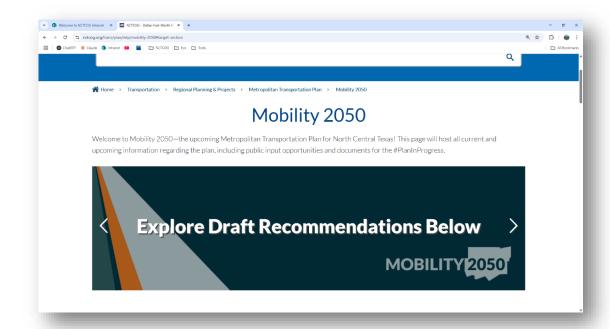


### **Public Comment Period**

#### **Comments Received since April 7\***

- Rockwall Outer Loop alignment
- Partner input clarifying recommendations
- Transit boundary expansion
- Network planning for automated vehicles
- Muscogee Nation coordination
- FM 55 in Ellis County
- General support for the Plan

#### www.nctcog.org/PlanInProgress



# **Transportation Conformity**

# **2025 Transportation Conformity Analysis**

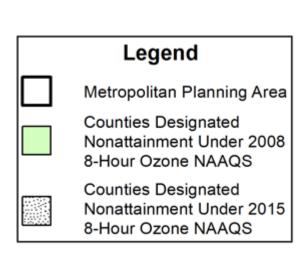
#### **PURPOSE**

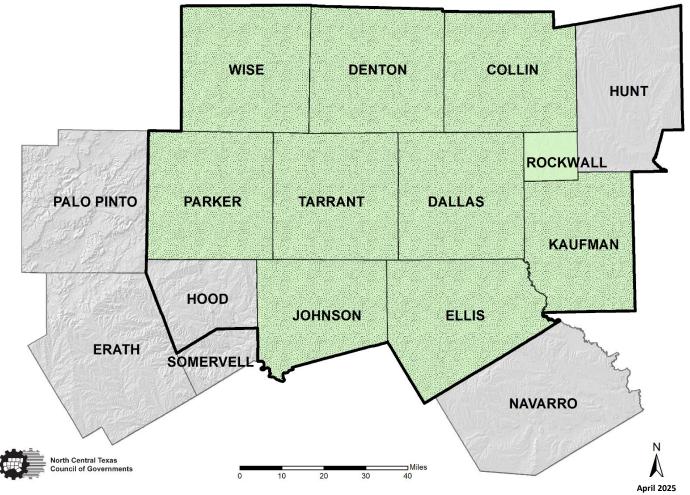
**Required** by Federal Legislation

<u>Demonstrates</u> that projected emissions from transportation projects are within emission limits (Motor Vehicle Emissions Budgets) established by the State Implementation Plan (SIP)

<u>Ensures</u> federal funding and approval is applied to transportation projects that are consistent with air quality planning goals

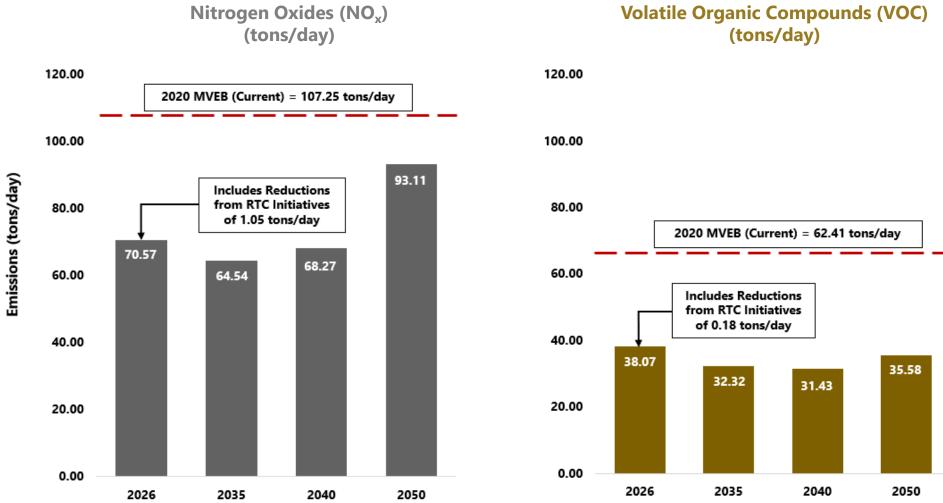
# Nonattainment Areas Under the 8-Hour Ozone Standards





# 2025 Transportation Conformity Analysis Results

DRAFT



# 2025 Transportation Conformity Analysis Results

#### **OBSERVATIONS AND INTERPRETATION**

Vehicle Miles Traveled

Speeds

Vehicle Technology

Rural/Suburban Sprawl

# **Schedule to Adoption**

Time Frame	Milestone	
February 2025	Financial Plan and Roadway Recommendations (Information)	
March 2025	Demographic Review and Transit Recommendations + Programs (Action)	
April-May 2025	Required 60-day Public Comment Period RTC Information (Plan and Air Quality)	
June 2025 RTC Action to Adopt Mobility 2050		
July – December 2025 Federal Transportation Conformity Review Period		



# **Action Requested**

The Regional Transportation Council passes resolution adopting Mobility 2050 as the Metropolitan Transportation Plan for the North Central Texas region and approves the 2025 Transportation Conformity as presented.



# **Mobility Plan Contacts** Conformity Contacts



**Amy Johnson** Principal Transportation Planner ajohnson@nctcog.org | 817-704-5608



Vivek Thimmavajjhala Senior Transportation System Modeler vthimmavajjhala@nctcog.org | 817-704-2504



Brendon Wheeler, P.E., CFM Senior Program Manager bwheeler@nctcog.org | 682-433-0478



Jenny Narvaez Program Manager jnarvaez@nctcog.org | 817-608-2342



Dan Lamers, P.E. Senior Program Manager dlamers@nctcog.org | 817-695-9263



Chris Klaus Senior Program Manager cklaus@nctcog.org | 817-695-9286

### Comments Received on Mobility 2050 Draft During Public Comment Period

#	Name/ Organization and Date	Source	Comment	Response
1	Julie Kilgore 2/12/2024	Email	Hwy 78 needs to be converted to an 8 lane elevated freeway. Improve and expand on the existing thoroughfares.	Thank you for your comment. We will provide your comments to the Regional Transportation Council through the public comment report.
2	Omayra Mata 3/27/2024	Email	Good morning,  I am inquiring about any upcoming public meetings for Mobility 2050. I see your last meeting was held in October 2023.  Thank you.	Thank you for your message. Our next public meeting is scheduled for Tuesday, April 9 @ 12pm Noon. You may attend the meeting in person at our office located at 616 Six Flags Drive Arlington, TX 76011, or watch the presentations live at publicinput.com/nctcogApril24. You may also participate via phone by dialing 855-925-2801 then code 10201. A video recording will be made available afterward.  COMMENTS & QUESTIONS Email: nctcogApril24@publicinput.com Website: publicinput.com/nctcogApril24 Phone: 855-925-2801 (Enter code 10201) Fax: 817-640-3028 Mail: P.O. Box 5888 Arlington, TX 76005  Need a ride to the public meeting? Request a \$6 roundtrip ride from the DFW CentrePort Station to NCTCOG with the Arlington Transportation app! Download the app at: arlingtontx.gov/ondemand.  For special accommodations due to a disability or language translation, contact 817-695-9255 or jcastillo@nctcog.org. Reasonable accommodations will be made.  Thank you, NCTCOG Metropolitan Transportation Planning Team
3	Senka Anastasova 5/1/2024	Email	Hi all,  I am a traveler from Europe, driving ADA scooter coming for visit to Dallas. Could you help me on 2 questions please?	Greetings,  Thank you for reaching out. I understand you are looking for paratransit services accommodating a scooter for a visit to the Dallas and Plano areas.

#	Name/ Organization and Date	Source	Comment	Response
			1. I need to book transport from the airport to the downtown hotel, taxi or bus with access for the scooter, what should I do please, would you like to help me please?  2. I need to go to the hospital from Downtown Dallas to Plano and back daily so can I use something like bus for ADA transit persons, I am traveling with my healthcare, should I have something like permission card traveling around the city. Please recommend and help me.	Dallas Area Rapid Transit, known as DART, provides these types of transportation services and I would recommend reaching out to them directly to inquire about arrangements for your visit. They usually honor the paratransit status from other US transit agencies, so they might be able to accommodate an international rider if they are traveling within DART's service area. You can reach DART at +1-214-828-6717.
			Thanks a lot, Anna	Thank you, Gypsy Gavia
4	Mary Lynne McIntyre 8/6/2024	Email	Greetings,  I just read your mobility plan online and I am quite surprised your immediate focus is on traffic lights and accidents. While this is necessary, please, please consider focusing on congestion as a priority, as this is of the utmost importance. If anything, please remove the HOV lanes on 75 Central Expressway, as no one in Dallas carpools. Congestion is caused not only by the population increase to the metroplex, but also by ignorant drivers. Drivers are not aware of the "fast lane" and clog traffic. This is visible when I do have another passenger in my vehicle and I am able to use the HOV lane; as I pass these drivers who seem to be in "another world" they clog traffic behind them for miles.  Please consider tunneling under 75 Central Expressway to give those of us who live in Plano, for example, a straight shot to downtown Dallas. Another idea is going above Central to have two lanes for those of us who commute to downtown, without an off-ramp until we reach I-35.  I am amazed you are looking at a 25-year plan. Surely this	Dear Ms. McIntyre:  Thank you for your feedback on our Mobility Plan. We hear your desire to prioritize congestion relief, which aligns with the sentiments of many Dallas-Fort Worth residents. Your input on the US 75/Central Expressway corridor to downtown Dallas is duly noted. We are providing contact information for the Texas Department of Transportation's Public Information Officer, who may be able to provide more detailed information on their recent work to the US 75 corridor and its status: Tony Hartzel tony.hartzel@txdot.gov (214) 317-0251.  In response to your concern regarding immediacy, as the region's Metropolitan Planning Organization, we are federally mandated to update our long-range Metropolitan Transportation Plan (MTP) at least every four years with a federally designated time horizon of at least 20 years. While our longer-term outlook aims to accommodate projected growth, the plan also recognizes the need for immediate solutions to current challenges such as congestion, safety, multimodal options such as transit and active transportation, and increasing access to important destinations like jobs,
			growth was expected, and surely we can do better. I will be retired by then. What are you doing in the near-term? We have a surplus in Texas and we are a wealthy state. The funds alone from the State Lottery should support this initiative. If this were a corporation and they presented a 25-year plan,	education, healthcare, and healthy food. While the MTP is one of NCTCOG's core planning documents, NCTCOG also develops and maintains the short-term Transportation Improvement Program, which outlines projects moving forward over a four-year timeframe. We strive to balance long-term vision with near-term actions that can enhance

#	Name/ Organization and Date	Source	Comment	Response
			they would be laughed right out of a job. Immediacy is needed here.  Thank you.  Mary Lynne McIntyre Concerned Citizen	mobility for all. You can view the Transportation Improvement Program at https://www.nctcog.org/trans/funds/tip/transportation-improvement-program-docs. Your engagement is crucial as we strive to develop a more efficient and sustainable transportation network for our region. Please do not hesitate to reach out with any further input or questions.  Thank you, Gwen D   NCTCOG
5	Bethany and Jonathan Kempfe 1/22/2025	Email	To whom it may concern,  My husband and I are the owners of This is our formal plea to halt the destructive consideration of building the outer loop behind our neighborhood, High Point Lake Estates. We are undoubtedly against it, as it will be our backyard. It will not only ruin our view of the fields of cattle but be a detrimental disruption to our lives.  We lived in very loud Uptown Dallas, TX for 6 years before deciding to return to our country roots and move to south Rockwall, TX in the High Point Lake Estates neighborhood. The decision was not taken lightly as we combed the DFW area for months looking for a bit of land and a quiet neighborhood we would call home for years to come. We are distraught and devastated to learn that this very land we call home would back up to the potential outer loop. In fact, our plot would be one of the closest and most affected by it being built. We moved to the country where we could have peace. This outer loop will destroy our reality as it is right now.  We beg of you to reconsider as we do not condone this decision to have the outer loop infringe upon our peace. STOP THE OUTER LOOP being built anywhere near HPLE. Please, please move it to another area. Do not destroy this peaceful community and life.  Sincerely, Bethany and Jonathan Kempfe	Hello,  Thank you for contacting the North Central Texas Council of Governments (NCTCOG). We have shared your comment with the Regional Transportation Council, the transportation policy board for NCTCOG, regarding the proposed alignment of the Rockwall Outer Loop. This roadway is a planned recommendation in the draft Metropolitan Transportation Plan for North Central Texas, Mobility 2050, meaning it has been identified as a vital regional connector to meet the needs of the growth forecasted through the approved 2050 demographic forecast. The Mobility 2050 draft is available for review and public comment at <a href="https://www.nctcog.org/PlanInProgress">www.nctcog.org/PlanInProgress</a> . The plan is scheduled to be adopted by the Regional Transportation Council on June 12, 2025.  While the general scope of this project is included in Mobility 2050 (number of lanes and initial cost estimates), the exact time frame and alignment are still to be determined through further studies by the Texas Department of Transportation (TxDOT) and can be updated as appropriate in future Mobility Plans. The continuous and long-range nature of transportation planning ensures there are ongoing opportunities for you to voice your concerns throughout the project's life cycle, from planning to implementation.  Should you have questions regarding the technical details or TxDOT's project development process for this project, please reach out to the TxDOT project manager, Liang Ding, at

#	Name/ Organization and Date	Source	Comment	Response
				liang.ding@txdot.gov. Your comment has been recorded as part of our official comment period and will be included in Appendix B of the final Mobility 2050.
				Thank you, Gwen D   NCTCOG
6	Rachelle Wittmayer 1/23/2025	Email	Dear Governor Abbott, State Departments and Rockwall County Officials,  What good is our Government if they don't protect the health and safety of our communities? Like many of our neighbors, we moved to Rockwall County to provide a safe community to raise our kids in. A place rid of the hell that plagues many of our cities/suburbs here in the US such as pollution, sextrafficking, theft, high-density housing, and more. To the surprise of many South Rockwall Residents who purchased property off of FM 548, an 8-lane highway is being proposed to run adjacent to our homes bringing this hell to fruition. To my understanding, the Rockwall Outer Loop was never responsibly disclosed by previous elected officials, County or State, nor was funding ever approved by the taxpayers of Rockwall for this atrocity. These same officials allowed builders to build, destruct and deceive at the expense of taxpayers livelihoods and serenity.  The Rockwall Outer Loop DOES NOT HELP the majority of Rockwall Residents. Rockwall County is the smallest county in Texas with 149 square miles of space. Why should it need two major highways running through it when other counties could benefit from a highway?  What Rockwall Resident's need is a halt to any further housing developments and improve the current infrastructure to provide quality living to the residents that currently reside here. We need adequate East to West expansions of current roads and plentiful water supply. Instead, what we are dealing with is a conglomerate of greedy pocket lining people (D.R. Horton, former Rockwall Commissioners, former County Judge Hogan, Rockwall's road consultant ITS linked to Lochner, Commissioner Macalik, Amazon, etc.) that have been	Same response as provided in line 5

#	Name/ Organization and Date	Source	Comment	Response
			working diligently to undermine the actual safety and health needs of Rockwall Residents. Lastly, it's extremely telling when the majority of individuals advocating for a specific agenda all point to the same results that negatively impact the future of the community. Something is really wrong. It infuriates me that those supporting the health and well-being of Rockwall are in the minority.  We need YOU, our elected officials and state employees, to	
			stop the decay of our area. Please help the integrity of Rockwall remain intact or at least what's left of it.  Rockwall County Resident,	
			Rachelle Wittmayer Romans 12:21 "Do not be overcome by evil, but overcome evil with good"	
7	Tara Edwards 2/4/2025	Email	I am currently a resident in Rockwall County and reside in High Point Lake Estates. I am writing you this email because I am opposed to the building of the Outer Loop Highway. The proposed route would run adjacent to my residence and will be elevated over the floodplain. This will bring many issues to a peaceful country area of Rockwall County. An elevated highway directly adjacent to a community of 400 homes will bring noise, pollution, crime and more traffic to the area. The suggested path crosses a large flood plain and water causeway in multiple areas adjacent to our community. This will chase wild animals from their habitat, bringing the potential for more water to be sent to the floodplain causing a risk for existing homes.	
			Please consider another route for this proposed highway that does not destroy the beauty of Rockwall County and our beloved neighborhood. This roadway would not add any value to Rockwall County. Existing roads need to be widened to improve traffic flow within the county, which has been promised to us for almost a decade. WE DO NOT WANT THIS LOOP. We need SH205 widened. This will not help any resident of Rockwall county, only big money donors,	

#	Name/ Organization and Date	Source	Comment	Response
8	Shay Singleton 2/5/2025	Email	I am a resident of the High Point Lake Estates neighborhood which backs into FM548. As such, I am opposed to the current routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood with its proximity. Our neighborhood is already being impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land and are creating noise issues that many who bought and moved here sought to escape. Another major highway in the same vicinity will only make this worse for current residents. There are currently Water supply issues. If additional housing and traffic is added to the area it will only get much worse and sky rocket prices. Furthermore, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods.  Thank you for your time, Shay Singleton   American Fire Protection Group	Same response as provided in line 5     Thank you for your comment. Your concern in registered. Michael Morris
9	Lisa Williams 2/5/2025	Email	Good afternoon,  I am a resident of the High Point Lake Estates neighborhood which backs into FM548. As such, I am opposed to the current routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood with its proximity. Our neighborhood is already being impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land, and are creating noise issues that many who bought and moved here sought to escape. Another major highway in the same vicinity will only make this worse for current residents. Furthermore, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods.  Thank you for your time.	Same response as provided in line 5     Thank you for your comment. Your concern has been registered. Michael Morris
10	Chauntelle Fox 2/5/2025	Email	Good afternoon,	Same response as provided in line 5

#	Name/ Organization and Date	Source	Comment	Response
			I am a resident of the High Point Lake Estates neighborhood which backs into FM548. As such, I am opposed to the current routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood with its proximity. Our neighborhood is already being impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land, and are creating noise issues that many who bought and moved here sought to escape. Another major highway in the same vicinity will only make this worse for current residents. Furthermore, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods.  Thank you for your time.	
11	Michelle Hutchison 2/5/2025	Email	To all this may concern,  I am a current Rockwall resident. I am opposed to the irresponsible building of open farmland that continues to inundate our infrastructure as well as the atrocity of an 8-lane Outer Loop coming through my literal backyard. I moved my family to Rockwall County for a country living with access to city needs at my choice and my time. Please save our kids from the higher crime risk and a life that we chose to move away from. State Representatives please do right and stop the High Density housing and Highway from ruining our area.  Sincerely, Michelle Hutchison	Same response as provided in line 5
12	Cory Stevens 2/5/2025	Email	Good Evening,  I am a resident of the High Point Lake Estates neighborhood which backs into FM548. My family and I just moved out to Rockwall 4 months ago to escape the busy city life. We finally feel that we have found the home and the neighborhood that we can raise our young children in, our forever home. For the first time, we are able to allow our children the freedom to play outside without the worry of them being hit by a car or	Same response as provided in line 5

#	Name/ Organization and Date	Source	Comment	Response
			preyed on by individuals with ill intent. The outer loop would directly impact this with its proximity to our neighborhood.  As such, I am opposed to the current routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood. Our neighborhood is already being impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land and are creating noise issues that many who bought and moved here sought to escape. Another major highway in the same vicinity will only make this worse for current residents as well as cause environmental impacts, burden the infrastructure, impact the safety and wellbeing of the affected neighborhoods and increase high density housing adding more traffic to an already horrible traffic situation. The proposed loop will not provide relief for Rockwall's east/west traffic issues, which are the directions leading the residents to their frequently traveled destinations, it is not north and south.  I am pleading with you to reconsider the Rockwall County Outer Loop location. Thank you for your consideration.  Thank you!  Cory Stevens	
13	Amy Jones, Amy J's Transportation 2/6/2025	Email	I am a current Rockwall resident. I am opposed to the irresponsible build of open farmland that continues to inundate our infrastructure as well as the atrocity of an 8-lane Outer Loop coming through my backyard. I moved my family to Rockwall County for a country living with access to city needs at my choice and my time.  State Representatives please do right and stop the High Density housing and Highway from ruining our area. And consider where it will be more beneficial. We have no need for it and moved to the country to get away from the loud sounds of the highways. Majority of the homes is this area have over 1 acre lots and we don't require fast access to a 8 lane highway.	Same response as provided in line 5

#	Name/ Organization and Date	Source	Comment	Response
			Please consider putting it closer to the city where it will be more beneficial and necessary.  Sincerely, MC Thank you, Amy Jones   Amy J's Transportation	
14	Missy Wadham, Texas Born Team Realtors 2/6/2025	Email	Dear Officials,  I am writing to formally express my opposition to the proposed TXDOT Outer Loop Project along FM 548. As a resident of High Point Lake Estates, which directly backs up to FM 548, and as a professional Realtor with over 23 years of experience, I have a deep understanding of the significant negative impact this project will have on our community, property values, and overall quality of life. Below, I have outlined several critical concerns regarding the project:  1. Devaluation of Property The introduction of this loop will significantly reduce property values not only in High Point Lake Estates but also in surrounding acreage neighborhoods. Historically, properties adjacent to freeways experience slower appreciation due to noise and air pollution. Studies have shown that homes abutting a freeway can suffer a value decline of up to 16%. The long-term economic consequences for homeowners and sellers in South Rockwall will be devastating.  2. Increased Traffic and Safety Concerns This project will exacerbate congestion along FM 548 and Highway 205, increasing the likelihood of accidents and fatalities. Expanding Highway 205 will be futile if the loop brings an overwhelming influx of traffic from surrounding cities. The additional volume of vehicles will place immense strain on local infrastructure, creating hazardous driving conditions.  3. Noise Pollution South Rockwall attracts buyers seeking a peaceful, rural atmosphere. The noise generated by this highway will disrupt	Same response as provided in line 5 Thank you for your comment. Your concern has been registered. Michael Morris  Response to the second seco

#	Name/ Organization and Date	Source	Comment	Response
			the tranquility that makes this area desirable, significantly impacting residents' quality of life. Noise pollution has been directly linked to lower property values, increased stress, and health concerns.	
			4. Air Pollution and Environmental Hazards The increased presence of cars, trucks, and semis will lead to heightened air pollution, adversely affecting the health of our residents. Vehicle emissions contribute to respiratory illnesses and environmental degradation. Preserving the clean air and natural beauty of South Rockwall should be a priority.	
			5. Crime and Public Safety Risks The construction of a major highway brings increased transient activity, often leading to higher crime rates. This threatens the safety of Rockwall families, particularly our children, and raises concerns about potential home burglaries. We cannot afford to compromise the security and well-being of our community.	
			6. Impact on South Rockwall's Desirability South Rockwall's charm lies in its quiet, country-like setting. As a Realtor, I work closely with buyers who seek this environment. The presence of a major freeway will deter potential homebuyers, making it more difficult for homeowners to sell their properties at fair market value. A decrease in home prices leads to lower appraisals, ultimately reducing the desirability of the area as a whole.	
			Supporting Data Research has consistently shown that homes located within 500 feet of a freeway experience depreciation due to environmental impacts. A study from the late 1970s reported that noise pollution alone resulted in a 6.6% decrease in property values, with some studies indicating declines of up to 16%. These trends remain relevant today, reinforcing the economic risks associated with this project.	
			Conclusion	

#	Name/ Organization and Date	Source	Comment	Response
			The TXDOT Outer Loop Project is not in the best interest of South Rockwall residents. This development will devalue our properties, increase traffic hazards, contribute to environmental decline, and pose safety risks to our families. We urge TXDOT to reconsider alternative routes away from 205/548 that do not disrupt established communities and to prioritize solutions that preserve South Rockwall's character and livability. I appreciate your time and attention to this matter and request a formal response addressing these concerns. Our community deserves to have its voice heard in this decision-making process.  Sincerely, Missy Wadham High Point Lake Estates Resident & Realtor	
15	Mark Walls 2/6/2025	Email	Good afternoon,  I am a current Rockwall resident. I am opposed to the irresponsible building of open farmland that continues to inundate our infrastructure as well as the atrocity of an 8-lane Outer Loop coming through my backyard. This project, if approved, would have far-reaching and potentially irreversible impacts on our community. Below, I outline several well-documented concerns, supported by research and real-world examples, that highlight the negative consequences of this development.  1. Noise Pollution: The construction of a 8-lane highway would introduce significant noise pollution, directly affecting the quality of life in our community. The World Health Organization (WHO) identifies environmental noise as a major public health issue, linked to cardiovascular diseases, sleep disturbances, and impaired cognitive performance.  • A study published in the <i>Journal of Environmental Psychology</i> (2019) revealed that proximity to major highways correlates with a 30% increase in stress levels and a 25% higher likelihood of sleep disturbances and the associated health implications.  • Noise barriers often fail to fully mitigate these impacts, particularly in residential areas.	<ul> <li>Same response as provided in line 5</li> <li>Thank you for your comment. Your concern has been registered. Michael Morris</li> </ul>

#	Name/ Organization and Date	Source	Comment	Response
			Residents here value the peaceful environment of our neighborhood, which would be irreparably disrupted by the noise of a high-traffic highway.	
			<ul> <li>2. Safety Concerns: The safety of pedestrians, cyclists, and residents—especially children and the elderly—is a top priority for our community. Expanding to a 6-lane highway would significantly increase traffic volume and the risk of accidents.</li> <li>Data from the Federal Highway Administration (FHWA) indicates that wider highways are associated with a 20-30% increase in accident rates due to higher speeds and traffic density.</li> <li>Neighborhood streets near highways often become unintended cut-through routes, increasing the risks to pedestrians and cyclists.</li> <li>This project would directly endanger the safety of our most vulnerable residents, undermining the family-friendly environment of our community.</li> </ul>	
			<ul> <li>3. Air Quality and Environmental Impact: The environmental consequences of a major highway expansion cannot be overlooked. Vehicular emissions are a primary source of air pollution, and the construction process itself would further harm the environment.</li> <li>The Environmental Protection Agency (EPA) reports that highways contribute significantly to increased levels of nitrogen oxides (NOx) and particulate matter (PM2.5), both of which are linked to respiratory and cardiovascular illnesses.</li> <li>A study in the <i>Journal of Environmental Management</i> (2018) found that communities near expanded highways experienced a 40% increase in harmful air pollutants.</li> <li>Additionally, the loss of green spaces and potential damage to local ecosystems would contradict Rockwall's commitment to sustainability.</li> </ul>	
			4. Impact on Property Values: The proximity of a large highway to residential neighborhoods often leads to a measurable decline in property values.	

#	Name/ Organization and Date	Source	Comment	Response
			<ul> <li>Research published in the Journal of Urban Economics (2017) found that homes within 500 meters of major highways experienced an average property value decrease of 8-10%.</li> <li>Noise, safety concerns, and air pollution are cited as the primary deterrents for prospective homebuyers.</li> <li>These projects have already forced the loss of residential and community land while generating the excessive noise many residents sought to avoid by moving here. Adding another major highway in the same area will only exacerbate these problems for current residents. Moreover, it raises serious concerns about the environmental impact, as well as the safety and well-being of affected neighborhoods.</li> <li>State Representatives please do the right thing and stop the high density housing and highway from ruining our community.</li> <li>Sincerely, Mark Walls</li> </ul>	
16	Rafi Ahmed 2/7/2025	Email	Rockwall loop – We support	n/a
17	Greg Rasmussen 2/11/2025	Email	The State needs to do a better job- If people want to live in areas that provide these things I can name many of our neighboring cities that can provide a good example of what we are trying to avoid.  1. Noise Pollution The construction of a 8-lane highway would introduce significant noise pollution, directly affecting the quality of life in our community. The World Health Organization (WHO) identifies environmental noise as a major public health issue, linked to cardiovascular diseases, sleep disturbances, and impaired cognitive performance. A study published in the Journal of Environmental Psychology (2019) revealed that proximity to major highways correlates with a 30% increase in stress levels and a 25% higher likelihood of sleep disturbances and the associated health implications. Noise barriers often fail to fully mitigate these impacts, particularly in residential areas. Residents here value the	Same response as provided in line 5

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			peaceful environment of our neighborhood, which would be irreparably disrupted by the noise of a high-traffic highway.  2. Safety Concerns The safety of pedestrians, cyclists, and residents—especially children and the elderly—is a top priority for our community. Expanding to a 6-lane highway would significantly increase traffic volume and the risk of accidents. Data from the Federal Highway Administration (FHWA) indicates that wider highways are associated with a 20-30% increase in accident rates due to higher speeds and traffic density. Neighborhood streets near highways often become unintended cut-through routes, increasing the risks to pedestrians and cyclists. This project would directly endanger the safety of our most vulnerable residents, undermining the family-friendly environment of our community.  3. Air Quality and Environmental Impact The environmental consequences of a major highway expansion cannot be overlooked. Vehicular emissions are a primary source of air pollution, and the construction process itself would further harm the environment. The Environmental Protection Agency (EPA) reports that highways contribute significantly to increased levels of nitrogen oxides (NOx) and particulate matter (PM2.5), both of which are linked to respiratory and cardiovascular illnesses. A study in the Journal of Environmental Management (2018) found that communities near expanded highways experienced a 40% increase in harmful air pollutants.	
			Thank You Greg Rasmussen	
18	Erle Marion 2/19/2025	Email	Howdy,  I am a resident of the High Point Lake Estates neighborhood which backs into FM548. As such, I am opposed to the current routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood with its proximity. Our neighborhood is already being impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land, and	Same response as provided in line 5

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			are creating noise issues that many who bought and moved here sought to escape. Another major highway in the same vicinity will only make this worse for current residents. Furthermore, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods.  Thank you for your time, Erle Marion	
19	Michelle Martinez 2/20/2025	Email	To all this may concern,  I am a Rockwall resident. Currently I have no adequate water supply, our homes off of FM548 are being threatened with an 8-lane highway concrete views that serves no purpose for our traffic needs.  In addition, 8000+ high density homes between the new Sonoma Verde expansion and River Rock Development off of Edwards Rd. Are in the fight to be built when our everyday needs are not being met. Current laws and those being set in place infringe on the well-being and investment of residents currently residing in this area. When money speaks loudly and is more important than the people, we have a major problem! I have no desire to live in high-density neighborhoods and all of Dallas' surrounding counties do not need to be turned into everything we hate about overpopulated cities. There was a major reason why we chose to build our forever home here. We knew the distance, we prefer to drive 2 hours+ to head into work because we know coming home, we have our land, our privacy and everything we worked hard for. All this would destroy the only reason we decided to build out here. Completely destroying our American dream. Nor do I want a massive highway I never knew about coming through my area. I advocate for providing current road expansion, within reasonable addition. No highways, moving the Southern portion of the outer loop to Hunt County, requiring stricter regulation and responsibility on builders to stop the burden of current infrastructure and residents. Stop high-density housing and require an acre lot minimum in our	Same response as provided in line 5

#	Name/ Organization and Date	Source	Comment	Response
			area.  I expect that you will do what the majority of our residents are requesting and don't take our serenity away at the cost of greed and poor planning.  Thank you for your time, Michelle Martinez	
20	Kaitlyn Stevens 2/21/2025	Email	I am a new resident of the High Point Lake Estates neighborhood which backs into FM548. My family and I just moved out to Rockwall 4 months ago to escape the busy city life. We finally feel that we have found the home and the neighborhood that we can raise our young children in, our forever home. For the first time, we are able to allow our children the freedom to play outside without the worry of them being hit by a car or preyed on by individuals with ill intent. The outer loop would directly impact this with its proximity to our neighborhood.  As such, I am opposed to the current routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood. Our neighborhood is already being impacted by the Highway 205 and FM 548 expansion projects. These projects have already resulted in the loss of homeowner and community land, and are creating noise issues that many who bought and moved here sought to escape. Another major highway in the same vicinity will only make this worse for current residents as well as cause environmental impacts, burden the infrastructure, impact the safety and wellbeing of the affected neighborhoods and increase high density housing adding more traffic to an already horrible traffic situation. The proposed loop will not provide relief for Rockwall's east/west traffic issues, which are the directions leading the residents to their frequently traveled destinations, it is not north and south. I am pleading with you to reconsider the Rockwall County Outer Loop location.  Thank you for your consideration.	Same response as provided in line 5

#	Name/ Organization and Date	Source	Comment	Response
			Kaitlyn Stevens	
21	Robby and Bridget Clower 2/25/2025	Email	Hello,  I am a resident of the High Point Lake Estates neighborhood which backs into FM548. As such, I am opposed to the current routing of the Rockwall County Outer Loop Project that would adversely impact our neighborhood with its proximity. Our neighborhood is already being impacted by the Highway 205 and FM 548 expansion projects. Each morning it takes me 30-40 minutes to get from 548 to Rockwall due to the traffic. Even when the 205 project is finished with four lanes it will be inadequate to handle the increasing traffic. These projects have already resulted in the loss of homeowner and community land and are creating noise issues that many who bought and moved here sought to escape. Another major highway in the same vicinity will only make this worse for current residents. More highways will result in more housing perpetuating the cycle. Furthermore, it not only raises the question of environmental impacts, but the safety and wellbeing of the affected neighborhoods.  I spoke with some of you at the courthouse on election day to help me decide who to vote for. Please keep your promises to represent the citizens who elected you. Like most of us, our home is our biggest investment. Please consider this in your decision.  Thank you for your time! Robby and Bridget Clower	Same response as provided in line 5
22	Danny Rogers 3/15/2025	Email	To my Representatives and Others, I am a Rockwall resident. I live at High Point Lake Estates. Currently I have no adequate water supply, (on rationing from June – October), our homes off of FM548 are being threatened with 8-lane Highway concrete views that serve no purpose for our traffic needs. In addition, 8000+ High Density homes between the new Sonoma Verde expansion and River Rock Development off of Edwards Rd. are in the fight to be built when our everyday needs are not being met. Current laws and those being set in place infringe on the	Same response as provided in line 5

#	Name/ Organization and Date	Source	Comment	Response
			well-being and investment of residents currently residing in this area. When money speaks loudly and is more important than the people, we have a problem. I have no desire to live in High-Density neighborhoods and all of Dallas' surrounding counties do not need to be turned into everything we hate about overpopulated cities, nor do I want a massive highway I never knew about coming through my area. I advocate for providing current road expansion within reasonable additionno highways, moving the Southern portion of the outer loop to Hunt County, requiring stricter regulation and responsibility on builders to stop the burden of current infrastructure and residents, stop High-Density housing and require acre lot minimums in our area. I expect that you will all do what the majority of your residents are requesting and don't take our serenity away at the cost of greed and poor planning. Thank you for your time, Danny Rogers	
23	Phyllis Silver 3/27/2025	Letter	It is disappointing and disheartening, but not surprising, that despite all the money and effort that has been going into improving transit does not meet the needs or is not a viable option. This is for destinations such as work, education, healthcare and food access. Given these responses, I think that changing people's perceptions about transit needs to be a priority. People need to realize that transit is not just for the poor or disadvantaged – it's there to assist everyone with their travel needs. Just as there has been recent advertising on television to increase awareness that we need to drive friendly, perhaps advertising showing everyday people enjoying their transit trip might start people thinking about transit as an option.  Questions- page 4-7 – so that I can better understand the specifics of these graphs, I'd like to ask:  1. The left side of each graph says "Does not meet needs" or "Not a viable option" (Graph is brownish/orangey in color)  a. What does the dark brownish portion of the graph indicate? Does this darker shade mean only "Does not meet needs"	Thank you for your comments and questions regarding the March NCTCOG public meeting presentation on Mobility 2050. We acknowledge that the survey results indicating predominantly negative public sentiment towards current transit operations are disheartening. However, there remains substantial support for expanding transit services to address and improve this perception. As highlighted in the presentation, support for rail and transit planning emerged as a prominent theme in the public feedback we received. The insights derived from these comments are instrumental in our efforts to understand and resolve the transit challenges within the region. Below are the answers to your questions.  1.  a. Yes, that is correct. The darker shade indicates the percentage of respondents who selected "Does not meet needs".  b. Exactly! The lighter shade represents the percentage of respondents who selected "Not a viable option".

#	Name/ Organization and Date	Source	Comment	Response
			<ul> <li>b. What does the lighter shade of brownish on the graph indicate? Does this lighter shade represent the respondents who say it's "Not a viable option"?</li> <li>2. The right side of the graph is "Meets needs" or "Somewhat meets needs".</li> <li>a. What does the lighter blue portion of the bar indicate? Does it mean "Meets needs"</li> <li>b. What does the darker blue shade mean? Does it mean "Somewhat meets my needs"?</li> <li>3. Are the overall percentages for each category? For example, on page 6, it shows that 73% of respondents say that transit "Does not meet needs or is not a viable option". Am I interpreting this percentage correctly by understanding that it represents both of the meeting needs and not a viable option?</li> </ul>	<ul> <li>a. The lighter blue represents the percentage of respondents who selected "Somewhat meets my needs".</li> <li>b. The darker blue represents the percentage of respondents who selected "Meets my needs".</li> <li>3. That is correct. In the graph on page 6, 73% of people report that transit does not meet their needs, and/or is not a viable option. It is a combined percentage on both sides of the graph. Below I have included each graph with its accompanying detailed table, so you are able to see the percentages broken out rather than combined.</li> <li>Attached is each graph with its accompanying detailed table so you are able to see the percentages broken out. Please let me know if you have any remaining questions and thank you for your continued interest and participation in Mobility 2050.</li> <li>Sincerely,</li> <li>Gwen D   NCTCOG</li> </ul>
24	Minesha Reese 4/7/2025	NCTCOG Public Meeting	Do you have detailed tables associated with the recommendation maps?	Yes, detailed tables can be found on the website at nctcog.org/planinprogress.
25	Gregg Welpe 4/14/2025	Official Public Comment Form	Both the Collin County and Rockwall County Outer Loop as currently proposed should be pushed east into Hunt County and go south to Terrell, not Forney as currently proposed. The Proposed Loop 9 is 50 + years old and outdated for today's urban sprawl, especially for the eastern counties.	Hello,  Thank you for your comment on the draft Metropolitan Transportation Plan, Mobility 2050. We have shared your comment with the Regional Transportation Council, the transportation policy board for NCTCOG, regarding the proposed alignment of the Rockwall Outer Loop. This roadway is a planned recommendation in Mobility 2050, meaning it has been identified as a vital regional connector to meet the needs of the growth forecasted through the approved 2050 demographic forecast.
				While the general scope of this project is included in Mobility 2050 (number of lanes and initial cost estimates), the exact time frame and alignment are still to be determined through further studies by the Texas Department of Transportation (TxDOT) and can be updated as appropriate in future Mobility

#	Name/ Organization and Date	Source	Comment	Response
				Plans. The continuous and long-range nature of transportation planning ensures there are ongoing opportunities for you to voice your concerns throughout the project's life cycle, from planning to implementation.
				Should you have questions regarding the technical details or TxDOT's project development process for this project, please reach out to the TxDOT project manager, Liang Ding, at liang.ding@txdot.gov. Your comment has been recorded as part of our official comment period and will be included in Appendix B of the final Mobility 2050.
				Thank you, Gwen D   NCTCOG
26	Jan Heady, Texas Department of Transportation 4/15/2025	Email	Rylea,  Our administration has requested a few project scope changes due to projected lower funding amounts. FM 545, FM 2478 and FM 663 will need to add a 4 lane interim phase. And FM 982 will have two separate roadway descriptions. The attached spreadsheet flags the project description change in the comment column with cell highlighted in yellow.  Since the Draft 2050 MTP is in the public comment phase, please add these changes. We appreciate all your assistance.  Thanks Jan	Jan, These changes will be included in the updated list for May STTC. Thank you, Rylea Roderick
27	Evelyn Cole 4/21/2025	Official Public Comment Form	No loop through Rockwall county. Move the loop into hunt county near caddo mills. Connect 380, 30, 80 and 20 instead. This routes the traffic pouring into already congested areas away before they get to Rockwall and Dallas counties. The growth is headed there. Get ahead of the congestion.	Same response as provided in line 25
28	Phyllis Silver 4/21/2025	Letter	With current and projected figures showing a greater percentage of the population living outside the current transit authority service areas, will there be more of a push for transit agencies to expand beyond their current boundaries?	Hello Ms. Silver,  Thank you for your question from the April public meeting. The projections indicating that more people will live outside transit service areas suggests that cities might consider joining agencies like DART to expand the service boundaries.

#	Name/ Organization and Date	Source	Comment	Response
				Additionally, the NCTCOG-led Transit 2.0 study will develop strategic plans to advance new member city and contracted services and create a more aligned regional transit network through coordinated governance and partnerships. We encourage you to stay tuned into Regional Transportation Council meetings and upcoming Texas legislation, as they may impact the future of transit service area expansion in the region. We will continue to support policies, programs and projects in the mobility plan that promote transit-oriented development, regional rail and bus services, and our regional transit authorities.  Thank you, Gwen D   NCTCOG
29	Jerry White 5/2/2025	Official Public Comment Form	I didn't see any reference in these plans to creating networked roadways and vehicles so that autonomous driving experiences (including AI enhanced ones) can be utilized for improving efficiency and safety with respect to utilizing personal (and perhaps even on-demand public) vehicles to undertake point to point trips. The private sector is making every effort to advance this area of transportation but needs support from public efforts like this one to come to a more rapid and complete fruition.	Hello Mr. White,  Thank you for your comment on the draft Metropolitan Transportation Plan (MTP). Public input like yours reinforces strong support for both emerging technologies and proven solutions to meet the region's evolving transportation needs. NCTCOG's Transportation Technology and Innovation Program helps advance efforts in areas such as autonomous vehicles (AVs).
				The Connected/Automated Vehicles and Technologies section in Chapter 5 outlines our approach (pages 5-37 to 5-49) to creating the planning and policy framework needed for deploying advanced vehicle technologies that enhance safety, efficiency, and mobility.
				Additional details are available in Appendix D (pages D-33 to D-37), including specific policies and programs. Notably, Policy TT3-002 supports AV and other technology deployments through public-private partnerships with local transportation authorities, developers, and business hubs. This is one of eight transportation technology policies adopted by the Regional Transportation Council to help establish North Central Texas as a "Region of Choice" for innovative mobility. Appendix D also highlights several funded programs advancing these goals, including, but not limited to AV2.0, University Partnerships to

#	Name/ Organization and Date	Source	Comment	Response
				Promote Emerging Technologies, and Emerging Transportation Technology Deployments. These initiatives promote safe, effective integration of new technologies through research, collaboration, and real-world applications. We appreciate your input and encourage your continued engagement.  Sincerely, Gwen D   NCTCOG
30	Gordan Pevehouse, Cultural Preservation Department, Muscogee Nation 5/20/2025	Email	Ms. Johnson,  Thank you for reaching out to the Muscogee (Creek) Nation on your Metropolitan Transportation Plan in Texas. This project area is located outside of the Muscogee (Creek) Nation's historic area of interest. We would like to respectfully Defer to the other Tribes that have been contacted. Please feel free to contact me if there are any questions or concerns.  Best, Gordon Pevehouse	Dear Mr. Pevehouse,  Thank you for your response regarding our Dallas-Fort Worth Metropolitan Transportation Plan. We appreciate you taking the time to review our communication and respect your decision to defer to other Tribal Nations with historic interests in the Dallas-Fort Worth area.  If you have any questions or need additional information about our planning process in the future, please don't hesitate to contact me.  Thank you again for your consideration.  Best regards, Amy Johnson
31	John Bowman 5/21/2025	Official Public Comment Form	With the current placement it's not really an outer loop and will do nothing to alleviate traffic issues. It needs to be moved further east into Hunt County or not built at all.	Same response as provided in line 25
32	Tanner Vinson 5/23/2025	Official Public Comment Form	The proposed Haven Ranch - FM-55 Expansion in Ellis County is a necessary infrastructure improvement driven by the Haven Ranch development, a master-planned community located just East of the US-77 and FM-55 intersection. This expansion is critical to support the scale of development proposed and aligns with the long-term vision for mobility and connectivity in the region. The FM-55 expansion consists of constructing approximately 2,400 linear feet of 4-lane divided roadway from US-77 going East through the Chisolm Trail intersection, which conforms with the adopted Master Thoroughfare Plans of both the City of Waxahachie and Ellis County. Upon full build-out, the Haven Ranch development is planned to include approximately 2,600 single-family homes,	Hello Mr. Vinson,  Thank you for your comment on the draft Metropolitan Transportation Plan, Mobility 2050. NCTCOG has been coordinating directly with TxDOT on this project and the timing for when to add to the region's Metropolitan Transportation Plan. At this point in its development, this project is not ready to be included at this time; however, as project development advances, this recommendation can be included in an amendment to Mobility 2050 or a future plan as appropriate. NCTCOG will continue to work with TxDOT, local governments, and stakeholders to confirm the needs for this

#	Name/ Organization and Date	Source	Comment	Response
			two school sites, six acres of neighborhood commercial use, a 120-acre city park, and two amenity centers. Given the magnitude of this development, enhancements to FM-55 are not only appropriate but essential to this region of Waxahachie. These improvements are also integral to the Development Agreement language between the City of Waxahachie and Haven Ranch, acknowledging the development hinges on offsite roadway improvements (FM-55 being one of these). Construction of the Haven Ranch development is currently ongoing and the need for the FM-55 expansion is quickly approaching. Furthermore, the improved FM-55 corridor would provide a vital connection between FM-55 and FM 877, enhancing regional circulation. These improvements will support more efficient and safer travel for vehicles, pedestrians, cyclists, and emergency services, which is especially important as Ellis County and the City of Waxahachie continue to experience rapid growth. The proposed expansion directly supports the 2050 Mobility Plan's goals of improved connectivity, safety, and multimodal accessibility. Lastly, the proposed expansion improvements of FM-55 are to be 100% privately funded – including, construction costs, plan preparation/review costs, inspection fees, environmental fees, permitting fees, etc. We do not look to take the place of a project which does require proper funding; rather, we look for the FM-55 improvements to be added given they place no financial burden on the 2050 Mobility Plan. We respectfully recommend that the FM-55 expansion be included as a priority project in the final 2050 Mobility Plan.	project to ensure efficient project development and inclusion in the long-range plan at the appropriate time.  Thank you, Gwen D   NCTCOG
33	Phil Dupler, Trinity Metro 5/23/2025	Email	Amy,  I noticed that although Figure 5-1 in the Mobility 2050 document is rather tiny, it appears to show dots at some of our <i>former</i> church park-n-rides that are no longer active. Brianna Weber just asked us that specific question about the churches back in March which made me think to look closer at it. We are no longer promoting the churches as park-n-rides. Anyway, here is the updated list again. Please doublecheck that Figure 5-1 is up to date.	Hello Phil,  Thanks for reaching out about this and providing the updated list. I will work with my team on making that change. It will likely be reflected on our website in the next couple of weeks when we push all the final documents out.  Please let me know if you have any other feedback that comes up.  Thank you,

#	Name/ Organization and Date	Source	Comment	Response
			Phil Dupler Director of Planning Trinity Metro	Amy Johnson
34	Missy Wadham, Texas Born Team Realtors 5/24/2025	Email	Dear Officials,  I am writing again to formally express my strong opposition to the proposed TXDOT Outer Loop Project along FM 548. As a resident of High Point Lake Estates, which directly borders FM 548, and a Realtor with over 23 years of experience, I have a comprehensive understanding of the detrimental impact this project will have on our community, property values, and overall quality of life. Below are several critical concerns:  1. Property Devaluation The construction of this loop will significantly reduce home values in High Point Lake Estates and nearby acreage neighborhoods. Properties near freeways historically appreciate at a slower rate and often suffer value declines due to noise and air pollution—sometimes by as much as 16%, according to national studies. The long-term financial consequences for homeowners and sellers in South Rockwall would be substantial.  2. Increased Traffic and Safety Hazards This project will worsen traffic congestion along FM 548 and Highway 205, increasing the risk of accidents. The expansion of Highway 205 will offer little relief if the Outer Loop channels heavy traffic from surrounding cities into our area. This added burden on local infrastructure could create dangerous driving conditions and reduce emergency response efficiency.  3. Noise Pollution Many buyers are drawn to South Rockwall for its serene, rural environment. The introduction of a major highway will disrupt this tranquility. Increased noise levels negatively affect residents' quality of life and have been linked to reduced property values, higher stress levels, and health concerns.	Response Pending

#	Name/ Organization and Date	Source	Comment	Response
			4. Air Pollution and Environmental Impact With more vehicles, including large trucks and semis, comes increased air pollution. Exhaust emissions contribute to respiratory problems and environmental degradation. Preserving the clean air and natural beauty of South Rockwall should be a top priority.	
			5. Public Safety and Crime Risks Highways often bring increased transient activity, which can lead to higher crime rates, including home burglaries. This development would compromise the safety of our families, particularly our children, and strain local law enforcement resources.	
			6. Negative Impact on Community Desirability South Rockwall's charm lies in its quiet, country setting—a primary draw for homebuyers. As a Realtor, I regularly work with buyers specifically seeking this environment. A freeway will deter interest, reduce home sale prices, and lower appraisals, affecting the entire local market.	
			Supporting Data Research consistently shows that homes within 500 feet of a freeway experience depreciation due to environmental and safety concerns. A study from the late 1970s indicated a 6.6% decline in home values from noise pollution alone, with other studies suggesting declines of up to 16%. These findings remain relevant and highlight the serious economic implications of this project.	
			Conclusion The TXDOT Outer Loop Project along FM 548 is not in the best interest of South Rockwall residents. It threatens to devalue properties, increase traffic and safety concerns, contribute to environmental harm, and erode the peaceful character of our community. I respectfully urge TXDOT to explore alternative routes that do not pass through established neighborhoods and to adopt planning solutions that preserve the integrity and livability of South Rockwall.	

#	Name/ Organization and Date	Source	Comment	Response
			Thank you for your time and consideration. I respectfully request a formal response to the concerns outlined above. Our community's voice deserves to be heard.  Sincerely, Missy Wadham High Point Lake Estates Resident & Realtor	
35	Ann Foss, City of Arlington 5/27/2025	Official Public Comment Form	On behalf of the City of Arlington, I wish to express the City's support for the NCTCOG's work on the Mobility 2050 Plan, particularly the efforts to plan for expected regional population and employment growth. The discussion of multimodal transportation options, high speed rail with a station stop in Arlington, and use of innovative technology to meet the region's transportation needs are key to Arlington's goals and the success of the region.	Hello,  Thank you for your comment on the draft Mobility 2050 Plan. We sincerely appreciate the City of Arlington's continued partnership and support, and we look forward to working together as the plan progresses.  Best regards, Gwen D   NCTCOG
36	Ashley Thompson, Federal Emergency Management Agency 5/28/2025	Email	Good afternoon, Amy,  Thank you for your inquiry. We kindly request that the community floodplain administrator be contacted for the review and possible permit requirements for this project. If federally funded, we would request project be in compliance with EO11988 & EO 11990. The original inquiry and out Environmental Consultation are attached for your records.  Warm regards, Ashley Maria Thompson	Response Pending
37	Cory Stevens 6/2/2025	Email	I am writing to express my strong opposition to the proposed Rockwall Outer Loop project. As a concerned resident of Rockwall County, I believe this development would have significant negative impacts on our community's quality of life, environment, and rural character. Below, I outline several critical concerns regarding the project:  1. Increased Traffic: The Outer Loop is likely to exacerbate traffic congestion in our community. Rather than alleviating existing traffic issues, it may attract additional vehicles, including heavy commercial traffic,	Response Pending

#	Name/ Organization and Date	Source	Comment	Response
			to residential areas, leading to gridlock, longer commutes, and increased wear on local roads.  2. Increases in Pollution: Additional traffic and construction will contribute to higher levels of air, water, and noise pollution. Vehicle emissions and runoff from new roadways could degrade air quality and contaminate local water sources, posing health risks to residents and harming the local	
			ecosystem.  3. Uptick in Crime: New infrastructure projects like the Outer Loop often attract transient populations and increased activity, which can lead to a rise in crime. Our community has long enjoyed a sense of safety and security, and this project risks undermining that by introducing new vulnerabilities.	
			4. Extreme Noise: The construction and ongoing operation of a major roadway will generate significant noise pollution, disrupting the peace and tranquility of our neighborhoods. This is particularly concerning for families, schools, and businesses located near the proposed route, where constant noise could affect quality of life and property values.	
			5. Turning Farmland into Concrete: The Outer Loop threatens to pave over valuable farmland, eroding Rockwall County's agricultural heritage. Converting fertile land into concrete not only diminishes our local food production capacity but also destroys the rural charm that makes our county unique.	
			6. Proximity to Homes and a Large Community: The proposed route is alarmingly close to existing homes and densely populated neighborhoods. This proximity raises concerns about safety, property devaluation, and disruptions to daily life for countless residents who chose Rockwall County for its quiet, family-friendly environment.	
			Thank you for your attention to this matter and for considering the concerns of Rockwall County residents.	

#	Name/ Organization and Date	Source	Comment	Response
			Cory Stevens	
38	Marcus Wood 6/5/2025	Official Public Comment Form	<ul> <li>Several comments should be made regarding the Mobility 2050 document.</li> <li>The Population and Traffic Data accuracy in some areas are grossly inaccurate. The 2020 US Census miscounted areas of Southeast Dallas County leading to erroneous data. For example Dallas County Census Tract 170.08, Block Group (BG) 1 reports Mobile Count as 80 units, =/-88. One MH Park contains 208 from 1986 and there are others in the Census Unit. This one Census Tract includes Dallas Mesquite, and Seagoville. It includes several Block Groups. There are thousands of Mobile Homes in this area. How great might the Census errors be on which COG staff depend? This places in question COG traffic areas projection methods.</li> <li>NCTCOG traffic count for Lasater Road, being the southern boundary of the BG 1, was initially described as being 900 vehicles per day in 2024 east of W. Lawson Road. Clearly this was in error since City of Dallas data in 1993 showed 3,310 vehicles per day. This road is classified by Dallas to be a 6-lanes divided thoroughfare, but is currently a falling apart rural road. Recently NCTCOG updated its data for this road reporting current daily traffic volume as 5,300 with "Final 2045 Volume of 5,600". Given that hundreds more Mobile Homes and single family residences are being built at this very time in Dallas, Seagoville, and Mesquite that use this road the data remains grossly in error. 400 more vehicle trips per day in 2045!</li> <li>Given the more than questionable data there is concern that the 2050 Mobility Plan for this portion of NCT is inadequate. The most important item is SE Dallas Y-Connector which the Mayor of Mesquite has written about.</li> <li>FT Corridor 28 – SE Dallas Y-Connector MTP ID FT 30.90.1 shows improvement coming possibly close to 2050. This includes revisions to US 175 (FT 36.10.3 and FT 36.20.1). The timing of these changes needs acceleration. Today the traffic volumes per lane are greater on US 175 east of IH 20/IH 635 than per lane west on IH 20. The</li> </ul>	Response Pending

#	Name/ Organization and Date	Source	Comment	Response
			<ul> <li>same applies to IH 20 east of IH 635 simply because there are fewer lanes.</li> <li>In summary 2050 Mobility needs to more thoroughly review the activities and plans underway in the southeast portion of the North Central Texas Region. North all growth is going north toward the Red River.</li> </ul>	

#### **RESOLUTION ADOPTING**

# MOBILITY 2050: THE METROPOLITAN TRANSPORTATION PLAN FOR NORTH CENTRAL TEXAS AND THE 2025 TRANSPORTATION CONFORMITY DETERMINATION FOR THE DALLAS-FORT WORTH NONATTAINMENT AREA (R25-02)

**WHEREAS**, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

**WHEREAS**, the Regional Transportation Council (RTC) serves as the MPO policy committee, comprised primarily of local elected officials, and is the regional transportation policy body associated with NCTCOG, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

**WHEREAS**, under 23 United States Code (USC) 134, the MPO is responsible for carrying out the metropolitan transportation planning process, in cooperation with the State and operators of publicly owned transit services; and,

**WHEREAS**, under 23 USC 134, the MPO is responsible for developing and maintaining the Metropolitan Transportation Plan (MTP) and metropolitan Transportation Improvement Program (TIP) and their periodic updates; and,

**WHEREAS**, under 23 USC 134, the Metropolitan Transportation Plan and metropolitan Transportation Improvement Program are required to include a financial plan to demonstrate how the MTP and TIP can be implemented; and,

**WHEREAS**, the Dallas-Fort Worth area is a federally designated nonattainment area for the pollutant ozone, and air quality conformity of the MTP and TIP shall be determined by the MPO as required by the Environmental Protection Agency's (EPA) Transportation Conformity Regulations found in 40 Code of Federal Regulation (CFR) 90; and,

WHEREAS, the EPA has designated the 10-county area of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties as severe nonattainment under the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS) effective November 7, 2022; and designated the nine-county area of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Tarrant, and Wise counties as serious nonattainment under the 2015 8-Hour Ozone NAAQS effective July 22, 2024; and,

**WHEREAS,** all regionally significant ground transportation improvements, regardless of funding source, within the Dallas-Fort Worth ozone nonattainment area must be inventoried and included in the MTP, TIP, and Statewide Transportation Improvement Program (STIP) for the conformity analysis requirements of the Clean Air Act Amendments of 1990; and,

WHEREAS, Mobility 2050: The Metropolitan Transportation Plan for North Central Texas was developed in cooperation with local governments, the Texas Department of Transportation, Dallas Area Rapid Transit, Fort Worth Transportation Authority (Trinity Metro), Denton County Transportation Authority, North Texas Tollway Authority, Collin County Toll Road Authority, and other transportation agencies; and,

**WHEREAS**, *Mobility 2050: The Metropolitan Transportation Plan for North Central Texas* and the *2025 Transportation Conformity* were developed in a manner consistent with the federal regulations found in 23 CFR 450 and 49 CFR 613, and 40 CFR 93; and,

WHEREAS, the planning process used in development of *Mobility 2050: The Metropolitan Transportation Plan for North Central Texas* and the *2025 Transportation Conformity* was conducted in accordance with NCTCOG's approved public involvement procedures required under 23 USC 134, and Transportation Conformity Regulations, including presentations at public meetings and the allowance of a 60-day comment period prior to Regional Transportation Council approval of the MTP and a 30-day comment period prior to Transportation Conformity approval; and,

**WHEREAS**, the air quality conformity review has indicated that *Mobility 2050: The Metropolitan Transportation Plan for North Central Texas* meets the transportation conformity-related requirements of the State Implementation Plan, the Clean Air Act as amended on November 15, 1990, and the Transportation Conformity Regulations; and,

**WHEREAS**, the Civil Rights Act of 1964 mandates that no person shall on the grounds of race, color, or national origin be excluded from participation in, be denied benefits of, or otherwise be subjected to discrimination in programs and activities receiving federal financial assistance; and,

**WHEREAS**, the RTC's policy is to evaluate the benefits and burdens of transportation policies, programs, and plans to prevent disparate treatment and improve the decision-making process; and,

**WHEREAS**, NCTCOG's Surface Transportation Technical Committee has recommended Regional Transportation Council approval of *Mobility 2050: The Metropolitan Transportation Plan for North Central Texas* and the *2025 Transportation Conformity*.

#### NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- <u>Section 1.</u> The Regional Transportation Council adopts *Mobility 2050: The Metropolitan Transportation Plan for North Central Texas*.
- The Regional Transportation Council approves the results of the 2025

  Transportation Conformity, which demonstrate that implementation of Mobility 2050: The Metropolitan Transportation Plan for North Central Texas and the 2023-2026 Transportation Improvement Program will not cause any new violations of the 2008 and 2015 8-Hour Ozone NAAQS, increase the frequency or severity of violations of the standards, or delay timely attainment of the standards. This analysis uses the latest available information and the latest EPA-approved emissions estimation model. In addition, these results meet the requirement of current and previous motor vehicle emissions budget tests and demonstrate Transportation Control Measures in approved State Implementation Plans are implemented in a timely fashion.
- Section 3. The development of *Mobility 2050: The Metropolitan Transportation Plan for North Central Texas* utilized the most recent regional demographic projections as adopted by the NCTCOG Executive Board on November 21, 2024, and the 2025 Transportation Conformity utilized the latest planning assumptions.
- The recommendations included in *Mobility 2050: The Metropolitan*Transportation Plan for North Central Texas meet financial constraint requirements and Title VI nondiscrimination requirements and have no disparate impacts on protected populations.
- Section 5. The Regional Transportation Council directs staff to appropriately amend other planning documents such as the Transportation Improvement Program and Unified Planning Work Program as needed to implement the policies, programs,

and projects contained in *Mobility 2050: The Metropolitan Transportation Plan* for North Central Texas.

#### Section 6.

The development of *Mobility 2050: The Metropolitan Transportation Plan for North Central Texas* and the *2025 Transportation Conformity* was conducted in accordance with NCTCOG's approved Public Participation Plan, including presentation of draft recommendations and analysis results to the public for comment prior to Regional Transportation Council adoption.

#### Section 7.

The latest public involvement information for the 2025 Transportation Conformity, including Mobility 2050: The Metropolitan Transportation Plan for North Central Texas, will be transmitted to the Federal Highway Administration, Federal Transit Administration, Environmental Protection Agency, Texas Department of Transportation, and the Texas Commission on Environmental Quality, as well as posted on the NCTCOG website.

#### Section 8.

This resolution will be transmitted to the Federal Highway Administration, Federal Transit Administration, Environmental Protection Agency, Texas Department of Transportation, Texas Commission on Environmental Quality, Dallas Area Rapid Transit, Fort Worth Transportation Authority, Denton County Transportation Authority, North Texas Tollway Authority, Collin County Toll Road Authority, and all impacted local governments, as well as posted on the NCTCOG website.

**Section 9.** This resolution shall be in effect immediately upon its adoption.

Clay Lewis Jenkins, Chair Regional Transportation Council County Judge, Dallas County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on June 12, 2025.

Rick Bailey, Vice Chair Regional Transportation Council Commissioner, Johnson County



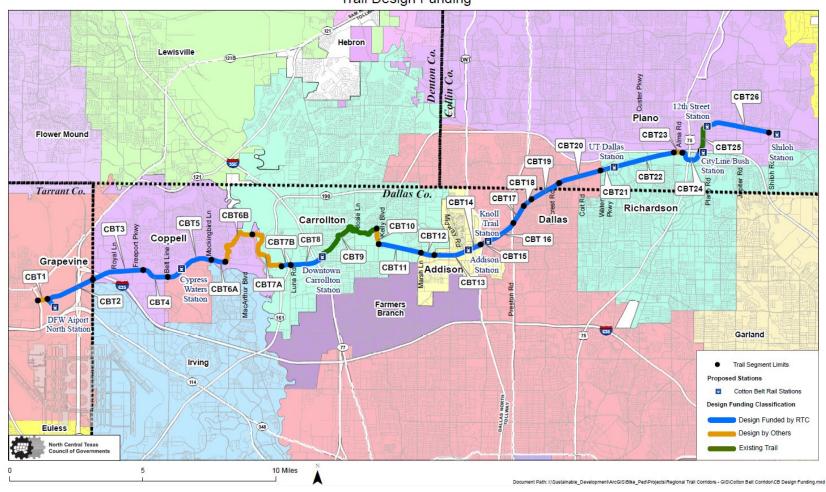


TxDOT 2025 TA Call-for-Projects: Project Categories

Project Category	Eligible Activities	Eligible Entity	Local Match (without TDCs)	TDC eligibility**	Project Funding
Community- Based	Preliminary Engineering & Construction	<ul> <li>Outside of TMA &amp; &lt;200k <u>or</u></li> <li>Inside of TMA* &amp; &lt;50k in population</li> </ul>	20%	$\overline{\checkmark}$	\$250,000 to \$5 million per project
Large Scale	Preliminary Engineering & Construction			V	\$5 to \$25 million per project
Network Enhancements	Projects with limited construction elements to enhance bike/ped infrastructure with limited or no design and no ROW acquisition	Any Population Areas	20%	V	TBD
Non- Infrastructure	Non-motorized planning documents (e.g., Pedestrian Safety Action Plans) & design activities up to 30% final design				TBD

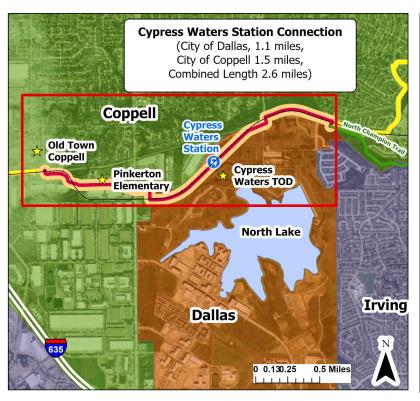
## History: Cotton Belt Regional Trail





- Regional priority
- Seven cities in three counties
- 24+ miles of trail
- DART partnership to implement with the Silver Line Rail
- Engineering complete
- Phase 1 construction (critical bridges) nearly complete
- Phase 2 construction underway

### Cotton Belt Trail Phase 3a Segments







- ━ Proposed Phase 3a Segments (4.4 Miles)
- Phase 2 Segments (11 Miles)
- Phase 1 Segment
- Trail Designed (Construction Funding by Other Sources)
- Existing Trail

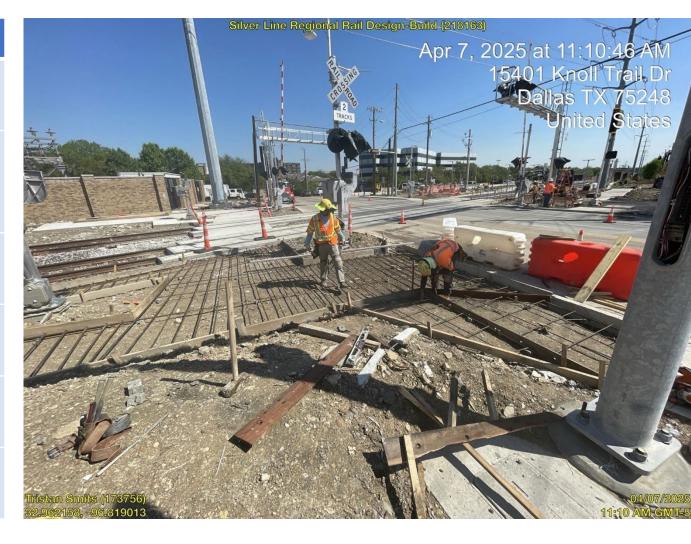
- Silver Line Rail Stations
- Silver Line Rail Under Construction

# TxDOT 2025 Transportation Alternatives Program Call for Projects Cotton Belt Trail Application (Draft Budget)

PROJECT SCOPE		COST / FUNDING				
DESCRIPTION/LIMITS	TOTAL COST	EXISTING FEDERAL FUNDS (Programmed)	EXISTING LOCAL FUNDS (Programmed)	REQUESTED FEDERAL GRANT FUNDS (TxDOT)	REQUESTED ADDITIONAL FEDERAL FUNDS (STBG/CMAQ)	LOCAL FUNDS (Regional Toll Revenue)
Construct approximately 4.4 miles of trail, bridges, signals, and intersection crossings in Addison, Carrollton, Coppell, and Dallas	\$48M	~\$5.8M	~\$4.7M	\$25 M	\$7.6M	\$4.9M

## Anticipated Schedule

Date	Milestone
January 2025	TxDOT Opened Call for Projects
February 2025	Preliminary Application Due (NCTCOG staff finalized materials for DART submittal)
May 23, 2025	Surface Transportation Technical Committee Action
June 12, 2025	Regional Transportation Council Action
June 20, 2025	Detailed Applications Due (submittal by DART)
October 2025	Anticipated Texas Transportation Commission Award



## Requested Action

Regional Transportation Council Approval of:

- The partnership with DART to submit the large-scale construction application to the TxDOT 2025 Transportation Alternatives Program Call for Projects requesting \$25M in federal funding for Cotton Belt Trail Phase 3a.
- The additional contribution of \$7.6M federal Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program funds and \$4.9M Regional Toll Revenue funds for non-federal match should the project be selected for funding award.
- Directing staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP and other planning/administrative documents to incorporate these changes, if awarded funding.

#### Contact Us



#### **Karla Windsor, AICP**

Senior Program Manager

kwindsor@nctcog.org

(817) 608-2376



#### **Kevin Kokes, AICP**

Program Manager

kkokes@nctcog.org

(817) 695-9275

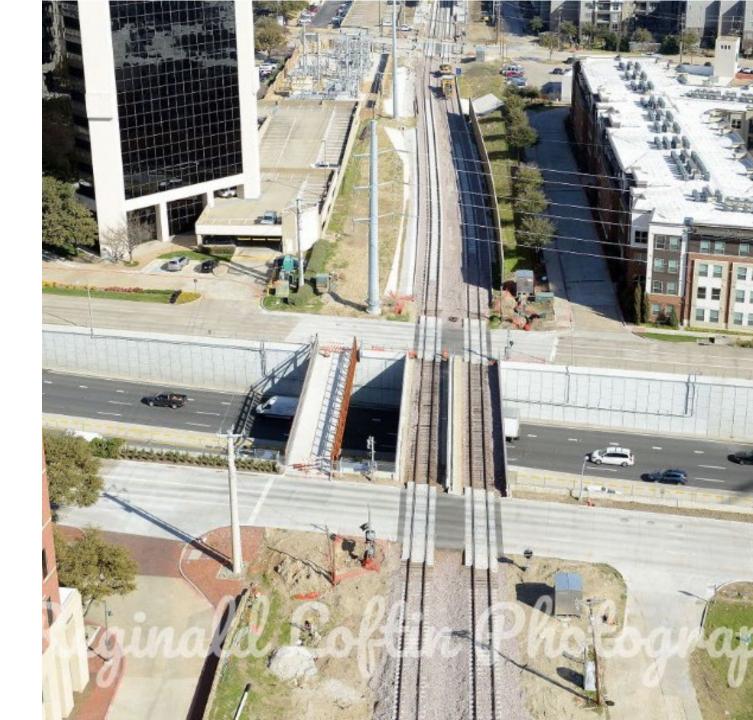


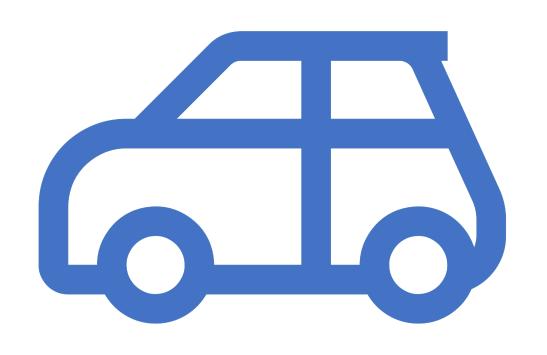
#### **Chris Nelson**

Senior Planner

cnelson@nctcog.org

(817) 704-1513





## High-Occupancy Vehicle Quarterly Report

Regional Transportation Council

June 12, 2025



#### **TOLL MANAGED LANE DATA MONITORING**

Cummulative: December 2013 – February 2025

- How much HOV 2+ Subsidy has the RTC been responsible for?
   \$10,930,594 as of February 2025
- How much of the Vanpool Toll reimbursement has the RTC been responsible for?
   \$12,407 from October 2014 February 2025
- 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 corridor level speeds on the tolled managed lane dropped below 35mph due to fault of the developer?

No

#### DATA MONITORING (continued)

Cumulative: December 2013-February 2025	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds<35mph)
North Tarrant Express • SH 183/121 from IH 35W to SH 121 • IH 35W from IH 30 to US 287	\$6,665,180	Negligible	0
LBJ Express • IH 635 from IH 35E to US 75 • IH 35E from Loop 12 to IH 635	\$4,265,414	Negligible	0
<b>DFW Connector</b> SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
IH 30 Managed Lanes IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
IH 35E Managed Lanes IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through March 31, 2025



#### **REGISTRATION TOTALS**

January 24, 2020 – March 31, 2025

Users Registered: 85,037

Vehicles Registered: 82,580

Occupant Passes: 14,935



#### **TOTAL AND HOV TRANSACTIONS**

January 24, 2020 – March 31, 2025

Total Transactions – 6,613,350

LBJ/NTE Partners - 4,332,589

TxDOT - 2,280,760

Total HOV Transactions - 3,022,966 (~46%)

LBJ/NTE Partners – 2,057,345

TxDOT - 965,621

Unique Vehicles That Have Used the System - 73,463



#### **QUESTIONS/CONTACTS**

#### **Natalie Bettger**

Senior Program Manager <u>nbettger@nctcog.org</u> 817-695-9280

#### **Brian Wilson**

Communications Supervisor <a href="mailto:bwilson@nctcog.org">bwilson@nctcog.org</a>
817-704-2511

#### **Dan Lamers**

Senior Program Manager dlamers@nctcog.org 817-695-9263

#### **Berrien Barks**

Program Manager
bbarks@nctcog.org
817-695-9282





## CURRENT RTC MANAGED LANE VEHICLE OCCUPANCY POLICIES\*

- High-Occupancy Vehicles (HOVs) are defined as vehicles with 2+ occupants (HOV 2+) and all motorcycles
- HOV 2+ receive a 50% discount during the morning and afternoon peak periods
- HOV 2+ pay the full toll rate in the off-peak period
- To be eligible for the HOV discount, travelers must pre-register through the GoCarma app and agree to follow app usage rules

RTC Action Item - June 12, 2025

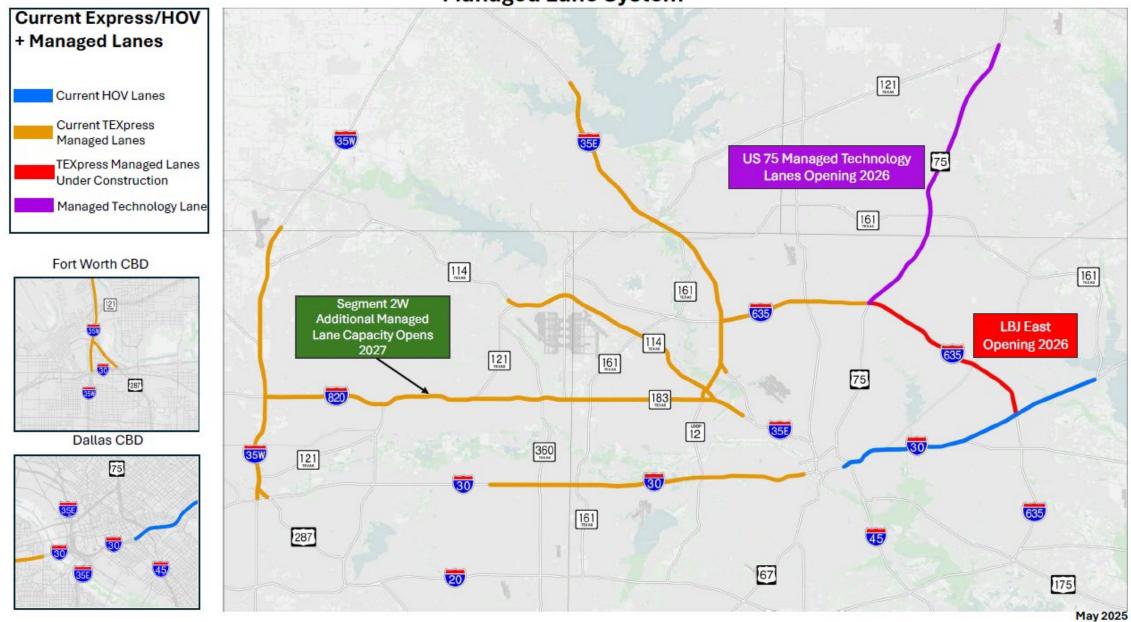
<sup>\*</sup>Summarized and adapted from occupancy-related policy sections in Regional Transportation Council (RTC) Tolled Managed Lane Policies, updated March 10, 2016, and related subsequent RTC actions.

## MANAGED LANE HOV DISCOUNT PRINCIPLES

- Maximize throughput of managed lanes during peak periods
- Strategy to come into compliance with federal air quality standards
- Occupancy verification, not enforcement (apply correct toll)
- Eligibility to receive discount is voluntary
- Seamless to user and requires little to no user interaction after initial registration
- Discount is currently paid through Regional Toll Revenue (RTR) funds approved by RTC
- Discount applies to all managed lanes, but RTC only pays for reimbursement on North Tarrant Express (NTE) and Lyndon B. Johnson (LBJ) Express systems
- Policy allows that RTC will reevaluate when to move from HOV 2+ to HOV 3+ when appropriate
- RTC last discussed HOV 2+/3+ policy in October 2016



#### Managed Lane System

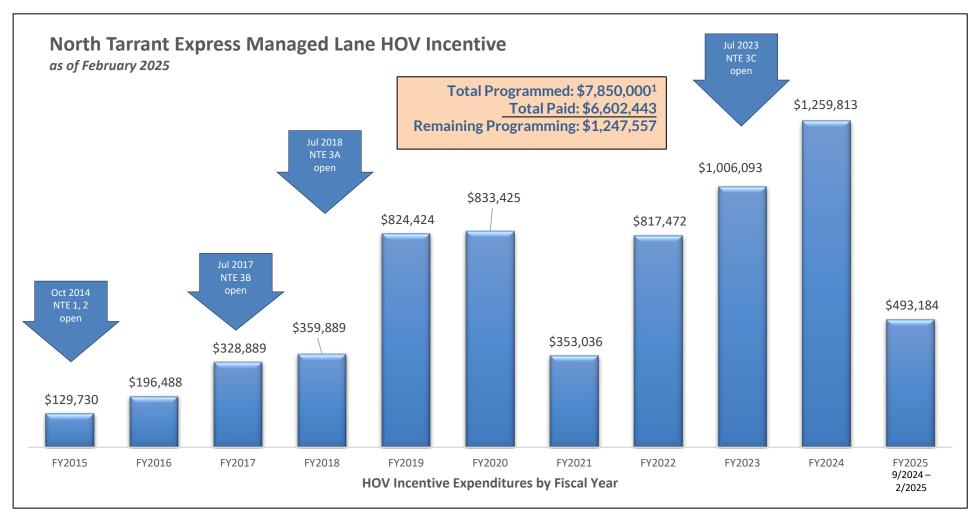


#### **POLICY DISCUSSION**

- Approved funding for NTE is being depleted
  - Funding for the NTE subsidy was increased by \$1 million in April 2025
- Approved funding for LBJ Express has lasted longer than anticipated
  - Funds for LBJ Express have several more years before being depleted
- As system has grown, HOV discount reimbursements have grown
- HOV discount will phase out after the air quality attainment maintenance period
- Policy Question:
  - Approve additional funding for HOV reimbursements on NTE system, or
  - Move from HOV 2+ to HOV 3+ (would still require additional funding for NTE)

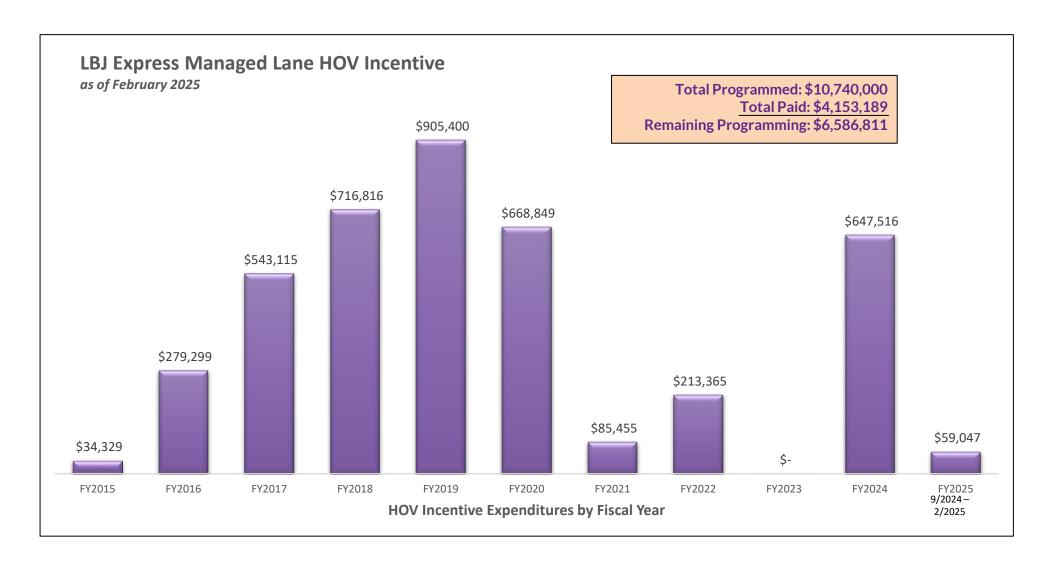


#### **HOV INCENTIVE EXPENDITURES - NTE**



<sup>&</sup>lt;sup>1</sup>Includes additional \$1 million approved by RTC in April 2025

#### **HOV INCENTIVE EXPENDITURES – LBJ EXPRESS**



#### LANE MILES VS. PROGRAMMING COMPARISON

Lane Miles vs April 2025 RTC-Approved Programming Percentage

Facility	Lane Miles <sup>1</sup>	% of Total Lane Miles	Current RTR Programming <sup>2</sup>	% of Total Programming
NTE 1, 2, 3	114	60.96%	\$ 7,850,000	42.23%
LBJ Express	73	39.04%	\$ 10,740,000	57.77%
Total	187	100.00%	\$ 18,590,000	100.00%

<sup>&</sup>lt;sup>1</sup>Lane miles provided by TxDOT

NTE managed lanes are more extensive than originally anticipated.

<sup>&</sup>lt;sup>2</sup>As of April 2025 RTC Approval

#### PROGRAMMING BALANCE PROJECTIONS

- Programming for the NTE Managed Lane, including the \$1 million approved by the RTC in April 2025, is projected to last through December 2025
- Programming for the LBJ Express Managed Lane is projected to last through December 2034
- To extend NTE Managed Lane programming through the end of the current GoCarma contract in 2030, staff recommends adding \$5.6 million

## PROPOSED ACTION FOR HOV SUBSIDY FUNDING

- Request RTC approval to:
  - Increase funding for NTE HOV 2+ by \$5.6 million RTR (no local match)
  - Reaffirm existing RTC policy that HOVs are subsidized for 2+ occupants
  - Amend 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

#### **CONTACT US**



For GoCarma Questions:

Natalie Bettger, Senior Program Manager <a href="mailto:nbettger@nctcog.org">nbettger@nctcog.org</a> | 817-695-9280



For Managed Lane Policy Questions: Dan Lamers, Senior Program Manager dlamers@nctcog.org | 817-695-9263



For Revenue and Subsidy Funding Questions: Christie J. Gotti, Senior Program Manager <a href="mailto:cgotti@nctcog.org">cgotti@nctcog.org</a> | 817-608-2338



## Background

Call for Projects opened October 25, 2024, and closed January 17, 2025

Approximately \$56 million in federal funding was available (FY26 - FY28)

Project Activity	<b>Minimum</b> Federal Funding Award per Project (Targets)	<b>Maximum</b> Federal Funding Award per Project (Targets)
Construction	\$3,000,000	\$10,000,000
Safe Routes to School Planning	\$200,000	\$500,000



## Eligible Project Activities

#### May include:

- Safe Routes to School Planning (NEW)
- Safe Routes to School Construction Projects
- Shared-Use Paths (Trails)
- On-Street Bikeways
- Sidewalks, Crosswalks, Curb Ramps
- Sidewalks and Bikeways to Transit
- Pedestrian and Bicycle Safety Countermeasures and Technology
- Protected Intersections









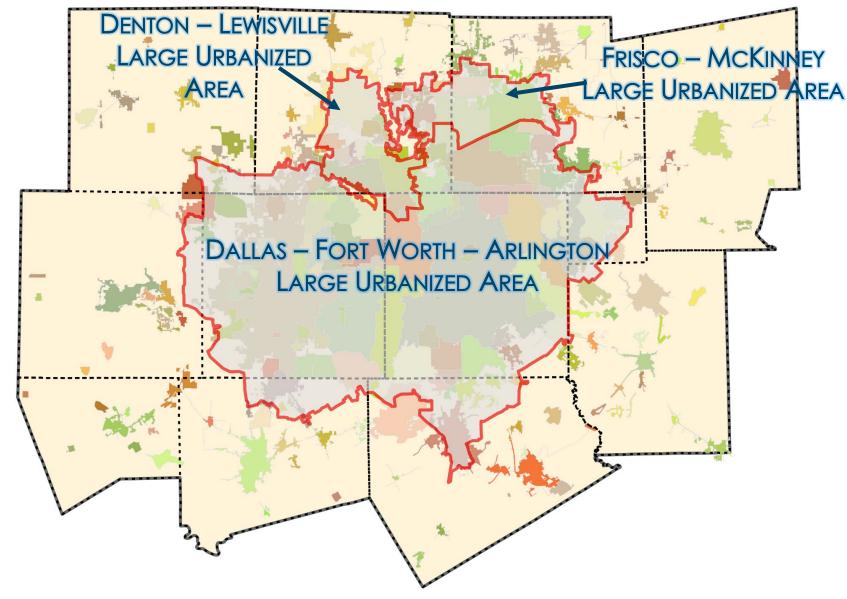


## Eligible Project Areas

#### Legend

Large Urbanized Areas

All proposed projects must be within one of the three large urbanized areas (exceeding 200K population)





## Match Requirements

#### **Construction-implementation projects**

- Engineering and Environmental Phases: 100 percent locally funded
- Construction Phases: Minimum 20 percent local match\*

#### Safe Routes to School planning: Minimum 20 percent local match\*

#### \*Local match must be cash or Transportation Development Credits (TDCs)

- Agencies may request Regional Transportation Council (RTC) "Regional" TDCs (in lieu of a local match) for projects implementing the Regional Veloweb as identified in Mobility 2045 (2022 Update). Use of Regional TDCs is limited to two applications per agency.
- No in-kind contributions.



## Application Categories and Evaluation Criteria

## Active Transportation

Regional Network Connectivity
Access to Major Destinations
Project Readiness and Other Factors
Safety and Comfort
Congestion Reduction

Equity\*

## Safe Routes to School (Construction)

Problem Identification and Solution
Planning Support
Potential to Increase Walking/Biking
Project Readiness and Other Factors

Equity\*

## Safe Routes to School (Planning)

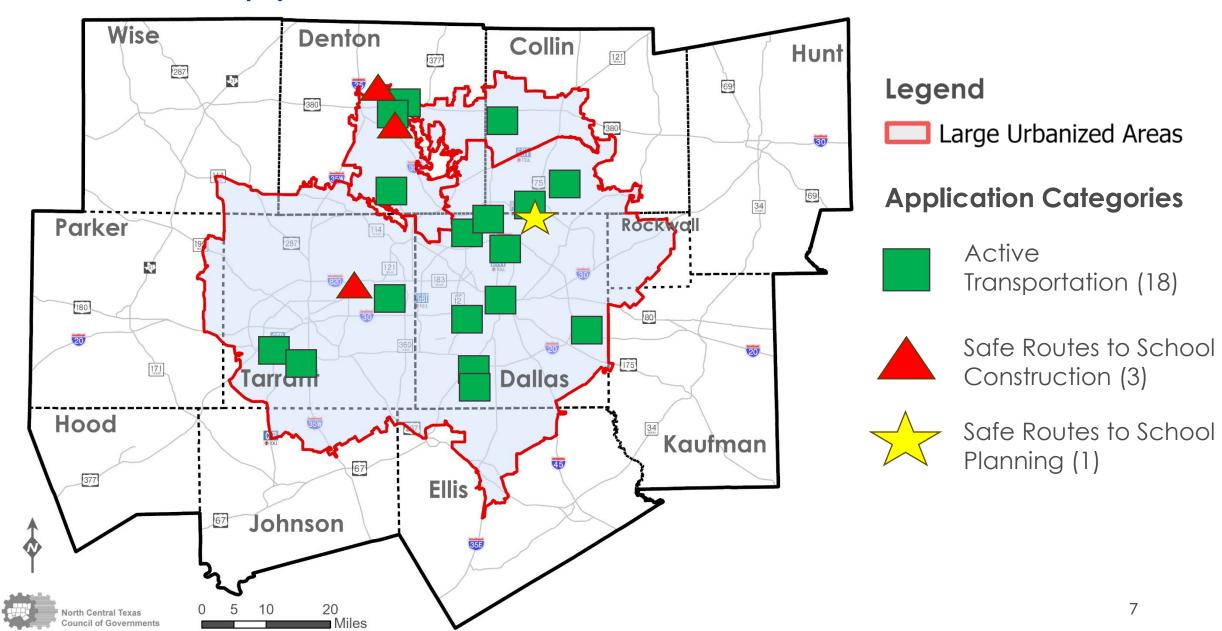
Problem Identification and Solution
Proposed Plan Elements
Potential to Increase Walking/Biking
Proposed Planning Process

Equity\*

\* Removed per Federal Guidance.



### Project Applications Received (22)



## Applications and Requested Federal Funding 2025 Transportation Alternatives Call for Projects

	West Subregion (Fort Worth District)	East Subregion (Dallas District)	Total
Number of Applications Received	5	17	22
Active Transportation (18 Applications)	\$ 21,544,000	\$ 88,225,404	\$ 109,769,404
Safe Routes to School (construction) (3 Applications)	\$ 5,336,000	\$ 8,256,000	\$ 13,592,000
Safe Routes to School (planning) (1 Application)	\$ O	\$ 400,000	\$ 400,000
Total Requested Federal Funding	\$ 26,880,000	\$ 96,881,404	\$ 123,761,404



### Adjusted Application Scoring

	•			
Activ	e Transportation Applica	tion Category		
#	Project Sponsor	Project Name	Original Score	New Score
1	Town of Addison	Westgrove Drive / Quorum Drive Bike Lanes to Silver Line / Cotton Belt Trail	83	88
2	City of Dallas	Cotton Belt Trail (Davenport Road to Preston Green Park) & Marni Kaner Trail Extension	70	77
3	Dallas County	Chalk Hill Trail Phase 2	74	71
4	City of Frisco	Frisco Square Regional Veloweb Connection and Cottonwood Creek Trail	63	69
5	City of Denton	Sycamore Trail Sidepath	71	68
6	City of Carrollton	T. C. Rice Trail	68	67
7	City of Fort Worth	McPherson-Summer Creek Safe Streets	61	65
8	City of Plano	Los Rios Park Trail	60	64
9	City of Crowley	Main Street Trail Extension	60	63
Proje	cts Not Recommended for	Funding		
10	City of Dallas	San Jacinto Cycle Track	50	53
11	Town of Flower Mound	Community Shared Use Path	47	51
12	City of DeSoto	Pleasant Run Road	45	46
13	City of DeSoto	Westmoreland Road	45	46
14	City of Bedford	Bedford Road Beautification - Alternative A	44	46
15	City of Denton	McKinney Street Sidewalks and Sidepath	49	45
16	City of Bedford	Bedford Road Beautification - Alternative B	41	43
17	Town of Sunnyvale	Rails to Trails Phase 2	39	42
Safe	<b>Routes to School (Consti</b>	ruction) Application Category		
#	Project Sponsor	Project Name	Original Score	New Score
1	City of Richland Hills	Safe Routes to School - Cheney Hills Elementary	79	58
2	City of Denton	Newton Rayzor Elementary School SRTS	70	56
Proje	cts Not Recommended for	Funding		
3	City of Denton	Sam Houston Elementary School SRTS	59	47
Safe	Routes to School (Planni	ng) Application Category		
#	Project Sponsor	Project Name	Original Score	New Score
1	City of Richardson	Richardson SRTS Program	91	75
	·			

### Federal Funding Recommendations 2025 Transportation Alternatives Call for Projects

Project Sponsor	t Sponsor Project Name		Recommended Funding Award	
			TA Funds	TDCs
City of Carrollton	T. C. Rice Trail	Active Transportation	\$ 10,000,000	272,000
City of Crowley	Main Street Trail Extension	Active Transportation	\$ 1,856,000	-
City of Dallas	Cotton Belt Trail (Davenport Road to Preston Green Park) and Marni Kaner Trail Extension	Active Transportation	\$ 6,340,000	1,238,000
City of Denton	Sycamore Trail Sidepath	Active Transportation	\$ 3,000,000	-
City of Denton	Newton Rayzor Elementary School SRTS	Safe Routes to School (Construction)	\$ 4,584,000	-
City of Fort Worth	McPherson-Summer Creek Safe Streets	Active Transportation	\$ 4,072,000	-

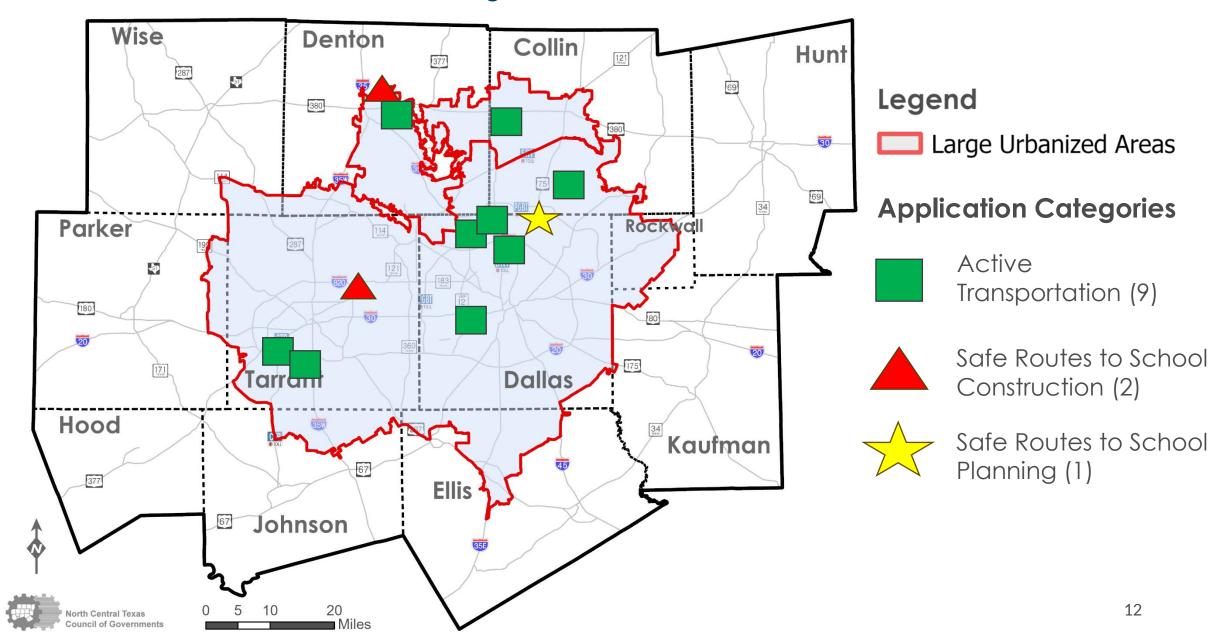


## Federal Funding Recommendations (cont.) 2025 Transportation Alternatives Call for Projects

Project Sponsor	Project Name	Application Category	Recommended Funding Award	
			TA Funds	TDCs
City of Frisco	Frisco Square Regional Veloweb Connection and Cottonwood Creek Trail	Active Transportation	\$ 4,048,000	-
City of Plano	Los Rios Park Trail	Active Transportation	\$ 4,410,000	882,000
City of Richardson	Richardson SRTS Program	Safe Routes to School (Planning)	\$ 400,000	-
City of Richland Hills	Safe Routes to School - Cheney Hills Elementary	Safe Routes to School (Construction)	\$ 4,784,000	-
Dallas County	Chalk Hill Trail Phase 2	Active Transportation	\$ 10,000,000	-
Town of Addison	Westgrove Drive / Quorum Drive Bike Lanes to Silver Line / Cotton Belt Trail	Active Transportation	\$ 6,142,664	-



### Recommended Projects (12)



## Summary of Recommended Funding Awards

Subregion	Federal (Transportation Alternatives)	Local Match	Transportation Development Credits	Grand Total
East	\$ 48,924,664 (82%)1	\$ 9,203,666	2,392,000	\$ 58,128,330
West	\$ 10,712,000 (18%)1	\$ 2,678,000	-	\$ 13,390,000
Total	<b>\$ 59,636,664</b> (100%) <sup>2</sup>	\$ 11,881,666	2,392,000	\$71,518,330



<sup>&</sup>lt;sup>1</sup>Recent CMAQ and/or Carbon Reduction Program (CRP) awards offset this imbalance so overall air quality funding programs are in balance.

<sup>&</sup>lt;sup>2</sup>Includes partial funding from FY 25 and FY 29.

### Schedule

Milestone	Date
Bicycle and Pedestrian Advisory Committee - Information on Call for Projects	August 21, 2024
Surface Transportation Technical Committee - Action to Open Call for Projects	September 27, 2024
Regional Transportation Council - Action to Open Call for Projects	October 17, 2024
Call for Projects Opened	October 25, 2024
Call for Projects Public Workshop	October 29, 2024
Call for Projects Closed (Applications Due)	<b>January 17, 2025</b>
Review of Projects / Scoring by NCTCOG Staff	January - March 2025
Public Meeting	April 7, 2025
Surface Transportation Technical Committee - Action to Approve Recommended Projects	April 25, 2025
Regional Transportation Council - Action to Approve Recommended Projects	June 12, 2025
Deadline for Project Sponsors to Submit Transportation Improvement Program Modifications (November 2025 Cycle)	June 27, 2025
Deadline for Project Sponsors to Execute Agreements with TxDOT	May 8, 2026
Deadline for Project Sponsors to Open Bids and Obligate Funds	August 31, 2028



# Requested Action

### **Recommend Approval of:**

- The list of projects to fund through the 2025 Transportation Alternatives Call for Projects, as provided in this item.
- Administratively amending the TIP/STIP and other planning/administrative documents to incorporate these changes.
- Program rules that:
  - Project sponsors must execute an agreement (AFA) with TxDOT within one year of the funding award by the RTC/inclusion in the TIP/STIP.
  - Projects must advance to construction within three fiscal years of the funding award by the RTC or the funding may be reprogrammed.



## Contact Us



## **Daniel Snyder, AICP**

Senior Transportation Planner

dsnyder@nctcog.org

(817) 608-2394



### Kevin Kokes, AICP

Program Manager

kkokes@nctcog.org

(817) 695-9275



## Karla Windsor, AICP

Senior Program Manager

kwindsor@nctcog.org

(817) 608-2376



### **Devia Joshi**

**Transportation Planner** 

djoshi@nctcog.org

(682) 320-2842



### Shawn Conrad, PhD

Program Manager

sconrad@nctcog.org

(817) 704-5695







# \$54 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
Youth Safety Program	\$4 Million
Other	\$4 Million
<ul> <li><sup>1</sup> Increased Law Enforcement Presence</li> <li><sup>2</sup> Enhance Existing Education Campaigns – Drive Aware N. Texas and Look Out Texans</li> <li><sup>3</sup> Identify Through Roadway Safety Audit and Regional Safety Plans</li> </ul>	\$54 Million

# PROGRAM OVERVIEW

NCTCOG will utilize data to identify high speed corridor and work with local law enforcement agencies to increase police presence on corridors to help reduce serious crashes and fatalities. Partner with enforcement agencies to combat aggressive driving and road rage.

## **FUNDING AVAILABLE**

\$6,250,000 (FY2025 & FY2026)

## **Funding Split:**

```
69% Eastern Sub-Region = $4,300,000
31% Western Sub-Region = $1,950,000
Local Match - Transportation Development Credits (TDCs)
```



# PARTNER AGENCY ELIGIBILITY

- Public Sector Partner Agencies within the 12-County Non-Attainment Area (Cities, TxDOT, Etc.)
- Personnel and Equipment

# PROPOSED FILTERING CRITERIA

1- High Speed Facilities

Freeways (Not Toll Roads)

2 - Identify High Crash Characteristics

Month, Day of Week and Time of Day

**Data Source:** TxDOT Crash Record Information System

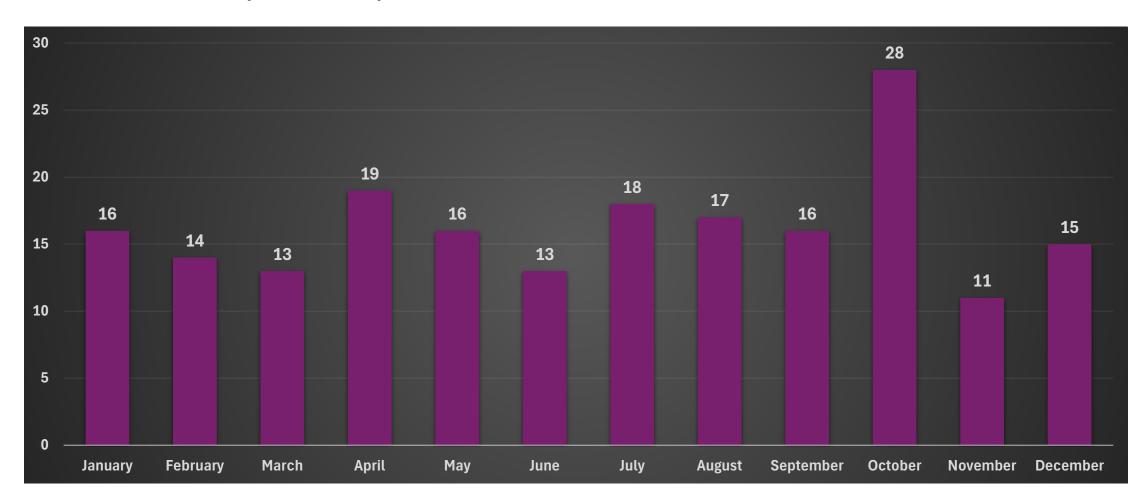
3 - Identify High Speed Corridors

Corridors with Highest Speeds in Both Data Sets.

**Data Source:** TxDOT Side-Fire Devices (1-minute intervals)

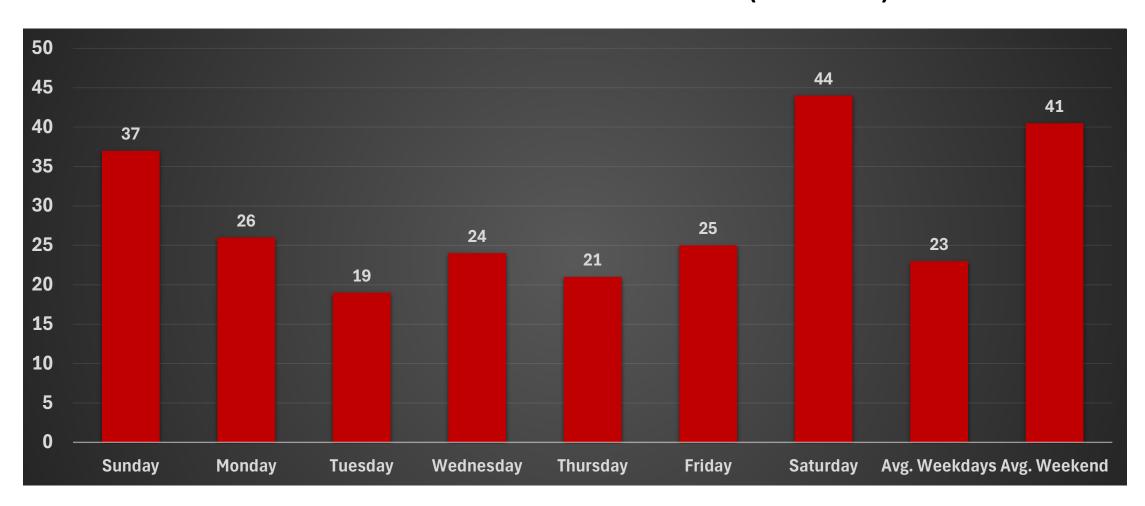
Regional Integrated Transportation Information System (RITIS) (5-minute intervals)

# FATALITIES ON FREEWAYS AND RAMPS BY MONTH (2024)



Source: TxDOT Crash Record Information System

# DISTRIBUTION OF FATALITIES ON FREEWAYS AND RAMPS BY DAY OF WEEK (2024)



# FATALITIES ON FREEWAYS AND RAMPS BY TIME OF DAY (2024)



# OTHER CONSIDERATIONS

Phase 1: Pilot

Month of October Saturdays 9:00 pm to Sundays 3:00 am Select 2 Agencies in East and 2 Agencies in West

Phase 2: Implementation
Multiple Months
Weekday and Weekend
Vary Time of Day
Multiple Agencies

# PARTNER AGENCY COORDINATION

- Draft Proposed Corridors (Before Data)
- Coordinate with Law Enforcement Agencies to Confirm Interest to Participate.
- Develop Interlocal Agreement
- Dynamic Message Sign Messaging
- Engage Media
- Pilot Workshop
- Monitor Performance Data and Meet Monthly to Discuss
- Document Results (Before and After Data)

# PROPOSED SCHEDULE

Action	Meeting	Date
Action - Funding Approval	RTC	October 2022
Public Meeting		May 2025
Action - Approval of Project Selection Process	STTC	April 2025
Action - Approval of Project Selection Process	RTC	June 2025
Scoring by NCTCOG		June 2025
NCTCOG Executive Board Approval	Exe Brd	July 2025
Execute Interlocal Agreements		August / September 2025
Phase 1: Pilot		October 2025
Phase 2: Implementation		January 2026 - 2028



# REQUESTED ACTION - STRATEGIC SELECTION OF SAFETY CORRIDORS

## **RTC** Approval of:

- The Process, Criteria, and Schedule for the Strategic Selection of Safety Corridors.
- Administratively Amend NCTCOG and State
   Transportation Improvement Programs (TIP / STIP),
   as well as Other Planning and Administrative
   Documents.



# **CONTACT US**



Natalie Bettger
Senior Program Manager
nbettger@nctcog.org | 817-695-9280



Francisco Torres
Principal Transportation System Modeler
ftorres@nctcog.org | 817-608-2356

## REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) STATUS UPDATE

TIP	CSJ	PROJECT SPONSOR	СІТҮ	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION CIES COMMITTED TO IMPLEMENT IN	DECEMBER 2024 COMMENTS FY2026	DECEMBER 2024 RISK RATING	JUNE 2025 COMMENTS	JUNE 2025 RISK RATING
11263.2	0902-48-645	HALTOM CITY	HALTOM CITY	UNION PACIFIC RAILROAD CROSSING AT NORTH HALTOM ROAD AND GLENVIEW DRIVE	INSTALL NON-TRANSVERSABLE MEDIANS ON NORTH HALTOM AND NON- TRANSVERSABLE MEDIANS AND OFF- SETTING FOUR QUADRANT GATES AT GLENVIEW DR	\$550,000	LOCAL CONTRIBUTION, 7, 12S	10/2020	12/2025 10/2020	FUNDING HAS BEEN OBLIGATED AND WORK AT ONE LOCATION (HALTOM ROAD) STARTED IN OCTOBER 2020; WORK AT THE OTHER LOCATION (GLENVIEW) IS PENDING APPROVAL BY UNION PACIFIC	CITY STAFF BROUGHT A RESOLUTION TO HALTOM CITY'S CITY COUNCIL ON JUNE 10, 2024 TO AFFIRM SUPPORT OF THE PROJECT AND CONFIRM THE AVAILABILITY OF A LOCAL MATCH; CITY STAFF IS WORKING TO MOVE FORWARD WITH THE LOWEST BID AND AWARD A CONTRACT FOR WORK AT GLENVIEW CROSSING; UP APPROVAL OF DESIGN AT HALTOM ROAD LOCATION IS PENDING; STAFF RECOMMENDS THAT THE STTC AND RTC ESTABLISH A LETTING DEADLINE OF DECEMBER 2025 FOR THIS PROJECT	MEDIUM RISK	A CONTRACT WAS AWARDED AND WORK HAS BEGUN AT GLENVIEW CROSSING; CONCURRENT CONSTRUCTION BY UPRR AT GLENVIEW CROSSING TO INSTALL SIGNAL DEVICES REQUIRED TO COMPLETE THE QUIET ZONE IS ONGOING; UP APPROVAL OF DESIGN AT HALTOM ROAD LOCATION IS PENDING; CITY HAS ADDRESSED UP DESIGN COMMENTS AND RESUBMITTED FOR UP REVIEW	MEDIUM RISK
11572	0902-48-579	TXDOT FORT WORTH	VARIOUS	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY	CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287	\$25,681,329	CAT 2M, STBG, LOCAL CONTRIBUTION	01/2023	08/2026 05/2025 10/2023 1/2027	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY2023	ENVIRONMENTAL CLEARANCE STILL PENDING DUE TO AN ASSOCIATED PROJECT NOT BEING APPROVED BY FHWA; RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS CANNOT PROCEED UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED; THEREFORE, STAFF RECOMMENDS THAT THE STTC AND RTC EXTEND THE LETTING DEADLINE TO DECEMBER 2026	MEDIUM RISK	ENVIRONMENTAL CLEARANCE RECEIVED FEBRUARY 2025; RIGHT- OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED JUNE 2025; UTILITY RELOCATIONS AWAITING AQUISITION OF TWO PARCELS THROUGH EMINENT DOMAIN BEFORE IT CAN BEGIN	MEDIUM RISK
53029	0014-15-033	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	\$11,470,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	08/2026 05/2025 10/2023 1/2027	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY2023	ENVIRONMENTAL CLEARANCE STILL PENDING DUE TO AN ASSOCIATED PROJECT NOT BEING APPROVED BY FHWA; RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS CANNOT PROCEED UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED; THEREFORE, STAFF RECOMMENDS THAT THE STTC AND RTC EXTEND THE LETTING DEADLINE TO DECEMBER 2026	MEDIUM RISK	ENVIRONMENTAL CLEARANCE RECEIVED FEBRUARY 2025; RIGHT- OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED JUNE 2025; UTILITY RELOCATIONS AWAITING AQUISITION OF TWO PARCELS THROUGH EMINENT DOMAIN BEFORE IT CAN BEGIN	MEDIUM RISK
53030	0014-15-034	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 LANE ONE WAY TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD	\$21,596,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	08/2026 05/2025 10/2023 1/2027	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY2023	ENVIRONMENTAL CLEARANCE STILL PENDING DUE TO AN ASSOCIATED PROJECT NOT BEING APPROVED BY FHWA; RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS CANNOT PROCEED UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED; THEREFORE, STAFF RECOMMENDS THAT THE STTC AND RTC EXTEND THE LETTING DEADLINE TO DECEMBER 2026	<u>MEDIUM RISK</u>	ENVIRONMENTAL CLEARANCE RECEIVED FEBRUARY 2025; RIGHT- OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED JUNE 2025; UTILITY RELOCATIONS AWAITING AQUISITION OF TWO PARCELS THROUGH EMINENT DOMAIN BEFORE IT CAN BEGIN	MEDIUM RISK
53031	0014-15-035	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT NB AND SB EXIT RAMP TO HARMON ROAD/NORTH TARRANT PARKWAY AND SB ENTRANCE RAMP FROM HARMON ROAD	\$2,338,179	SW PE, CAT 2M	01/2023	08/2026 05/2026 10/2023 1/2027	CONFIRM FUNDING IN FY2023	ENVIRONMENTAL CLEARANCE STILL PENDING DUE TO AN ASSOCIATED PROJECT NOT BEING APPROVED BY FHWA; RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS CANNOT PROCEED UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED; THEREFORE, STAFF RECOMMENDS THAT THE STTC AND RTC EXTEND THE LETTING DEADLINE TO DECEMBER 2026	MEDIUM RISK	ENVIRONMENTAL CLEARANCE RECEIVED FEBRUARY 2025; RIGHT- OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED JUNE 2025; UTILITY RELOCATIONS AWAITING AQUISITION OF TWO PARCELS THROUGH EMINENT DOMAIN BEFORE IT CAN BEGIN	MEDIUM RISK

## REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) STATUS UPDATE

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	DECEMBER 2024 COMMENTS	DECEMBER 2024 RISK RATING	JUNE 2025 COMMENTS	JUNE 2025 RISK RATING
53032	0014-15-036	TXDOT FORT WORTH	FORT WORTH		CONSTRUCT AUXILIARY LANE FROM NORTHBOUND EXIT TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND ENTRANCE FROM NORTH TARRANT PKWY	\$19,356,480	SW PE, CAT 2M	01/2023	08/2026 05/2025 10/2023 1/2027	CONFIRM FUNDING IN FY2023	ENVIRONMENTAL CLEARANCE STILL PENDING DUE TO AN ASSOCIATED PROJECT NOT BEING APPROVED BY FHWA; RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS CANNOT PROCEED UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED; THEREFORE, STAFF RECOMMENDS THAT THE STTC AND RTC EXTEND THE LETTING DEADLINE TO DECEMBER 2026	MEDIUM RISK	ENVIRONMENTAL CLEARANCE RECEIVED FEBRUARY 2025; RIGHT- OF-WAY ACQUISITION IS UNDERWAY AND EXPECTED TO BE CLEARED JUNE 2025; UTILITY RELOCATIONS AWAITING AQUISITION OF TWO PARCELS THROUGH EMINENT DOMAIN BEFORE IT CAN BEGIN	MEDIUM RISK
							PROJEC	CTS LOCA	L AGENCIES CO	DMMITTED TO IMPLEMENT IN FY2027	OR BEYOND			
20115	0081-03-047	TXDOT DALLAS	ARGYLE	US 377 FROM SOUTH OF FM	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN	\$197,943,511	CAT 2M, CAT 4, SW PE, SW ROW, LOCAL CONTRIBUTION	09/2024	09/2027 <del>12/2023</del> <del>09/2024</del>	KEEP PROJECT IN APPENDIX D (ENVIRONMENTAL CLEARANCE SECTION OF TIP) UNTIL FUNDING IS SECURED	UTILITY RELOCATIONS ARE ONGOING	LOW RISK	UTILITY RELOCATIONS ARE ONGOING AND EXPECTED TO BE CLEARED BY SEPTEMBER 2025; TXDOT THINKS CONSTRUCTION COULD BE ACCELERATED INTO FY2026	<u>LOW RISK</u>
	•				TOTAL FUNDING	\$278,935,499								

## REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) STATUS UPDATE

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TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	JUNE 2025 COMMENTS	JUNE 2025 RISK RATING
20066	2374-03-074	TXDOT DALLAS	DALLAS	IH 20 AT BONNIE VIEW RD	IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	\$3,876,525	STBG, LOCAL CONTRIBUTION	05/2021	05/2021 (ACTUAL)	PROJECT COMPLETED MAY 2023	N/A (PROJECT HAS LET)
20261.2	0918-47-297	MESQUITE	MESQUITE	ICPEER IO MESOUILE	CONSTRUCT NEW HIKE/BIKE TRAIL FROM MESQUITE HERITAGE TRAIL TO CONNECTING MGR TRAIL IN GARLAND; CONNECTS ACROSS IH 30 AND DUCK CREEK	\$827,115	RTR, LOCAL CONTRIBUTION	09/2021	07/2021 (ACTUAL)	PROJECT COMPLETED MAY 2022	N/A (PROJECT HAS LET)
20113	0918-46-240	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM FM 544 TO JOSEY LANE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 6	\$19,164,449	RTR	12/2022	12/2021 (ACTUAL) <del>10/2021</del> <del>07/2021</del>		N/A (PROJECT HAS LET)
20213	0918-47-051	DALLAS COUNTY	GRAND PRAIRIE	WILDLIFE PARKWAY FROM SH 161 TO BELT LINE RD	CONSTRUCT 0/2 LANE RURAL TO 2/4 LANE DIVIDED INCLUDING BRIDGE OVER TRINITY RIVER	\$54,575,908	RTR, LOCAL CONTRIBUTION	06/2022	01/2022 (ACTUAL) <del>11/2021</del> <del>08/2022</del>		N/A (PROJECT HAS LET)
20240	0918-47-027	DALLAS	DALLAS	COLLECTIVE MIXED USE DEVELOPMENT	BICYCLE LANES, SIDEWALKS, PEDESTRIAN AND INTERSECTION IMPROVEMENTS BOUNDED BY FORT WORTH AVE, BAHAMA DR, IH 30, AND PLYMOUTH ROAD; AND CONNECTION TO COOMBS CREEK TRAIL ALONG PLYMOUTH RD	\$2,482,813	RTR	06/2021	01/2022 (ACTUAL) <del>12/2021</del> <del>09/2021</del>		N/A (PROJECT HAS LET)
11237.2	0918-45-812	IRVING	IRVING	CONFLANS RD FROM SH 161 TO VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$30,708,329	STBG, LOCAL CONTRIBUTION	03/2022	01/2023 (ACTUAL) 08/2022 06/2022 03/2022		N/A (PROJECT HAS LET)
11734	0902-90-034	DFW AIRPORT	VARIOUS	EAST-WEST CONNECTOR FROM SH 360 TO INTERNATIONAL PARKWAY	CONSTRUCTION OF EAST-WEST CONNECTOR FROM 0 TO 2 LANES UNDIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE (ULTIMATE BUILD OUT 2 TO 4 LANES DIVIDED)	\$46,115,637	STBG, LOCAL CONTRIBUTION	12/2023	02/2023 (ACTUAL) <del>11/2022</del> <del>06/2022</del> <del>12/2022</del> <del>05/2022</del>		N/A (PROJECT HAS LET)

## REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) STATUS UPDATE

The color of the						STATUS OF DATE					
20160   0318-24-154   PLANO		CSJ		CITY	LIMITS	PROJECT DESCRIPTION		FUNDING EST CATEGORY STAF	ACTUAL T START DATE	JUNE 2025 COMMENTS	
20131 0918-46-236 LEWISVILLE LEWISVILLE   LE	20060	0918-24-154	PLANO		INDEPENDENCE PARKWAY		\$2,015,500		21 ( <u>ACTUAL)</u> <del>07/2021</del>		
20152   0918-46-237   LEWISVILLE   LEWISVILLE   LEWISVILLE   CORPORATE DRIVE AT ELM FORK TRINITY RIVER   ROADWAY; SEGMENT 3   \$21,844,715   RTR; LOCAL CONTRIBUTION   12/2022   09/2022	20131	0918-46-236	LEWISVILLE		ELM FORK TRINITY RIVER		\$11,812,679		22 <del>12/2023</del>		
20184 0047-14-053 TXDOT DALLAS VARIOUS 370 TO CR 375 (GRAYSON COUNTY LINE) TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONTAGE \$91,604,860 \$W PE, \$102, 4, 12 09/2023 (ACTUAL) 12/2023 09/2023	20152	0918-46-237	LEWISVILLE		FORK TRINITY RIVER		\$21,844,715		22 (ACTUAL) 03/2023 09/2022 05/2022		
20108 0918-46-238 LEWISVILLE LEWISVILLE USINILE LEWISVILLE LEWISVILLE USINILE CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO ELM FORK TRINITY RIVER ROADWAY; SEGMENT 4 \$15,502,609 RTR, LOCAL CONTRIBUTION 12/2022 04/2023 01/2023 01/2023 12/2022 03/2023 01/2023 12/2022 03/2023 01/2023	20084	0047-14-053		VARIOUS	370 TO CR 375 (GRAYSON	TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONTAGE	\$91,604,860	SW PE, S102, 4, 12 09/20	23 ( <u>ACTUAL</u> ) 12/2023		
20111 0918-46-239 LEWISVILLE LEWISVILLE LEWISVILLE CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO ROADWAY; SEGMENT 5 CONSTRUCT FOUR LANE DIVIDED S6,843,921 RTR, LOCAL CONTRIBUTION 12/2022 (ACTUAL) 04/2024 03/2023 N/A (PROJECT HAS LET)	20108	0918-46-238	LEWISVILLE		HOLFORD'S PRAIRIE RD TO ELM FORK TRINITY RIVER		\$15,502,609		22 (ACTUAL) 04/2024 03/2023 01/2023		
12/2022 12/2022	20111	0918-46-239	LEWISVILLE		HOLFORD'S PRAIRIE RD TO		\$6,843,921		(ACTUAL) 04/2024 03/2023 01/2023		I — •
DALLAS COUNTY  RECONSTRUCT 6/8 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS AND INTERSECTION IMPROVEMENTS  ST6,775,511  RTR, LOCAL CONTRIBUTION  06/2022  09/2024  (ACTUAL)  10/2023  09/2022  M/A (PROJECT HAS LET)	11726.4	0918-47-168		DALLAS	CADIZ STREET TO JUSTICE	BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS			( <u>ACTUAL)</u> 22 <u>10/2023</u>		
	1					TOTAL FUNDING	\$384,150,571				

## REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) STATUS UPDATE

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	COMMENTS
83129.1	0000-18-030	FLOWER MOUND	FLOWER MOUND	DENTON CREEK BLVD AT GRAHAM BRANCH	BUILD NEW LOCATION 0 TO 4 LANE BRIDGE	\$0 <del>\$7,000,000</del>	LOCAL CONTRIBUTION	PROJECT REMOVED FROM THE TIP THROUGH 2023- 2026 TIP DEVELOPMENT AT THE REQUEST OF THE TOWN OF FLOWER MOUND
82384	0000-18-019	FLOWER MOUND	FLOWER MOUND	KIRKPATRICK LN (PHASE III) FROM FM 1171 TO BELLAIRE BLVD	CONSTRUCT 0 TO 4 LANE ROADWAY	\$0 <del>\$9,500,000</del>	LOCAL CONTRIBUTION	PROJECT REMOVED FROM THE TIP THROUGH 2023- 2026 TIP DEVELOPMENT AT THE REQUEST OF THE TOWN OF FLOWER MOUND
53079	0902-50-104	BURLESON		ALSBURY FROM HULEN ST TO CR 1020 (APPROXIMATELY 0.2 MILES)	CONSTRUCTION OF A 4 LANE EXTENSION OF ALSBURY BOULEVARD	\$0 <del>\$1,287,880</del>	CAT 10 (CONGRESSIONAL EARMARK), LOCAL CONTRIBUTION	EARMARK FUNDS WERE REMOVED FROM THE PROJECT DURING 2023-2026 TIP DEVELOPMENT

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
55312	0365-03-053	TXDOT-FORT WORTH	FORT WORTH	С	SH 171	US 377	SH 174	REHABILITATE 2 TO 2 LANE ROADWAY AND CONSTRUCT TURN LANES	\$1,600,000	\$400,000	\$0	\$2,000,000	<u>\$1,590,744</u>	02/2025 (ACTUAL)	OBLIGATED (2025)	
14032.2	0442-02-161	TXDOT-DALLAS	DALLAS	<u>C</u>	<u>IH 35E</u>	AT BEAR CREEK ROAD		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING RECONSTRUCTING EXISTING 4 LANE CONTINUOUS TO 4 LANE CONTINUOUS FRONTAGE ROADS WITH THE ADDITION OF A TEXAS U-TURN AND SIDEWALKS	\$5,805,916	\$1,451,47 <u>9</u>	<u>\$0</u>	\$7,257,395	\$5,805,916	03/2025 (ACTUAL)	OBLIGATED (2025)	PROJECT ADVANCED INTO FY2025
14089	0092-04-077	TXDOT-DALLAS	DALLAS	С	IH 45	AT SH 34/ENNIS AVE		CONSTRUCT TEXAS U-TURNS, LEFT TURN LANES, AND TRAFFIC SIGNAL IMPROVEMENTS/RETIMING	\$5,962,940	\$1,490,735	\$0	\$7,453,675	<u>\$7,094,799</u>	03/2025 (ACTUAL)	OBLIGATED (2025)	
21067	2681-01-027	TXDOT-DALLAS	DALLAS	С	FM 2499	AT FM 407 (JUSTIN ROAD)		CONSTRUCT DUAL LEFT TURN LANES ON EASTBOUND, WESTBOUND, AND SOUTHBOUND APPROACHES; CONSTRUCT ADDITIONAL THROUGH LANE NORTHBOUND; RECONFIGURE SIGNALIZATION	\$600,000	\$150,000	\$0	\$750,000	\$600,000	03/2025 (ACTUAL)	OBLIGATED (2025)	
25002.3	1068-04-182	TXDOT-DALLAS	DALLAS	С	IH 30	MACARTHUR BLVD	BELT LINE RD	INSTALL NEW DYNAMIC MESSAGE SIGN	\$250,000	\$62,500	\$0	\$312,500	<u>\$520,448</u>	03/2025 (ACTUAL)	OBLIGATED (2025)	
11684.8	0902-90-262	ARLINGTON	FORT WORTH	Т	VA	DOWNTOWN ARLINGTON AND UNIVERSITY OF TEXAS AT ARLINGTON CAMPUS		EXPAND ON-DEMAND, SHARED RIDE SERVICE AND EQUIP VEHICLES WITH TELEOPERATIONS AND FIRST RESPONDER V2X COMMUNICATION DEVICES, INCLUDING BEFORE AND AFTER DATA COLLECTION AND REPORTING	\$1,013,333	\$0	\$0	\$1,013,333	\$1,013,333	05/2025 (ACTUAL) 02/2025	OBLIGATED (2025)	FUNDS HAVE TRANSFERRED (MAY 2025)
21024	0718-02-076	TXDOT-FORT WORTH	FORT WORTH	С	FM 156	AT INDUSTRIAL BLVD		CONSTRUCT INTERSECTION IMPROVEMENTS, INCLUDING LEFT AND RIGHT TURN LANES, AND SIDEWALKS	\$2,400,000	\$600,000	\$0	\$3,000,000	\$2,400,000	05/2025 (ACTUAL) 06/2025	OBLIGATED (2025)	
<u>25036</u>	1068-04-176	GRAND PRAIRIE	DALLAS	<u>C</u>	<u>IH 30</u>	MACARTHUR	<u>SH 161</u>	INSTALLATION OF NEW DYNAMIC MESSAGE SIGNS AND NEW CCTV CAMERAS	\$288,596	<u>\$72,149</u>	<u>\$0</u>	\$360,745	<u>\$288,596</u>	<u>05/2025</u> (ACTUAL)	OBLIGATED (2025)	ADDITIONAL FUNDING FOR PROJECT ALREADY OBLIGATED
25104.1	0918-47-475	NCTCOG	DALLAS	Т	VA	SOUTH DALLAS IMPROVED BICYCLE/PEDESTRIAN ROUTES TO RAIL AND TRANSIT TECHNOLOGY UPGRADES	BOUNDED BY BOTHAM JEAN BLVD TO THE NORTH, IH 45 TO THE EAST, IH 20 TO THE SOUTH, IH 35E TO THE WEST	CONSTRUCT NEW SIDEWALKS, BIKE TRAIL, PEDESTRIAN SAFETY COUNTERMEASURES, AND LANDSCAPING AND TRANSIT SUPPORTIVE INFRASTRUCTURE AND TECHNOLOGY NEAR DART BUS STOPS AND EAST OAK CLIFF BLUE LINE STATIONS INCLUDES NCTCOG STAFF TIME AND CONST MANAGEMENT FEES	\$5,000,000	\$0	\$1,250,000	\$6,250,000	\$5,000,000	05/2025 (ACTUAL) 06/2025	OBLIGATED (2025)	PROJECT HAS <del>NOT</del> BEEN APPROVED BY FHWA; FUNDS HAVE TRANSFERRED (MAY 2025)
14094	0918-24-299	FRISCO	DALLAS	E	VA	PANTHER CREEK TRAIL FROM BNSF	PANTHER CREEK PARKWAY	CONSTRUCT NEW SHARED USE PATH	\$200,000	\$0	\$0	\$200,000	\$200,000	06/2025 12/2024	OBLIGATED (2025)	DELAYED FROM FY2024; AFA <u>AND FPAA EXECUTED</u> <del>IS</del> UNDER REVIEW
14062	0918-47-272	FARMERS BRANCH	DALLAS	С	VA	WESTSIDE ART TRAIL FROM CAMPION TRAIL TO MERCER PARKWAY	AND FROM EMERALD STREET TO DENTON DRIVE	CONSTRUCT MINIMUM 12 FT WIDE SHARED-USE PATH	\$4,545,725	\$0	\$0	\$4,545,725	<u>\$4,545,725</u>	08/2025	OBLIGATED (2025)	
21065	0918-47-374	DALLAS	DALLAS	С	cs	ON LEMMON AVENUE FROM NORTHWEST HIGHWAY	US 75	RECONSTRUCT AND UPGRADE SIGNALS/EQUIPMENT AND CONSTRUCT PEDESTRIAN IMPROVEMENTS AT SEVEN INTERSECTIONS	\$1,000,000	\$0	\$250,000	\$1,250,000	\$1,010,000	08/2025 04/2025	OBLIGATED (2025)	FPAA FOR CONSTRUCTION RECEIVED ANTICIPATED- IN APRIL 2025 NOVEMBER/DECEMBER 2024
11853.2	0008-07-036	ARLINGTON	FORT WORTH	R	SH 180	DIVISION BICYCLE AND PEDESTRIAN PROJECT ON SH 180/DIVISION FROM COOPER ST	FM 157/COLLINS STREET; IN ARLINGTON	CONSTRUCT NEW SIDEWALKS, PEDESTRIAN LIGHTING, AND MINOR LANDSCAPING WITHIN THE DISTRICT	\$1,280,000	\$0	\$320,000	\$1,600,000	\$0	09/2018 (ACTUAL) 02/2025	EXPECTED TO OBLIGATE IN FY2025	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; AFA AMENDMENT IN PROGRESS
<u>25022</u>	0902-90-050	FORT WORTH	FORT WORTH	<u>E</u>	<u>VA</u>	CENTERPOINT TRAIL PHASE 1A FROM ARLINGTON RIVER LEGACY TRAIL	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE ARLINGTON RIVER LEGACY TRAIL TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	<u>\$1,581,770</u>	<u>\$0</u>	<u>\$395,443</u>	<u>\$1,977,213</u>	<u>\$0</u>	<u>07/2019</u> (ACTUAL)	EXPECTED TO OBLIGATE IN FY2025	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED
55108.1	0047-07-228	TXDOT-DALLAS	DALLAS	<u>C</u>	<u>US 75</u>	AT NORTHAVEN ROAD		CONSTRUCT BIKE/PEDESTRIAN BRIDGE OVER US 75 (ON SYSTEM SECTION)	\$1,200,000	\$300,000	<u>\$0</u>	\$1,500,000	<u>\$0</u>	02/2021 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2025	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; TXDOT PROCESSING CHANGE ORDER
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	E	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$173,092	\$0	\$43,273	\$216,365	\$0	06/2021 (ACTUAL) 02/2025	EXPECTED TO OBLIGATE IN FY2025	CITY WORKING TO PROCURE HAS PROCURED CONSULTANT FOR FINAL 10% OF DESIGN; AWAITING PROPOSED SCOPE AND CITY COUNCIL APPROVAL; ENVIRONMENTAL CLEARANCE ON HOLD AND ANTICIPATED IN MID EARLY 2025
14013.3	0902-00-235	FORT WORTH	FORT WORTH	<u>E</u>	<u>VA</u>	CENTREPORT TRAIL FROM CENTREPORT STATION	<u>CITY LIMITS</u>	CONSTRUCT 12 FT WIDE SHARED-USE PATH	\$160,000	<u>\$0</u>	<u>\$0</u>	\$160,000	<u>\$0</u>	<u>04/2022</u> (ACTUAL)	EXPECTED TO OBLIGATE IN FY2025	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED: 95% PLANS CURRENTLY BEING WORKED ON; AFA AMENDMENT IS PENDING EXECUTION
14071	1392-01-044	TXDOT-DALLAS	DALLAS	<u>C</u>	FM 1378	FM 3286	SOUTH OF FM 3286	CONSTRUCT INTERSECTION IMPROVEMENTS (SIDEWALKS AND TURN LANES)	\$2,000,000	\$500,000	<u>\$0</u>	\$2,500,000	<u>\$0</u>	05/2023 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2025	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; TXDOT PROCESSING CHANGE ORDER

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14013.3	0902-00-235	FORT WORTH	FORT WORTH	<u>R</u>	<u>VA</u>	CENTREPORT TRAIL FROM CENTREPORT STATION	<u>CITY LIMITS</u>	CONSTRUCT 12 FT WIDE SHARED-USE PATH	<u>\$634,800</u>	<u>\$0</u>	<u>\$0</u>	<u>\$634,800</u>	<u>\$0</u>	01/2024 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2025	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; 95% PLANS CURRENTLY BEING WORKED ON; AFA AMENDMENT IS PENDING EXECUTION
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	R	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$508,880	\$0	\$127,220	\$636,100	\$0	07/2025 02/2025	EXPECTED TO OBLIGATE IN FY2025	CITY WORKING TO PROCURE PROCURED  CONSULTANT FOR FINAL 10% OF DESIGN; CONTRACT  NEGOTIATIONS AND CITY COUNCIL APPROVAL  PENDING; ENVIRONMENTAL CLEARANCE ON HOLD  AND ANTICIPATED IN MID EARLY 2025; DETAILED  SCHEDULE FROM CITY IS PENDING
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	U	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$60,000	\$0	\$15,000	\$75,000	\$0	07/2025 02/2025	EXPECTED TO OBLIGATE IN FY2025	CITY WORKING TO PROCURE PROCURED  CONSULTANT FOR FINAL 10% OF DESIGN; CONTRACT  NEGOTIATIONS AND CITY COUNCIL APPROVAL  PENDING; ENVIRONMENTAL CLEARANCE ON HOLD  AND ANTICIPATED IN MID EARLY 2025; DETAILED  SCHEDULE FROM CITY IS PENDING
21073	0918-47-388	RICHARDSON	DALLAS	С	CS	CAMPBELL ROAD	AT UNIVERSITY PARKWAY	CONSTRUCT A SECOND SOUTHBOUND LEFT TURN LANE, NEW TRAFFIC SIGNALS, AND EXTEND THE WESTBOUND RIGHT TURN LANE	\$1,300,000	\$0	\$0	\$1,300,000	\$0	07/2025 03/2025	EXPECTED TO OBLIGATE IN FY2025	CITY IS FINISHING 100% 95% PS&E SUBMITTAL FOR TXDOT'S REVIEW
11616.1	0918-00-464	NCTCOG	DALLAS	1	VA	REGIONAL TRAFFIC SIGNAL RETIMING PROJECT; DEVELOP & IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NONATTAINMENT AREA		INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$3,450,000	\$0	\$0	\$3,450,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	
14058	0902-90-330	FORT WORTH	FORT WORTH	E	CS	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$202,000	\$0	\$0	\$202,000	\$0	08/2025 03/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; AFA DEVELOPMENT IN PROGRESS
<u>25022.1</u>	2266-02-164	FORT WORTH	FORT WORTH	<u>E</u>	<u>VA</u>	CENTREPORT TRAIL PHASE 1B FROM TRINITY BLVD/SKYVIEW DR	ARLINGTON RIVER LEGACY TRAIL	CONSTRUCT REGIONAL VELOWEB SHARED-USE PATH	\$200,000	<u>\$0</u>	<u>\$0</u>	\$200,000	<u>\$0</u>	08/2025	EXPECTED TO OBLIGATE IN FY2025	PROJECT SPLIT FROM TIP 25022 VIA THE FEBRUARY 2025 TIP MODIFICATION CYCLE; AFA EXECUTION PENDING
25066.1	0918-47-310	DALLAS	DALLAS	R	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	\$350,000	\$0	\$0	\$350,000	\$0	08/2025 05/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; TXDOT REVIEWING- FOOTPRINT FOR ENVIRONMENTAL CLEARANCE; ENVIRONMENTAL CLEARANCE RECEIVED APRIL 2025 ANTICIPATED DECEMBER 2024, AND RIGHT-OF-WAY ACQUISITION CAN BEGIN ONCE THAT IS RECEIVED
25107	0918-47-474	DALLAS	DALLAS	E	VA	FIVE MILE CREEK AT WESTMORELAND DART STATION FROM ILLINOIS AVE TO WESTMORELAND AND	FROM HAMPTON TO RUGGED DRIVE	CONSTRUCT NEW SHARED USE PATH/TRAIL	\$1,400,000	\$0	\$0	\$1,400,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; CITY WORKING ON AFA
11657.2	0918-00-482	<u>NCTCOG</u>	DALLAS	1	<u>VA</u>	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	\$1,025,000	<u>\$0</u>	<u>\$0</u>	\$ <u>1,025,000</u>	<u>\$0</u>	<u>09/2025</u>	EXPECTED TO OBLIGATE IN FY2025	FUNDING ADVANCED TO FY2025 VIA FEBRUARY 2025 TIP MODIFICATION CYCLE
40074.1	0918-47-320	DALLAS	DALLAS	E	VA	FAIR PARK TRAIL SOUTHERN ALIGNMENT FROM PHASE 1 (NORTH SECTION) AT INTERSECTION OF HASKELL AVE/PARRY AVE	PARRY AVE, HIGHWAY 352/ROBERT B. CULLUM BLVD, AND S. FITZHUGH AVE. AT LAGOW ST	CONSTRUCT SHARED-USE PATH	\$1,000,000	\$0	\$0	\$1,000,000	\$0	09/2025 06/2025	EXPECTED TO OBLIGATE IN FY2025	ENGINEERING NOT STARTING UNTIL SEPTEMBER 2025 AND ENVIRONMENTAL CLEARANCE WILL NOT BE RECEIVED IN FY2025 TO PERMIT RIGHT-OF-WAY TO BEGIN
21069	0008-14-137	FORT WORTH	FORT WORTH	С	cs	MARINE CREEK PARKWAY FROM NAUTILUS CIRCLE	WESTBOUND JIM WRIGHT (IH 820) FRONTAGE ROAD	CONSTRUCT LEFT TURN LANES AND TRAFFIC SIGNAL IMPROVEMENTS TO ACCOMMODATE THE ADDITIONAL TURNING LANES	\$2,720,000	\$680,000	\$0	\$3,400,000	\$0	10/2025	NOT EXPECTED TO OBLIGATE IN FY2025	95% PLANS UNDER REVIEW; UTILITIES HAVE BEEN CLEARED
25093.3	0918-47-361	DALLAS	DALLAS	E	VA	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	\$100,000	\$0	\$0	\$100,000	\$0	10/2025	NOT EXPECTED TO OBLIGATE IN FY2025	PARTNERSHIP AGREEMENTS MUST BE IN PLACE TO PROCEED; AFA EXECUTION ON HOLD UNTIL CITY HAS A RESOLUTION WITH PARTNERS (DEEP ELLUM FOUNDATION AND DART) FOR FUNDING RESPONSIBILITIES
21074	0918-24-255	FRISCO	DALLAS	С	CS	ON OHIO DRIVE AT GAYLORD PARKWAY		CONSTRUCT ROUNDABOUT	\$2,720,000	\$0	\$0	\$2,720,000	\$0	11/2025 08/2025	NOT EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; 100% DESIGN UNDER REVIEW; RIGHT-OF-WAY DELAYS HAVE PUSHED THE LET DATE TO FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14079	0918-47-295	DALLAS	DALLAS	R	cs	PARK LANE FROM GREENVILLE AVENUE	HEMLOCK AVENUE	RECONSTRUCT ROADWAY TO ACCOMMODATE BICYCLE LANE AND SIDEWALKS FROM GREENVILLE AVE TO HEMLOCK AVE; INTERSECTION IMPROVEMENTS AT SHADY BROOK AND 5-POINT INTERSECTIONS; RESTRIPE PAVEMENT TO ACCOMMODATE 4 THROUGH LANES WITH LEFT TURN LANES AND BICYCLE LANES	\$500,000	\$0	\$0	\$500,000	\$0	12/2025	NOT EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; DELAYED TO FY2026 VIA THE MAY 2025 TIP MODIFICATION CYCLE
21039	0008-08-079	GRAND PRAIRIE	DALLAS	<u>C</u>	SH 180	ON MAIN STREET AT JEFFERSON STREET		CONSTRUCT ROUNDABOUT	\$480,000	\$120,000	<u>\$0</u>	\$600,000	<u>\$0</u>	12/2025	NOT EXPECTED TO OBLIGATE IN FY2025	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED
21068	0918-47-391	DALLAS	DALLAS	С	VA	INTERSECTION OF ZANG BLVD	AND SANER AVE	CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT TURN LANES, REALIGNMENT, UPGRADED TRAFFIC SIGNAL AND PEDESTRIAN CROSSWALKS	\$600,000	\$0	\$150,000	\$750,000	\$0	12/2025 08/2025	NOT EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; WORKING ON 95% PLANS; DESIGN DELAYS HAVE PUSHED THE LET DATE TO 12/2025
21075	0581-02-158	DALLAS	DALLAS	С	SL 12	AT COUNTRY CREEK DRIVE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT TURN LANES, NEW TRAFFIC SIGNAL, AND PEDESTRIAN CROSSWALKS	\$520,000	\$0	\$130,000	\$650,000	\$0	12/2025 08/2025	NOT EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; WORKING ON 95% PLANS; DESIGN DELAYS HAVE PUSHED THE LET DATE TO 12/2025
14065	0918-47-274	DALLAS	DALLAS	С	VA	SOPAC TRAIL FROM INTERSECTION OF GREENVILLE AVENUE AND MEADOW	NORTHAVEN TRAIL	CONSTRUCT SHARED USE PATH	\$3,600,000	\$0	\$0	\$3,600,000	\$0	02/2026	NOT EXPECTED TO OBLIGATE IN FY2025	DELAYED TO FY2026 VIA THE MAY 2025 TIP MODIFICATION CYCLE
14063	0019-01-146	TXDOT-FORT WORTH	FORT WORTH	С	SH 174	N OF ELK DR	WICKER HILL RD	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES RURAL DIVIDED WITH SIDEWALKS	\$720,000	\$180,000	\$0	\$900,000	\$0	03/2026 09/2025	NOT EXPECTED TO OBLIGATE IN FY2025	PROJECT HAS NOT BEEN APPROVED BY FHWA DUE TO MTP INCONSISTENCY BETWEEN NETWORK YEAR AND FISCAL YEAR
21052	0918-47-371	DALLAS	DALLAS	С	VA	PRESTON ROAD FROM WEST NW HWY TO WALNUT HILL LANE	DOUGLAS AVE FROM COLGATE AVE TO NW HWY	CONSTRUCT SIDEWALKS	\$1,160,000	\$0	\$290,000	\$1,450,000	\$0	03/2026	NOT EXPECTED TO OBLIGATE IN FY2025	DELAYED TO FY2026 VIA THE MAY 2025 TIP MODIFICATION CYCLE
14037	0013-10-092	FORT WORTH	FORT WORTH	С	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE		ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO NORTHERN AIRPORT ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)		\$0	\$0	\$521,000	\$0	04/2026	NOT EXPECTED TO OBLIGATE IN FY2025	CITY IS WORKING THROUGH LAND DONATION PROCESS; 95% PLANS UNDER REVIEW
25013	0902-90-172	FORT WORTH	FORT WORTH	С	cs	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	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	\$6,000,000	\$0	\$0	\$6,000,000	\$0	04/2026 09/2025	NOT EXPECTED TO OBLIGATE IN FY2025	WILL BE DELAYED TO FY2026 THROUGH A FUTURE TIP MODIFICATION CYCLE DUE TO ADDITIONAL FUNDING NEEDED
14013.3	0902-00-235	FORT WORTH	FORT WORTH	С	VA	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12 FT WIDE SHARED-USE PATH	\$7,185,375	\$0	\$0	\$7,185,375	\$0	05/2026 06/2025	NOT EXPECTED TO OBLIGATE IN FY2025	95% PLANS CURRENTLY BEING WORKED ON; AFA AMENDMENT PENDING EXECUTION
14013.3	0902-00-395	FORT WORTH	FORT WORTH	С	VA	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12 FT WIDE SHARED-USE PATH	\$6,011,700	\$0	\$1,502,925	\$7,514,625	\$0	05/2026 06/2025	NOT EXPECTED TO OBLIGATE IN FY2025	95% PLANS CURRENTLY BEING WORKED ON; AFA AMENDMENT PENDING EXECUTION
21053	0918-47-372	DALLAS	DALLAS	С	cs	ALONG PINE ST FROM SM WRIGHT FWY/S CENTRAL EXPY TO MALCOLM X BLVD	ALONG ELSIE FAYE HEGGINS ST (PREVIOUSLY HATCHER RD) FROM SM WRIGHT FWY/S CENTRAL EXPY TO 2ND AVE	CONSTRUCT SIDEWALKS, CROSSWALKS, AND SIGNAL IMPROVEMENTS	\$600,000	\$0	\$150,000	\$750,000	\$0	05/2026	NOT EXPECTED TO OBLIGATE IN FY2025	DELAYED TO FY2026 VIA THE MAY 2025 TIP MODIFICATION CYCLE
25066.2	0581-01-157	DALLAS	DALLAS	U	SL 12	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS	\$40,000	\$10,000	\$0	\$50,000	\$0	06/2026 06/2025	NOT EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; ENVIRONMENTAL CLEARANCE RECEIVED APRIL 2025 ANTICIPATED- DECEMBER 2024, AND UTILITY RELOCATIONS CAN BEGIN ONCE THAT IS RECEIVED AND RIGHT-OF-WAY ACQUISITION FOR TIP 25066.1 IS COMPLETE
40074.1	0918-47-320	DALLAS	DALLAS	R	VA	FAIR PARK TRAIL SOUTHERN ALIGNMENT FROM PHASE 1 (NORTH SECTION) AT INTERSECTION OF HASKELL AVE/PARRY AVE	PARRY AVE, HIGHWAY 352/ROBERT B. CULLUM BLVD, AND S. FITZHUGH AVE. AT LAGOW ST	CONSTRUCT SHARED-USE PATH	\$150,000	\$0	\$0	\$150,000	\$0	06/2026	NOT EXPECTED TO OBLIGATE IN FY2025	DESIGN START ANTICIPATED AROUND AUGUST 2025, SO ENVIRONMENTAL CLEARANCE WILL NOT BE RECEIVED IN FY2025 TO PERMIT RIGHT-OF-WAY TO BEGIN
<u>25022.1</u>	2266-02-164	FORT WORTH	FORT WORTH	<u>C</u>	<u>VA</u>	CENTREPORT TRAIL PHASE 1B FROM TRINITY BLVD/SKYVIEW DR	ARLINGTON RIVER LEGACY TRAIL	CONSTRUCT REGIONAL VELOWEB SHARED-USE PATH	\$5,800,000	<u>\$0</u>	<u>\$0</u>	\$5,800,000	<u>\$0</u>	07/2026	NOT EXPECTED TO OBLIGATE IN FY2025	PROJECT SPLIT FROM TIP 25022 VIA THE FEBRUARY 2025 MODIFICATION CYCLE; AFA EXECUTION PENDING
14018	0918-47-281	DALLAS	DALLAS	R	CS	BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST,	LOVERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH	PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS	\$1,600,000	\$0	\$400,000	\$2,000,000	\$0	08/2026	NOT EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; ENVIRONMENTAL CLEARANCE SCHEDULE PENDING (AWAITING FOOTPRINT); CITY IS COORDINATING WITH AFFECTED PROPERTY OWNERS ON ROW; DELAYED TO FY2026 VIA THE MAY 2025 TIP MODIFICATION CYCLE

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TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14088	0902-90-176	TXDOT-FORT WORTH	FORT WORTH	С	CS	ON LAS VEGAS TRAIL FROM QUEBEC DRIVE	IH 820	RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIDEWALKS, STORMWATER, AND INTERSECTION IMPROVEMENTS		\$211,250	\$113,750	\$1,625,000	\$0	08/2026	NOT EXPECTED TO OBLIGATE IN FY2025	PROJECT MAY BE ABLE TO ADVANCE DEPENDING ON UTILITY RELOCATION TIMELINES; DELAYED TO FY2026 VIA THE MAY 2025 TIP MODIFICATION CYCLE
								TOTAL	\$87,520,127	\$6,228,113	\$5,137,611	\$98,885,851	\$30,069,561			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$999,892)
TOTAL PROJECT ADJUSTMENTS	\$41,600
TOTAL OBLIGATED IN FY2025	\$30,069,561
EXPECTED TO OBLIGATE IN FY2025	\$16,525,542
NOT EXPECTED TO OBLIGATE IN FY2025	\$42,328,075

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11684.3	0918-47-366	DALLAS COLLEGE	DALLAS	I	VA	DALLAS COLLEGE AUTONOMOUS VEHICLE (AV) INITIATIVE	CEDAR VALLEY CAMPUS AV SERVICE/WORKFORCE DEVELOPMENT AND EASTFIELD CAMPUS WORKFORCE DEVELOPMENT	PROVISION OF TRANSIT SERVICES SERVING THE CAMPUSES AND NEIGHBORING COMMUNITIES IN LANCASTER, DALLAS, & HUTCHINS FOR 3 YRS USING AV, INCLUDING WORKFORCE DEVELOPMENT TRAINING IN TRANS TECHNOLOGY, OVER-THE-ROAD TRUCKING AND/OR DELIVERY OF GOODS	\$1,500,000	\$0	\$0	\$1,500,000	<u>\$1,500,000</u>	12/2024 (ACTUAL) 02/2025	OBLIGATED (2025)	DELAYED FROM FY2024
11699.2	0902-00-358	NCTCOG	FORT WORTH	Т	VA	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	\$341,000	\$0	\$0	\$341,000	<u>\$341,000</u>	01/2025 (ACTUAL) 02/2025	OBLIGATED (2025)	TRANSIT TRANSFER REQUEST SUBMITTED IN- NOVEMBER 2024; FUNDS HAVE TRANSFERRED (JANUARY 2025)
11699.1	0918-00-423	NCTCOG	DALLAS	Т	VA	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	\$2,577,000	\$0	\$0	\$2,577,000	<u>\$2,577,000</u>	02/2025 (ACTUAL)	OBLIGATED (2025)	TRANSIT TRANSFER REQUEST SUBMITTED IN- NOVEMBER 2024; FUNDS HAVE TRANSFERRED (FEBRUARY 2025)
13030	0009-11-254	TXDOT-DALLAS	DALLAS	<u>C</u>	<u>IH 30</u>	<u>IH 35E</u>	<u>IH 45</u>	IH 35E TO CESAR CHAVEZ BLVD: RECONST & WIDEN 6 TO 12 GP, RECONST 2/6 LANE DISC TO 2/6 LANE DISC FRTG RDS & REMOVE 4 WB CD LANES; CESAR CHAVEZ BLVD TO IH 45: RECONSTRUCT & WIDEN 6 TO 7 GP, RECONST 1 TO 1 LANE HOV-R AND CONST 0 TO 2/4 LANE DISC FRTG	\$45,761,445	<u>\$11,440,361</u>	<u>\$0</u>	<u>\$57,201,806</u>	<u>\$45,761,445</u>	02/2025 (ACTUAL)	OBLIGATED (2025)	ADDITIONAL FUNDING FOR COST OVERRUNS AT LETTING
20003.1	0918-47-528	DART	DALLAS	Т	VA	MEANDERING WAY AT SILVER LINE RAIL CROSSING		INSTALL FLASHING OR LIT SIGNAGE FOR ENHANCED VISIBILITY AT MEANDERING WAY	\$124,608	\$0	\$0	\$124,608	<u>\$124,608</u>	02/2025 (ACTUAL)	OBLIGATED (2025)	TRANSIT TRANSFER REQUEST SUBMITTED IN- NOVEMBER 2024; FUNDS HAVE TRANSFERRED (FEBRUARY 2025)
20003.2	0918-47-529	DART	DALLAS	Т	VA	SILVER LINE RAIL LINE FROM EXISTING TERMINATION OF SAFETY WALL TO WATERVIEW (UNIVERSITY PLACE WALL EXTENSION)		EXTEND SAFETY WALL TO WATERVIEW	\$1,000,000	\$0	\$0	\$1,000,000	\$1,000,000	02/2025 (ACTUAL)	OBLIGATED (2025)	TRANSIT TRANSFER REQUEST SUBMITTED IN NOVEMBER-2024; FUNDS HAVE TRANSFERRED (FEBRUARY 2025)
20003.4	0918-24-308	DART	DALLAS	Т	VA	ON COIT ROAD	AT OSAGE PLZ COURT	CONSTRUCT NEW SIGNAL	\$863,333	\$0	\$0	\$863,333	<u>\$863,333</u>	02/2025 <u>(ACTUAL)</u>	OBLIGATED (2025)	TRANSIT TRANSFER REQUEST SUBMITTED IN- NOVEMBER 2024; FUNDS HAVE TRANSFERRED (FEBRUARY 2025)
20003.5	0918-47-532	DART	DALLAS	Т	VA	COTTON BELT/SILVER LINE RAIL LINE FROM DFW AIRPORT STATION	SHILOH STATION IN PLANO	CONSTRUCTION ENGINEERING FOR SILVER LINE RAIL	\$229,099	\$0	\$0	\$229,099	<u>\$229,099</u>	02/2025 (ACTUAL)	OBLIGATED (2025)	TRANSIT TRANSFER REQUEST SUBMITTED IN- NOVEMBER 2024; FUNDS HAVE TRANSFERRED (FEBRUARY 2025)
21015.6	0918-00-489 0918-24-270	DART	DALLAS	Т	VA	ON SILVER LINE FROM DFW AIRPORT	SHILOH ROAD	EXPEDITE DESIGN REVIEW BY CLASS I AND SHORT LINE FREIGHT RAILROADS FOR THE SILVER LINE RAIL AND TRAIL PROJECT	\$800,000	\$0	\$0	\$800,000	<u>\$800,000</u>	02/2025 <u>(ACTUAL)</u>	OBLIGATED (2025)	TRANSIT TRANSFER REQUEST SUBMITTED IN- NOVEMBER 2024; FUNDS HAVE TRANSFERRED (FEBRUARY 2025)
24013	0918-00-469	DART	DALLAS	Т	VA	TRE REPLACEMENT VEHICLES		PURCHASE 9 REPLACEMENT VEHICLES	\$30,000,000	\$0	\$7,500,000	\$37,500,000	\$30,000,000	02/2025 (ACTUAL)	OBLIGATED (2025)	TRANSIT TRANSFER REQUEST SUBMITTED IN- NOVEMBER 2024; FUNDS HAVE TRANSFERRED (FEBRUARY 2025)
<u>55310</u>	<u>0918-47-502</u>	TXDOT-DALLAS	<u>DALLAS</u>	<u>C</u>	<u>VA</u>	OVER IH 30; FROM EAST OF ERVAY ST	HARWOOD ST	CONSTRUCT SUPPORT STRUCTURES INCLUDING UNDERGROUND SHAFTS AND WALLS FOR PEDESTRIAN CAPS TO BE CONSTRUCTED ACROSS IH 30	\$11,000,000	<u>\$0</u>	<u>\$2,750,000</u>	<u>\$13,750,000</u>	<u>\$9,242,775</u>	02/2025 (ACTUAL)	OBLIGATED (2025)	PROJECT ADVANCED INTO FY2025
55312	0365-03-050	TXDOT-FORT WORTH	FORT WORTH	С	SH 171	US 377	SH 174	REHABILITATE 2 TO 2 LANE ROADWAY AND CONSTRUCT TURN LANES	\$1,600,000	\$400,000	\$0	\$2,000,000	\$1,600,000	02/2025 <u>(ACTUAL)</u>	OBLIGATED (2025)	
11691.1	0918-00-443	NCTCOG	DALLAS	ı	VA	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	\$2,750,000	\$0	\$0	\$2,750,000	<u>\$2,750,000</u>	03/2025 (ACTUAL) 08/2025	OBLIGATED (2025)	OBLIGATED UNDER CONTRACT CSJ 0918-00-412
14032.2	0442-02-161	TXDOT-DALLAS	DALLAS	<u>C</u>	<u>IH 35E</u>	AT BEAR CREEK ROAD		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING RECONSTRUCTING EXISTING 4 LANE CONTINUOUS TO 4 LANE CONTINUOUS FRONTAGE ROADS WITH THE ADDITION OF A TEXAS U-TURN AND SIDEWALKS	\$80,000	\$20,000	<u>\$0</u>	\$100,000	\$1,763,097	<u>03/2025</u> (ACTUAL)	OBLIGATED (2025)	PROJECT ADVANCED INTO FY2025
21067	2681-01-027	TXDOT-DALLAS	DALLAS	С	FM 2499	AT FM 407 (JUSTIN ROAD)		CONSTRUCT DUAL LEFT TURN LANES ON EASTBOUND, WESTBOUND, AND SOUTHBOUND APPROACHES; CONSTRUCT ADDITIONAL THROUGH LANE NORTHBOUND; RECONFIGURE SIGNALIZATION	\$1,334,424	\$333,606	\$0	\$1,668,030	<u>\$2,123,771</u>	03/2025 (ACTUAL)	OBLIGATED (2025)	
50013.2	0581-01-183	TXDOT-DALLAS	DALLAS	<u>C</u>	<u>SL 12</u>	FORSYTHE DRIVE	MYSTIC TRAIL	INSTALL TRAFFIC SIGNALS AND PEDESTRIAN IMPROVEMENTS AT 6 LOCATIONS	\$2,400,000	\$600,000	<u>\$0</u>	\$3,000,000	\$2,400,000	03/2025 (ACTUAL)	OBLIGATED (2025)	
50013.3	0581-01-184	TXDOT-DALLAS	<u>DALLAS</u>	<u>C</u>	<u>SL 12</u>	NORTH OF MADDOX ROAD	HILLBURN DRIVE	INSTALL TRAFFIC SIGNAL AND PEDESTRIAN IMPROVEMENTS AT 4 LOCATIONS	\$1,600,000	\$400,000	<u>\$0</u>	\$2,000,000	\$1,600,000	<u>04/2025</u> (ACTUAL)	OBLIGATED (2025)	
<u>11674</u>	0902-00-074	NCTCOG	FORT WORTH	Ī	<u>VA</u>	DFW CORE EXPRESS HIGH SPEED RAIL	FROM DALLAS TO FORT WORTH	COMPLETION OF THE DFW CORE EXPRESS SERVICE HIGH- SPEED RAIL PROJECT ENVIRONMENTAL PROCESS; INCLUDES COG STAFF TIME AND CONSULTANT ASSISTANCE	<u>\$1,650,343</u>	<u>\$0</u>	<u>\$0</u>	\$1,650,343	<u>\$1,650,343</u>	05/2025 (ACTUAL)	OBLIGATED (2025)	FUNDS HAVE TRANSFERRED (MAY 2025)

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11678	0902-00-383	NCTCOG	FORT WORTH	I	VA	DFW AUTOMATED VEHICLE WORK ZONE PROJECT (REGION-WIDE)	ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM AND IMPROVE ROADWAY SAFETY THROUGH	THE IMPLEMENTATION OF WORK ZONE REPORTING FOR USE BY NAVIGATION SYSTEMS; PROJECT WILL CONVERT RAW WORK ZONE DATA INTO THE WORK ZONE DATA EXCHANGE (WZDX) SPECIFICATION DEVELOPED BY USDOT; ALL VEHICLES WILL BENEFIT FROM IMPROVED WORK ZONE REPORTING	\$2,500,000	\$0	\$0	\$2,500,000	\$2,500,000	05/2025 (ACTUAL) 04/2025	OBLIGATED (2025)	
11684.8	0902-90-262	ARLINGTON	FORT WORTH	Т	VA	DOWNTOWN ARLINGTON AND UNIVERSITY OF TEXAS AT ARLINGTON CAMPUS		EXPAND ON-DEMAND, SHARED RIDE SERVICE AND EQUIP VEHICLES WITH TELEOPERATIONS AND FIRST RESPONDER V2X COMMUNICATION DEVICES, INCLUDING BEFORE AND AFTER DATA COLLECTION AND REPORTING	\$506,667	\$0	\$0	\$506,667	<u>\$506,667</u>	05/2025 (ACTUAL) 02/2025	OBLIGATED (2025)	FUNDS HAVE TRANSFERRED (MAY 2025)
21014.2	0918-00-448	NCTCOG	DALLAS	Т	VA	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	\$500,000	\$0	\$0	\$500,000	<u>\$500,000</u>	05/2025 (ACTUAL) 02/2025	OBLIGATED (2025)	TRANSIT TRANSFER REQUEST SUBMITTED IN NOVEMBER 2024; FUNDS HAVE TRANSFERRED (MAY 2025)
50013.1	0581-01-182	TXDOT-DALLAS	DALLAS	<u>C</u>	<u>SL 12</u>	SOUTH OF JOHN WEST	TILLMAN STREET	INSTALL TRAFFIC SIGNALS AND PEDESTRIAN IMPROVEMENTS AT 5 LOCATIONS	\$2,000,000	\$500,000	<u>\$0</u>	\$2,500,000	\$1,748,000	<u>05/2025</u> (ACTUAL)	OBLIGATED (2025)	
21076	0918-47-396	GARLAND	DALLAS	E	CS	ON SHILOH ROAD FROM MILLER ROAD	FOREST LANE	RECONSTRUCT AND WIDEN FROM 4 LANES TO 6 LANES WITH SIDEWALKS	\$3,500,000	\$0	\$0	\$3,500,000	\$3,476,307	06/2025	OBLIGATED (2025)	DELAYED FROM FY2024; AFA EXECUTED
21065	0918-47-374	DALLAS	DALLAS	С	CS	ON LEMMON AVENUE FROM NORTHWEST HIGHWAY	US 75	RECONSTRUCT AND UPGRADE SIGNALS/EQUIPMENT AND CONSTRUCT PEDESTRIAN IMPROVEMENTS AT SEVEN INTERSECTIONS	\$1,000,000	\$0	\$250,000	\$1,250,000	<u>\$990,000</u>	08/2025 04/2025	OBLIGATED (2025)	FPAA FOR CONSTRUCTION RECEIVED ANTICIPATED- IN APRIL 2025 NOVEMBER/DECEMBER 2024
21086	0918-24-302	MCKINNEY	DALLAS	E	CS	ON N MCDONALD STREET FROM VIRGINIA ST	LOUISIANA ST	CONSTRUCTION OF LOWER SH 5 PEDESTRIAN AMENITIES	\$3,000,000	\$0	\$0	\$3,000,000	\$3,000,000	08/2025 05/2025	OBLIGATED (2025)	
24007	0918-47-514	DALLAS	DALLAS	E	CS	ON HARRY HINES BLVD AND	WITHIN 1-MILE RADIUS AROUND SOUTHWEST MEDICAL DISTRICT/HARRY HINES BLVD	UPDATE ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS) TO ACCOMMODATE AND INTEGRATE SIGNAL PREEMPTION AND CLOUD-BASED IMPROVEMENTS TO THE CITY'S SIGNAL SYSTEM; CONSTRUCT SIGNAL IMPROVEMENTS TO GIVE EMERGENCY VEHICLES PRIORITY IN THE CORRIDOR	\$2,000,000	\$0	\$0	\$2,000,000	\$2,000,000	08/2025	OBLIGATED (2025)	
<u>55269</u>	0196-02-132	TXDOT-DALLAS	DALLAS	<u>C</u>	<u>IH 35E</u>	FRANKFORD RD	CORPORATE DR	CONSTRUCT OPERATIONAL IMPROVEMENTS ON NORTHBOUND MAINLANES	\$800,000	\$200,000	<u>\$0</u>	<u>\$1,000,000</u>	<u>\$0</u>	<u>12/2022</u> (ACTUAL)	EXPECTED TO OBLIGATE IN FY2025	ADDITIONAL FUNDING FOR CHANGE ORDERS ON A PROJECT THAT HAS ALREADY OBLIGATED
11898.5	0902-90-267	TXDOT-FORT WORTH	FORT WORTH	E	CS	ON AVONDALE-HASLET ROAD	AT BNSF RAIL LINE	CONSTRUCT GRADE SEPARATION	\$1,000,000	\$0	\$250,000	\$1,250,000	\$0	09/2023 (ACTUAL) 03/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; AFA EXECUTION PENDING IS BEING DRAFTED; CURRENTLY AT 60% PS&E (ENGINEERING HAS STARTED WITH OTHER FUNDS)
<u>25022</u>	0902-90-050	FORT WORTH	FORT WORTH	<u>C</u>	<u>VA</u>	CENTERPOINT TRAIL PHASE 1A FROM ARLINGTON RIVER LEGACY TRAIL	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE ARLINGTON RIVER LEGACY TRAIL TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	<u>\$6,530,734</u>	<u>\$0</u>	<u>\$1,632,683</u>	<u>\$8,163,417</u>	<u>\$0</u>	<u>09/2023</u> (ACTUAL)	EXPECTED TO OBLIGATE IN FY2025	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED
25078	0918-47-313	BALCH SPRINGS	DALLAS	E	CS	ON HICKORY TREE ROAD; FROM ELAM ROAD	LAKE JUNE ROAD	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALKS AND SHARED-USE PATH	\$2,960,000	\$0	\$740,000	\$3,700,000	\$0	12/2023 (ACTUAL) 05/2025	EXPECTED TO OBLIGATE IN FY2025	ADDITIONAL FUNDING FOR A PROJECT ALREADY OBLIGATED; CITY TO INITIATE AFA AMENDMENT WITH TXDOT
11554.3	0918-00-461	NCTCOG	DALLAS	E	VA	AUTOMATED TRANSPORTATION SYSTEM INITIATIVE		ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED AUTOMATED TRANSPORTATION SYSTEMS (ATS) IN THE DFW REGION AND EVALUATE CONNECTIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS; INCLUDES PROJECT PLANNING AND DEVELOPMENT SUPPORT FOR ATS	\$250,000	\$0	\$0	\$250,000	\$0	06/2025 04/2025	EXPECTED TO OBLIGATE IN FY2025	
21086.1	0047-05-063	TXDOT-DALLAS	DALLAS	R	CS	ON N MCDONALD STREET FROM VIRGINIA ST	LOUISIANA ST	CONSTRUCTION OF LOWER SH 5 PEDESTRIAN AMENITIES	\$6,800,000	\$0	\$0	\$6,800,000	\$0	06/2025	EXPECTED TO OBLIGATE IN FY2025	
11613.3	0918-00-441	NCTCOG	DALLAS	1	VA	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVMNT INCL NCTCOG STAFF TIME & CONSULTANT ASST TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT; MOVMNT,	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	\$1,250,000	\$0	\$0	\$1,250,000	\$0	08/2025 05/2025	EXPECTED TO OBLIGATE IN FY2025	
11618.2	0918-00-362	TXDOT-DALLAS	DALLAS	1	VA	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$3,780,000	\$945,000	\$0	\$4,725,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	
<u>11663.3</u>	0918-00-446	NCTCOG	DALLAS	1	VA	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	\$1,800,000	<u>\$0</u>	<u>\$0</u>	\$1,800,000	<u>\$0</u>	<u>08/2025</u>	EXPECTED TO OBLIGATE IN FY2025	

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14038.2	0902-00-344	NCTCOG	FORT WORTH	ı	VA	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	\$5,005,000	\$0	\$0	\$5,005,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	
16007	0902-00-351	NCTCOG	FORT WORTH	I	VA	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	\$550,000	\$0	\$0	\$550,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	
24032	0902-00-415 0000-02-071	NCTCOG	FORT WORTH	I	VA	FLOODED ROADS INFORMATION SYSTEMS PROJECT; REGIONWIDE	IMPROVE ROADWAY SAFETY BY PROVIDING ADVANCE WARNINGS TO DRIVERS/VEHICLES THROUGH MOBILE DRIVING APPS AND CONNECTED VEHICLE SYSTEMS; SYSTEM WILL FOCUS ON ALERTING	USERS OF A HIGH PROBABILITY OF WATER POOLING , PONDING, OR FLOODING ON ROADWAY SURFACES; INCLUDES INTEGRATION WITH EXISTING REGIONAL FLOOD DETECTION SYSTEMS AND A NEEDS ASSESSMENT TO DETERMINE WHERE ADDITIONAL RAIN SENSING INFRASTRUCTURE IS NEEDED	\$2,000,000	\$0	\$0	\$2,000,000	\$0	08/2025	EXPECTED TO OBLIGATE IN FY2025	
11554.2	0918-00-422	NCTCOG	DALLAS	E	VA	PLANO LEGACY AREA AUTOMATED TRANSPORTATION SYSTEM (ATS)		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 AUTOMATED TRANSPORTATION SYSTEM	\$375,000	\$0	\$0	\$375,000	\$0	09/2025 08/2025	EXPECTED TO OBLIGATE IN FY2025	
11647.2	0918-00-383	<u>NCTCOG</u>	DALLAS	1	VA	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	\$2,565,000	<u>\$0</u>	<u>\$0</u>	\$2,565,000	<u>\$0</u>	<u>09/2025</u>	EXPECTED TO OBLIGATE IN FY2025	FUNDING ADVANCED TO FY2025 VIA THE FEBRUARY  2025 TIP MODIFICATION CYCLE
<u>11657.2</u>	0918-00-482	<u>NCTCOG</u>	DALLAS	1	<u>VA</u>	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	\$1,025,000	<u>\$0</u>	<u>\$0</u>	\$1,025,000	<u>\$0</u>	<u>09/2025</u>	EXPECTED TO OBLIGATE IN FY2025	FUNDING ADVANCED TO FY2025 VIA THE FEBRUARY. 2025 TIP MODIFICATION CYCLE
11692.1	0918-00-426	NCTCOG	DALLAS	1	VA	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	\$550,000	\$0	\$0	\$550,000	\$0	09/2025 08/2025	EXPECTED TO OBLIGATE IN FY2025	
11694.1	0918-00-454	NCTCOG	DALLAS	I	VA	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	\$3,100,000	\$0	\$0	\$3,100,000	\$0	09/2025	EXPECTED TO OBLIGATE IN FY2025	
14014	0918-47-467	NCTCOG	DALLAS	1	VA	MCKINNEY AVENUE TRANSIT AUTHORITY M-LINE EXTENSION FROM UPTOWN	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	\$600,000	\$0	\$0	\$600,000	\$0	09/2025	EXPECTED TO OBLIGATE IN FY2025	
16006	0918-00-425	NCTCOG	DALLAS	I	VA	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	\$400,000	\$0	\$0	\$400,000	\$0	09/2025	EXPECTED TO OBLIGATE IN FY2025	
<u>16007.1</u>	0918-00-493	<u>NCTCOG</u>	DALLAS	1	<u>VA</u>	LIMITED ACCESS FACILITIES IN DALLAS DISTRICT	SUCH AS US 75, IH 635, IH 30, IH 20, SH 114, SH 183, IH 35W, SL 12, US 67, US 80, IH 35E, IH 45 US 175	TRUCKS FOR OUICK CIFARANCE OF ABANDONED	<u>\$400,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$400,000</u>	<u>\$0</u>	<u>09/2025</u>	EXPECTED TO OBLIGATE IN FY2025	NEW FUNDS APPROVED VIA THE FEBRUARY 2025 TIP  MODIFICATION CYCLE
<u>16008.1</u>	0918-00-494	<u>NCTCOG</u>	DALLAS	Ţ	<u>VA</u>	SYSTEM MNGR SUPP SERVICES TO ENSURE SYSTEMS WORK AS INTENDED AND CAN COMMUNICATE WITH EACH OTHER ACROSS THE REGION	CONTRACT SERVICES TO PROVIDE OVERSIGHT FOR IMPLEMENTATION OF REGIONAL TSMO DATA EXCHANGE, TRANSPORTATION MGMT SYSTEM,	C2C APPS, EVENT MGMT APPS, 511DFW, WORK ZONE  DATA EXCHANGE, CONNECTED VEHICLE SYSTEMS TO SUPPORT REGIONAL EFFORTS INCLUDING PLANNING, PROCUREMENT, IMPLEMENTATION, VALIDATION, AND OPERATIONS	<u>\$500,000</u>	<u>\$0</u>	<u>\$0</u>	\$500,000	<u>\$0</u>	<u>09/2025</u>	EXPECTED TO OBLIGATE IN FY2025	NEW FUNDS APPROVED VIA THE FEBRUARY 2025 TIP MODIFICATION CYCLE
21028	0918-47-364	NCTCOG	DALLAS	E	VA	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	\$2,000,000	\$0	\$0	\$2,000,000	\$0	09/2025	EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
16004	0902-00-347	NCTCOG	FORT WORTH	E	VA	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	\$200,000	\$0	\$0	\$200,000	\$0	08/2025	NOT EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; PROJECT TO BE CANCELLED IN A FUTURE TIP MODIFICATION CYCLE
16008	0918-00-413	NCTCOG	DALLAS	ı	VA	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	\$900,000	\$0	\$0	\$900,000	\$0	08/2025	NOT EXPECTED TO OBLIGATE IN FY2025	PROJECT HAS NOT BEEN APPROVED BY FHWA DUE TO ELIGIBILITY QUESTIONS; PROJECT TO BE MOVED OUT VIA A FUTURE TIP MODIFICATION
21035	0918-47-427	FARMERS BRANCH	DALLAS	С	VA	VALLEY VIEW LANE FROM DENTON ROAD	NESTLE DRIVE	RECONSTRUCT FROM 6 TO 4 LANE DIVIDED ROADWAY WITH ON-STREET PARKING AND SIDEWALKS	\$259,912	\$0	\$64,978	\$324,890	\$0	08/2025	NOT EXPECTED TO OBLIGATE IN FY2025	PROJECT TO BE DELAYED WHILE CITY WORKS ON POSSIBLE RE-SCOPING
21035	0918-47-428	FARMERS BRANCH	DALLAS	С	VA	VALLEY VIEW LANE FROM DENTON ROAD	NESTLE DRIVE	RECONSTRUCT FROM 6 TO 4 LANE DIVIDED ROADWAY WITH ON-STREET PARKING AND SIDEWALKS	\$2,983,285	\$0	\$0	\$2,983,285	\$0	08/2025	NOT EXPECTED TO OBLIGATE IN FY2025	PROJECT TO BE DELAYED WHILE CITY WORKS ON POSSIBLE RE-SCOPING
21044	0918-47-380	NCTCOG	DALLAS	E	VA	DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY	TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH	ENGINEERING AND CONSTRUCTION OF THE DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM	\$2,000,000	\$0	\$0	\$2,000,000	\$0	08/2025	NOT EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; PROJECT TO BE CANCELLED
11622.4	0918-00-479	NCTCOG	DALLAS	ı	VA	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	\$2,610,000	\$0	\$0	\$2,610,000	\$0	09/2025	NOT EXPECTED TO OBLIGATE IN FY2025	
25096	0902-90-265	ARLINGTON	FORT WORTH	E	CS	ON AT&T WAY FROM SH 180/DIVISION ST	ABRAM ST	CONDUCT A FEASIBILITY STUDY OF THE EXTENSION OF AT&T WAY TO ABRAM ST (0 TO 6 LANES), INCLUDING A GRADE SEPARATION ACROSS THE UNION PACIFIC MAIN LINE AND A CREEK CROSSING	\$3,000,000	\$0	\$750,000	\$3,750,000	\$0	10/2025 09/2025	NOT EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; CITY WORKING WITH TXDOT ON THE AFA
14054	0902-90-148	FORT WORTH	FORT WORTH	R	CS	HORNE STREET FROM VICKERY BLVD	CAMP BOWIE BLVD	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS	\$436,623	\$0	\$0	\$436,623	\$0	11/2025 03/2025	NOT EXPECTED TO OBLIGATE IN FY2025	AFA AMENDMENT IS PENDING; ENVIRONMENTAL CLEARANCE ANTICIPATED IN AUGUST 2025
16003	0902-00-346	NCTCOG	FORT WORTH	E	VA	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	\$1,000,000	\$0	\$0	\$1,000,000	\$0	11/2025 08/2025	NOT EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; <u>AWAITING UPDATED</u> PROJECT SCHEDULE; PROJECT MAY BE DELAYED TO FY2026
11626	0902-00-384	NCTCOG	FORT WORTH	E	VA	ROADWAY SAFETY AUDITS	REGIONWIDE ROADWAY SAFETY AUDIT TO EVALUATE VARIOUS ROAD SEGMENTS AND INTERSECTIONS HIGHLIGHTED IN THE REGIONAL	PEDESTRIAN SAFETY ACTION PLAN; IDENTIFY RECOMMENDED SAFETY COUNTERMEASURES THAT WILL ENHANCE SAFETY AND REDUCE THE NUMBER AND SEVERITY OF CRASHES; INCLUDES CONSULTANT AND COG STAFF TIME	\$1,500,000	\$0	\$0	\$1,500,000	\$0	12/2025	NOT EXPECTED TO OBLIGATE IN FY2025	WILL-BE DELAYED TO FY2026 VIA THE FEBRUARY 2025 MODIFICATION CYCLE
14015.3	0918-47-483	DALLAS	DALLAS	E	CS	HARRY HINES/MCKINNON COUPLET WRONG WAY DRIVING AND AA CENTER STUDY BOUNDED BY SLOCUM ON THE WEST, MCKINNON ON THE EAST,	SOUTH OF OAK LAWN ON THE NORTH, AND MOODY/WOODALL RODGERS NORTHERN SERVICE ROAD ON THE SOUTH	PLANNING STUDY FOR IMPROVED CIRCULATION IN FULL STUDY AREA AND FULL ENGINEERING FOR THE HARRY HINES/MCKINNON COUPLET INCLUDING THE MOODY CONNECTION INCLUDING IMPROVEMENTS NEEDED FOR WRONG WAY DRIVING ON DNT AND MOBILITY IMPROVEMENTS AROUND AA CENTER	\$3,000,000	\$0	\$0	\$3,000,000	\$0	12/2025 05/2025	NOT EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; AFA AND FPAA EXECUTED;  DELAYED TO FY2026 VIA THE MAY 2025  MODIFICATION CYCLE
21033	0902-90-223	FORT WORTH	FORT WORTH	E	VA	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,	POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST	DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	\$200,000	\$0	\$0	\$200,000	\$0	12/2025 10/2024	NOT EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; UPDATE FROM CITY OF- FORT WORTH ON SCHEDULE PENDING; CITY WORKING ON SCOPING THE PROJECT TO KEEP IT UNDER THE AVAILABLE FUNDING
21070	0918-47-387	RICHARDSON	DALLAS	С	CS	JUPITER ROAD AT CAMPBELL ROAD		INTERSECTION IMPROVEMENTS INCLUDING CONSTRUCTION OF NEW DEDICATED RIGHT-TURN LANES ON EB CAMPBELL ROAD & SB JUPITER ROAD	\$1,788,000	\$0	\$447,000	\$2,235,000	\$0	12/2025 04/2025	NOT EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; 100% PLANS AND BID DOCUMENTS BEING FINALIZED; CITY WORKING ON RIGHT-OF-WAY ACQUISITION <u>AND UTILITY</u> RELOCATIONS; PROJECT DELAYED TO FY2026 VIA THE FEBRUARY 2025 MODIFICATION CYCLE
11622.3	0918-00-315	NCTCOG	DALLAS	ı	VA	TRAVEL SURVEY & DATA COLLECTION PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS FOR ALL PLANNING,	AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND	FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON- MOTORIZED TRIPS IN THE REGIONAL TRAVEL MODEL; DEVELOPMENT OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS	\$780,000	\$0	\$0	\$780,000	\$0	01/2026 03/2025	NOT EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; AFA HAS BEEN EXECUTED AND FUNDS WILL BE OBLIGATED ONCE EXISTING FUNDING HAS BEEN SPENT DOWN
11898.6	0902-90-166	TXDOT-FORT WORTH	FORT WORTH	E	CS	ON HASLET PARKWAY/SH 170 FROM IH 35W	INTERMODAL PKWY	CONSTRUCT 0 TO 2 LANE GRADE SEPARATED DIRECT CONNECTORS	\$8,000,000	\$0	\$0	\$8,000,000	\$0	03/2026 03/2025	NOT EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; AFA IS BEING DRAFTED; PROJECT HAS NOT BEEN APPROVED BY FHWA

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14063	0019-01-146	TXDOT-FORT WORTH	FORT WORTH	С	SH 174	N OF ELK DR	WICKER HILL RD	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES RURAL DIVIDED WITH SIDEWALKS	\$17,743,826	\$4,435,956	\$0	\$22,179,782	\$0	03/2026 09/2025	NOT EXPECTED TO OBLIGATE IN FY2025	PROJECT HAS NOT BEEN APPROVED BY FHWA DUE TO MTP INCONSISTENCY BETWEEN NETWORK YEAR AND FISCAL YEAR
21076	0918-47-396	GARLAND	DALLAS	R	CS	ON SHILOH ROAD FROM MILLER ROAD	FOREST LANE	RECONSTRUCT AND WIDEN FROM 4 LANES TO 6 LANES WITH SIDEWALKS	\$3,000,000	\$0	\$0	\$3,000,000	\$0	03/2026	NOT EXPECTED TO OBLIGATE IN FY2025	AFA EXECUTED
25013	0902-90-172	FORT WORTH	FORT WORTH	U	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	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	\$1,120,000	\$0	\$0	\$1,120,000	\$0	03/2026 09/2025	NOT EXPECTED TO OBLIGATE IN FY2025	UTILITIES TO BE RELOCATED DURING CONSTRUCTION; WILL BE DELAYED TO FY2026 THROUGH A FUTURE TIP MODIFICATION CYCLE DUE TO ADDITIONAL FUNDING NEEDED
25013	0902-90-172	FORT WORTH	FORT WORTH	С	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	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	\$9,750,000	\$0	\$0	\$9,750,000	\$0	03/2026 09/2025	NOT EXPECTED TO OBLIGATE IN FY2025	WILL BE DELAYED TO FY2026 THROUGH A FUTURE TIP MODIFICATION CYCLE DUE TO ADDITIONAL FUNDING NEEDED
14088	0902-90-176	TXDOT-FORT WORTH	FORT WORTH	С	CS	ON LAS VEGAS TRAIL FROM QUEBEC DRIVE	IH 820	RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIDEWALKS, STORMWATER, AND INTERSECTION IMPROVEMENTS	\$6,700,000	\$1,088,750	\$586,250	\$8,375,000	\$0	08/2026	NOT EXPECTED TO OBLIGATE IN FY2025	PROJECT MAY BE ABLE TO ADVANCE DEPENDING ON UTILITY RELOCATION TIMELINES; DELAYED TO FY2026 VIA THE MAY 2025 MODIFICATION CYCLE
53029	0014-15-033	TXDOT-FORT WORTH	FORT WORTH	С	US 81	NORTH OF HARMON ROAD	NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	\$4,813,065	\$1,203,266	\$0	\$6,016,331	\$0	08/2026	NOT EXPECTED TO OBLIGATE IN FY2025	ENVIRONMENTAL CLEARANCE RECEIVED IN FEBRUARY 2025; TXDOT WORKING THROUGH RIGHT- OF-WAY ACQUISITION PENDING DUE-TO AN- ASSOCIATED PROJECT NOT BEING APPROVED BY- FHWA; RIGHT-OF-WAY ACQUISITION AND UTILITY- RELOCATIONS CANNOT PROCEED UNTIL- ENVIRONMENTAL CLEARANCE IS RECEIVED
53030	0014-15-034	TXDOT-FORT WORTH	FORT WORTH	С	US 81	NORTH OF HARMON ROAD	NORTH OF IH 35W	RECONSTRUCT 2 LANE ONE WAY TO 2 LANE SOUTHBOUND FRONTAGE ROAD	\$5,782,257	\$1,445,564	\$0	\$7,227,821	\$0	08/2026	NOT EXPECTED TO OBLIGATE IN FY2025	ENVIRONMENTAL CLEARANCE RECEIVED IN FEBRUARY 2025; TXDOT WORKING THROUGH RIGHT- OF-WAY ACQUISITION PENDING DUE-TO AN- ASSOCIATED PROJECT NOT BEING APPROVED BY- FHWA; RIGHT-OF-WAY ACQUISITION AND UTILITY- RELOCATIONS CANNOT PROCEED UNTIL- ENVIRONMENTAL CLEARANCE IS RECEIVED
11684.2	0081-12-053	FORT WORTH	FORT WORTH	ENV	IH 35W	IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD		CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE	\$100,000	\$0	\$0	\$100,000	\$0	09/2026 08/2025	NOT EXPECTED TO OBLIGATE IN FY2025	WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP  DEVELOPMENT; FY2026 VIA THE FEBRUARY TIP  MODIFICATION CYCLE
11684.2	0081-12-053	FORT WORTH	FORT WORTH	E	IH 35W	IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD		CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE	\$758,953	\$0	\$0	\$758,953	\$0	09/2026 08/2025	NOT EXPECTED TO OBLIGATE IN FY2025	WILL BE DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT; FY2026 VIA THE FEBRUARY TIP MODIFICATION CYCLE
11684.5	0918-47-389	RICHARDSON	DALLAS	С	VA	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	\$1,768,800	\$0	\$0	\$1,768,800	\$0	09/2026 08/2025	NOT EXPECTED TO OBLIGATE IN FY2025	
11684.7	0902-90-266	DFW AIRPORT	FORT WORTH	ı	VA	AUTOMATED PARKING PROJECT AT DFW AIRPORT	TO FACILITATE DIRECT INTERMODAL INTERCHANGE TRANSFER AND ACCESS IN TO/OUT OF THE AIRPORT	IMPLEMENT AUTOMATED PARKING PROJECT INCLUDES USING LOW-SPEED VEHICLE AUTOMATION AND VEHICLE-TO-INFRASTRUCTURE TECHNOLOGY	\$0	\$0	\$0	\$0	\$0	<u>N/A</u> 05/2025	NOT EXPECTED TO OBLIGATE IN FY2025	AFA EXECUTION PENDING; DELAYED FROM FY2024; PROJECT CANCELLED VIA THE MAY 2025 TIP MODIFICATION CYCLE
21079	0918-47-385	NCTCOG	DALLAS	E	VA	ON IH 30 FROM DALLAS/TARRANT COUNTY LINE	IH 635	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$0	\$0	\$0	\$0	\$0	N/A 03/2025	NOT EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; PROJECT CURRENTLY ON HOLD; PROJECT CANCELLED VIA THE MAY 2025 TIP MODIFICATION CYCLE
21080	1068-02-156	NCTCOG	FORT WORTH	E	IH 30	IH 35W	DALLAS/TARRANT COUNTY LINE	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$0	\$0	\$0	\$0	\$0	N/A 03/2025	NOT EXPECTED TO OBLIGATE IN FY2025	DELAYED FROM FY2024; PROJECT CURRENTLY ON HOLD; PROJECT CANCELLED VIA THE MAY 2025 TIP MODIFICATION CYCLE
		l						TOTAL	\$245,053,374	\$23,012,503	\$14,970,911	\$283,036,788	\$121,047,445			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$1,296,255)
TOTAL PROJECT ADJUSTMENTS	(\$11,759,339)
TOTAL OBLIGATED IN FY2025	\$121,047,445
EXPECTED TO OBLIGATE IN FY2025	\$44,240,734
NOT EXPECTED TO OBLIGATE IN FY2025	\$80,194,721

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
40070	0902-90-198	ARLINGTON	FORT WORTH	С	VA	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	\$3,554,643	\$0	\$0	\$3,554,643	<u>\$1,809,787</u>	05/2025 (ACTUAL) 06/2025	OBLIGATED (2025)	2020 TA SET ASIDE CALL FOR PROJECTS
40070	0902-90-198	ARLINGTON	FORT WORTH	CE	VA	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	\$355,463	\$0	\$0	\$355,463	\$284,37 <u>1</u>	05/2025 (ACTUAL) 06/2025	OBLIGATED (2025)	2020 TA SET ASIDE CALL FOR PROJECTS
40081	0902-90-292	NORTH RICHLAND HILLS	FORT WORTH	С	CS	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	\$663,596	\$0	\$0	\$663,596	\$630,924	08/2025	OBLIGATED (2025)	2022 TA SET ASIDE CALL FOR PROJECTS; 100% PLANS <u>ARE UNDER REVIEW</u>
40080	0902-90-291	ARLINGTON	FORT WORTH	С	cs	ALLEN AVE FROM E MAYFIELD RD	E ARBROOK BLVD	CONSTRUCT NEW SIDEWALKS	\$957,427	\$0	\$239,356	\$1,196,783	\$0	11/2025 08/2025	NOT EXPECTED TO OBLIGATE IN FY2025	2022 TA SET ASIDE CALL FOR PROJECTS; <u>95% PLANS</u> ARE UNDER REVIEW; RIGHT-OF-WAY ACQUISITION AND COORDINATION WITH UTILITIES IS UNDERWAY
40085	0918-24-296	ALLEN	DALLAS	С	VA	ROWLETT CREEK TRAIL FROM EXISTING TERMINUS AT MCDERMOTT DRIVE	EXISTING BLUEBONNET TRAIL AT US 75	CONSTRUCT NEW SEGMENTS OF SHARED-USE PATHS AND SHARED-USE BRIDGES OVER ROWLETT CREEK	\$3,200,000	\$0	\$800,000	\$4,000,000	\$0	12/2025 09/2025	NOT EXPECTED TO OBLIGATE IN FY2025	2022 TA SET ASIDE CALL FOR PROJECTS; LETTING DELAYED DUE TO PENDING APPROVAL FROM FEMA
40086	0918-47-470	GARLAND	DALLAS	С	VA	GARLAND NEW SIDEWALK AT DART DOWNTOWN STATION 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 PEDESTRIAN SAFETY IMPROVEMENTS AT AND AROUND THE DOWNTOWN GARLAND DART STATION	\$3,344,389	\$0	\$836,097	\$4,180,486	\$0	12/2025 03/2025	NOT EXPECTED TO OBLIGATE IN FY2025	2022 TA SET ASIDE CALL FOR PROJECTS; 95% PLANS NEEDED FOR TXDOT REVIEW
40087	0918-47-471	SUNNYVALE	DALLAS	С	VA	SUNNYVALE RAILS TO TRAILS PROJECT; BOUNDED BY NANCE RD ON THE NORTH	FORMER RAILROAD ROW ON THE EAST, E TRIPP RD ON THE SOUTH, AND WEST OF COLLINS RD ON THE WEST	CONSTRUCT NEW SEGMENTS OF SHARED-USE PATHS, BICYCLE AND PEDESTRIAN SIGNALIZATION, AND NEW SIDEWALK CONNECTIONS TO SUNNYVALE ELEMENTARY, INTERMEDIATE, AND HIGH SCHOOLS	\$1,791,299	\$0	\$447,824	\$2,239,123	\$0	12/2025 03/2025	NOT EXPECTED TO OBLIGATE IN FY2025	2022 TA SET ASIDE CALL FOR PROJECTS; ENGINEERING IS AT 30%, SO LETTING WILL NOT OCCUR IN FY2025
40090	0918-46-348	FRISCO	DALLAS	С	VA	IRON HORSE TRAIL FROM STONEBROOK PKWY	ROCK CREEK PKWY	CONSTRUCTION OF A NEW SHARED-USE PATH ALONG STEWART CREEK	\$4,200,000	\$0	\$1,050,000	\$5,250,000	\$0	02/2026 06/2025	NOT EXPECTED TO OBLIGATE IN FY2025	2022 TA SET ASIDE CALL FOR PROJECTS; PLANS NEEDED FOR TXDOT REVIEW
40078	0918-47-325	DALLAS	DALLAS	c	CS	ROSS AVENUE FROM GREENVILLE AVENUE	IH 345	RECONSTRUCT ROADWAY, ADD SHARED USE PATH/SIDEWALKS, INTERSECTION IMPROVEMENTS, AND SIGNAL IMPROVEMENTS	\$3,836,092	\$0	\$0	\$3,836,092	\$0	10/2026 08/2025	NOT EXPECTED TO OBLIGATE IN FY2025	2020 TA SET ASIDE CALL FOR PROJECTS; CITY WORKING ON 100% DESIGN; DELAYED TO FY2027 VIA THE MAY 2025 TIP MODIFICATION CYCLE; IMPROVEMENTS BEING INCORPORATED INTO A LARGER PROJECT THAT WILL RECONSTRUCT ROSS AVENUE TO TAKE ADVANTAGE OF ECONOMIES OF SCALE
	,							TOTAL	\$21,902,909	\$0	\$3,373,277	\$25,276,186	\$2,725,082			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$102,858)
TOTAL PROJECT ADJUSTMENTS	\$0
TOTAL OBLIGATED IN FY2025	\$2,725,082
EXPECTED TO OBLIGATE IN FY2025	\$0
NOT EXPECTED TO OBLIGATE IN FY2025	\$17,329,207

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TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
20003.3	0918-47-531	DART	DALLAS	Т	VA	SILVER LINE ROADWAY/RAIL CROSSINGS FROM COIT ROAD TO HILLCREST ROAD		CONSTRUCT 6 FOOT SIDEWALKS ON EACH SIDE OF HILLCREST ROAD, ALONG COIT ROAD, AND IN QUIET ZONE AREA	\$1,083,466	\$0	\$0	\$1,083,466	\$1,083,466	02/2025 (ACTUAL)	OBLIGATED (2025)	TRANSIT TRANSFER REQUEST SUBMITTED IN NOVEMBER 2024 FUNDS HAVE BEEN TRANSFERRED (FEBRUARY 2025)
24030	0902-00-385	FWTA	FORT WORTH	Т	VA	NEW TEXRAIL VEHICLES FOR TEXRAIL LINE		PURCHASE 4 NEW PASSENGER RAIL VEHICLES FOR TEXRAIL TO ENABLE EXPANSION OF SERVICE FROM EXISTING T&P STATION TO NEAR SOUTHSIDE STATION IN THE FORT WORTH MEDICAL DISTRICT	\$26,181,600	\$0	\$0	\$26,181,600	\$19,500,000	08/2025 03/2025	OBLIGATED (2025)	TRANSIT TRANSFER REQUEST SUBMITTED IN- NOVEMBER 2024 A PORTION OF THE FUNDS HAVE BEEN TRANSFERRED (FEBRUARY 2025); PROJECT SCHEDULE IS PENDING; TRANSIT TRANSFER REQUEST FOR REMAINING FUNDS TO BE SUBMITTED IN JUNE 2025
								TOTAL	\$27,265,066	\$0	\$0	\$27,265,066	\$20,583,466			

TOTAL CLOSEOUTS/WITHDRAWALS	\$0
TOTAL PROJECT ADJUSTMENTS	\$0
TOTAL OBLIGATED IN FY2025	\$20,583,466
EXPECTED TO OBLIGATE IN FY2025	\$0
NOT EXPECTED TO OBLIGATE IN FY2025	\$0



## **BACKGROUND**

- Metropolitan Planning Organization (MPO) Milestone Policy
  - Focuses on projects funded 10+ years that have not gone to construction
  - Creates agency accountability to implement projects
- Fiscal Year (FY)2025 Project Tracking
  - Focuses on projects slated for implementation in FY2025
  - Highlights potential problems in order to prevent delays
  - Provides earlier monitoring
  - Enables the Regional Transportation Council (RTC) to take corrective actions if needed to avoid accumulation of carryover balances



# MPO MILESTONE POLICY ROUND 2 STATUS UPDATE



# SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (JUNE 2025)<sup>1</sup>

PROJECT CATEGORIES	NUMBER OF PROJECTS	PROJECT RATING	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY2026	6	Medium Risk	\$80,991,988
Scheduled Letting FY2027	1	Low Risk	\$197,943,511
Total	7		\$278,935,499

<sup>1:</sup> To date, 14 projects have let by their established deadlines and three have been removed from the TIP at the request of the implementing agency. One project originally not on the list was added.



# FISCAL YEAR 2025 PROJECT TRACKING



# SUMMARY OF FY2025 CMAQ, STBG, TASA, AND CRP FUNDING

Funding	Total Federal Funding Available <sup>1</sup>	Federal Funding Obligated (2025) <sup>2, 3, 4</sup>	FY2025   Phas		Project Phases Obligated to Date
Category	June 2025	June 2025	Oct. 2024	June 2025	June 2025
CMAQ	\$83,386,312	\$29,111,269	39	33	12
STBG	\$180,037,654	\$107,991,851	63	52	26
TASA	\$41,734,302	\$2,622,224	9	4	3
CRP	\$24,469,923	\$20,583,466	2	2	2

#### Notes:

- <sup>1</sup> Apportionment plus carryover
- <sup>2</sup> Obligations based on the federal fiscal year, which runs from October to September
- <sup>3</sup> Obligation amounts as of 5/30/2025
- <sup>4</sup> When applicable, obligated amounts include funding issued on multiple projects through pre-award authority
- <sup>5</sup> Decreased due to phases being delayed to a later fiscal year or removed altogether



# **CONTACT US**



Christie Gotti, Senior Program Manager

cgotti@nctcog.org | 817-608-2338



Brian Dell, Program Manager

bdell@nctcog.org | 817-704-5694



Cody Derrick, Senior Transportation Planner

cderrick@nctcog.org | 817-608-2391



Dylan Niles, Transportation Planner II

dniles@nctcog.org | 682-433-0512

# Proposed Process to Develop a New Legislative Plan for Both Short-Term and Long-Term Transit Needs in the Dallas-Fort Worth Region

(P25-01)

The Regional Transportation Council proposes a process over the next 12 to 18 months to comprehensively review the best approach to deliver transit for tomorrow and 25 years into the future.

The Regional Transportation Council proposes a process that will be completed in time for new legislation to be drafted for the next State Legislative session (i.e., 90<sup>th</sup> Legislative session) to influence and broaden how transit service is funded and delivered in the Dallas-Fort Worth Region.

The Regional Transportation Council proposes to include all views, positive and negative, in order to develop consensus. Citizens, State Legislators from North Central Texas, Transit Authorities (both Board members and executive staff), Transit member cities (mayors and city managers), impacted non-member cities (mayors and city managers), TxDOT, NCTCOG staff, and impacted members from the Regional Transportation Council will be requested to participate. This process will include problem identification, funding and new revenue opportunities, principles of equity, legislative impacts and considerations, local and regional policy changes and transit delivery institutional options.

The Regional Transportation Council proposes to implement findings from Transit 2.0, which includes the recommendations of seven distinct tasks and a final report. Presentations with Regional Transportation Council members have already begun to identify additional tasks for future work. These tasks will be included in the proposed work scope with the intent of informing the final recommendation.

The Regional Transportation Council, through the Mobility 2050 Plan, needs expansion of existing Transit Authority boundaries or creation of new Authorities to reduce future roadway congestion, improve safety, develop alternative mobility solutions through contiguous transit coverage and drive more sustainable development. Options will include expansion of the current Transit Authority boundaries covering larger shares of residential population and employment as well as possible aggregation of regional rail into a single institution. Transit service areas need to cover at a minimum a larger portion of Dallas, Tarrant, Collin, and Denton Counties.

Equity concerns regarding the financial contribution that various cities pay for transit service need to be resolved, as do concerns regarding regional equity among transit and non-transit cities. Any policy approach proposed by the Regional Transportation Council must include new and expanded transit funding sources that incentivize growth of transit service in the region. In addition, Transit 2.0 recommendations on transit cost efficiencies are also necessary.

The Regional Transportation Council is responsible for planning and funding transportation improvements for all modes. This policy lays out a comprehensive vision for transit in order to meet today's issues and tomorrow's needs. To improve mobility, reduce roadway congestion, improve land use efficiency, reduce emissions and improve safety, the Regional Transportation Council calls on all impacted parties to come together, debate, study, and agree on necessary

transit elements, including funding and institutional structures, that serve our local communities and address regional responsibilities.

## Regional Transportation Council Attendance Roster April 2024 - April 2025

RTC MEMBER	Entity	4/11/24	5/9/24	6/13/24	7/11/24	8/8/24	9/12/24	10/17/24	12/12/2024	1/23/2025	2/13/2025	3/13/2025	4/10/2025
Daniel Alemán Jr (01/22)	Mesquite	Α	Р	Р	Р	E(R)	Р	E(R)	Р	E(R)	Р	Р	Р
Arfsten, Bruce (07/23)	Addison	Р	Р	Р	Р	P	Р	P	Р	P	Р	Р	Р
Steve Babick (06/22)	Carrollton	E(R)	E(R)	Р	Р	Р	Р	Р	Р	Р	Р	Р	E(R)
Rick Bailey (07/22)	Johnson County	P	Р	Р	Р	Р	Р	Р	Р	E(R)	Р	Р	Р
Adam Bazaldua (09/21)	Dallas	Е	Р	Е	Α	E(R)	Р	Р	Р	Р	E(R)	Е	Р
Elizabeth M. Beck (08/21)	Fort Worth	Р	Α	Р	Р	Р	Р	Α	E(R)	E	Р	Р	Р
Gyna Bivens (08/21)	Fort Worth	Р	Р	Р	Р	Р	Е	Р	Ē	Е	Р	Р	Р
Alan Blaylock (03/23)	Fort Worth	Р	Α	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р
Ceason Clemens (10/22)	TxDOT, Dallas	Р	Р	Р	Р	Р	Р	Р	Р	Р	E(R)	Р	Р
Michael Crain (06/22)	Fort Worth	Р	Р	E(R)	E(R)	Р	Р	Р	Р	Р	P	Р	Е
Theresa Daniel (11/18)	Dallas County	Р	Р	P	È	Р	Р	Р	Р	Α	E(R)	Р	Р
Jeff Davis (11/19)	Trinity Metro	Р	E(R)	Р	Е	Р	Р	Р	Р	Р	P	Р	Р
Pat Deen (07/24)	Parker				Р	Р	Р	Р	Р	Р	Р	Е	Р
Andy Eads (1/09)	Denton County	Р	Р	Р	Р	Р	Р	Р	Р	Е	E(R)	Р	Р
Michael Evans (2/23)	Mansfield	Р	Р	Р	Р	Α	Р	Р	Р	E(R)	Р	Р	Р
Vernon Evans (4/24)	DFW Airport	Α	Р	Е	Α	Е	E(R)	Р	Α	Р	Р	Р	Α
George Fuller (07/17)	McKinney	Р	Р	Α	Р	Α	Α	Р	Р	Е	Р	Р	Р
Raul H. Gonzalez (09/21)	Arlington	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р
Lane Grayson (01/19)	Ellis County	Р	Р	Е	Р	Р	Р	Α	Р	Α	Е	Р	Р
Mojy Haddad (10/14)	NTTA	Р	Р	Р	Е	Р	Е	Р	Р	Α	Р	Р	Р
Clay Lewis Jenkins (04/11)	Dallas County	Р	Р	Р	Р	E(R)	Р	Р	Р	Р	Р	Р	Р
Ron Jensen (06/13)	Grand Prairie	Р	Р	E(R)	Р	Р	Р	Р	Р	Р	Р	Р	Р
Jill Jester (08/24)	Denton	-		I		Р	Α	Р	Р	Р	Е	Е	Р
Brandon Jones (05/21)	Lewisville	Р	Р	Р	Р	Р	Р	Р	Р	Α	Α	Α	Α
Matt Krause (01/25)	Tarrant County	1		ł		1	1			Р	Е	Е	Р
Brad LaMorgese (07/22)	Irving	E	Р	Е	Е	Р	Е	Р	E	Α	Р	Р	Р
Stephen Mason (05/24)	Cedar Hill	-	Р	E(R)	Р	Р	Р	Р	Р	E	Р	Р	Р
Tammy Meinershagen (07/24)	Frisco			-	Р	Р	E(R)	Р	E(R)	E(R)	Р	Р	Р
Cara Mendelsohn (07/20)	Dallas	Р	Р	Р	Р	Р	Р	Р	Р	Α	Р	Р	Р
Cesar Molina (08/24)	DCTA	-	-	ł	-	Ρ	Р	Р	Р	Е	Р	Р	Р
Jesse Moreno (07/24)	City of Dallas			ł	Е	Р	Р	Р	Р	Р	Р	Α	Р
Ed Moore (07/22)	Garland	Р	Е	Р	Р	Р	Р	Е	Α	Р	Р	Р	Р
Matthew Porter (07/24)	Wylie			1	Р	Р	Р	Р	Р	E(R)	Р	Р	Р
John Muns (6/23)	Plano	Р	Р	Р	Α	Р	Р	Р	E(R)	Е	Р	Р	Р
Omar Narvaez (09/21)	Dallas	Р	Р	Е	Р	Р	E(R)	Р	Р	Р	Р	E	P P P P
Manny Ramirez (1/23)	Tarrant County	Р	Р	Р	Е	Е	E	Р	Р	E	Р	Р	E

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 April 2024 - April 2025

Entity	4/11/24	5/9/24	6/13/24	7/11/24	8/8/24	9/12/24	10/17/24	12/12/2024	1/23/2025	2/13/2025	3/13/2025	4/10/2025
Nrth Rch Hills	Р	Е	Р	Р	Е	Р	Р	Р	Р	Р	Е	Р
Arlington	E(R)	Р	Р	Р	E(R)	Р	E(R)	Р	Р	Р	Р	Р
TxDOT, FW	Р	Р	Р	E(R)	Р	Р	E(R)	Р	Р	Р	Р	Р
DART	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р
Hunt County				Р	Р	Р	Р	Р	Р	Р	Р	Р
Euless	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р	E(R)
Dallas	Е	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р
Collin County	Р	Р	Р	Р	Р	Р	Р	Р	E(R)	Р	Р	Р
Dallas	A(R)	Р	Е	Р	Р	Р	E(R)	A(R)	P	Е	Α	Р
	Arlington FXDOT, FW DART Hunt County Euless Dallas Collin County	Arlington E(R)  EXDOT, FW P  DART P  Hunt County  Euless P  Dallas E  Collin County P  Dallas A(R)	Arlington         E(R)         P           FxDOT, FW         P         P           DART         P         P           Hunt County             Euless         P         P           Dallas         E         P           Collin County         P         P           Dallas         A(R)         P	Arlington         E(R)         P         P           FxDOT, FW         P         P         P           DART         P         P         P           Hunt County              Euless         P         P         P           Dallas         E         P         P           Collin County         P         P         P           Dallas         A(R)         P         E	Arlington         E(R)         P         P         P           FxDOT, FW         P         P         P         E(R)           DART         P         P         P         P           Hunt County            P           Euless         P         P         P         P           Dallas         E         P         P         P           Collin County         P         P         P         P           Dallas         A(R)         P         E         P	Arlington         E(R)         P         P         P         E(R)           FxDOT, FW         P         P         P         E(R)         P           DART         P         P         P         P         P           Hunt County            P         P         P           Euless         P         P         P         P         P         P           Dallas         E         P         P         P         P         P           Dallas         A(R)         P         E         P         P	Arlington         E(R)         P         P         P         E(R)         P           FXDOT, FW         P         P         P         E(R)         P         P           DART         P         P         P         P         P         P         P           Hunt County            P         P         P         P         P           Euless         P	Arlington         E(R)         P         P         P         E(R)         P         E(R)           FXDOT, FW         P         P         P         P         E(R)         P         P         E(R)           DART         P         P         P         P         P         P         P         P           Hunt County            P         P         P         P         P         P           Euless         P	Arlington         E(R)         P         P         E(R)         P         E(R)         P           EXDOT, FW         P         P         P         E(R)         P         P         E(R)         P           DART         P         P         P         P         P         P         P         P           Hunt County            P         P         P         P         P         P           Euless         P	Arlington         E(R)         P         P         E(R)         P         E(R)         P         P           TxDOT, FW         P         P         P         E(R)         P         P         E(R)         P         <	Arlington         E(R)         P         P         E(R)         P         E(R)         P	Arlington

Note: Date in parenthesis indicates when member was 1st

eligible to attend RTC meetings

#### Surface Transportation Technical Committee Attendance Roster May 2024 - May 2025

STTC MEMBERS	Entity	05/24/24	06/28/24	07/26/24	08/23/24	09/27/24	10/25/24	12/06/24	01/24/25	02/28/25	03/28/25	04/25/25	05/23/25
Rifat Alam	Lancaster	-		Р	*	Р	R	Α	Р	Р	*	*	*
Ahmed Alqaisi	Dallas	-		ı			-	-		-		*	*
Joe Atwood	Hood County	Р	Α	Р	*	Р	Р	Α	Р	Α	*	*	*
Melissa Baker	Irving	Р	Р	Р	*	Р	Р	Р	Е	Р	*	*	*
James Bell	Grand Prairie	-		-		Р	Р	Р	Р	Α	*	*	*
David Boski	Grand Prairie					Р	Р	Р	Р	Р	*	*	*
Shon Brooks	Waxahachie	Α	Р	Р	*	Α	Р	Р	Р	Р	*	*	*
Tanya Brooks	DART	Р	Р	R	*	R	Р	Р	Р	Р	*	*	*
Matt Bryant	City of Duncaville	Р	Α	Α	*	Р	Α	Α	Α	Α	*	*	*
Daniel Burnham	Arlington	R	Р	R	*	Р	Р	R	Р	Р	*	*	*
Jeffrey Bush	TxDOT Dallas										*	*	*
Farhan Butt	Denton	Р	Р	Р	*	Р	Р	Р	Р	Р	*	*	*
Bryan Cabrera	Mesquite												*
Brenda Callaway	Rockwall County	Р	Р	Р	*	Р	Α	Α	Р	Р	*	*	*
Travis Campbell	TxDOT Dallas	Р	Р	Р	*	Р	Р	Р	Р	Р	*	*	*
Aaron Ceder	Dallas County						А	Α	Р	Р	*	*	*
John Cordary, Jr.	TxDOT FW	Р	Α	Р	*	Р	Р	Р	Р	Α	*	*	*
Tara Crawford	Trinity Metro			-			Р	Α	Р	Р	*	*	*
Clarence Daugherty	Collin County	R	Р	Р	*	Р	Р	Р	Р	Р	*	*	*
Chad Davis	Wise County	Α	Р	Р	*	Α	Р	Α	Р	Р	*	*	*
Taylor Derden	Mansfield			-						Р	*	*	*
Pritam Deshmukh	Richardson	Е	Р	А	*	Р	Р	Р	Р	Р	*	*	*
Becky Diviney	Town of Addison			-				Α	Р	Р	*	*	*
Phil Dupler	FWTA	Р	Р	Р	*	Р	Α	Р	Р	Α	*	*	*
Eric Fladager	Fort Worth	Р	Р	Р	*	Р	А	Р	Р	А	*	*	*
Chris Flanigan	Allen	Р	Р	Α	*	Р	Р	Р	Р	Р	*	*	*
Austin Frith	DCTA	R	Α	R	*	Р	Р	Α	Р	Р	*	*	*
Ricardo Gonzalez	TxDOT FW	Р	Р	Р	*	Р	Р	Е	Р	Р	*	*	*
Gary Graham	McKinney	R	Α	R	*	Р	R	Р	R	R	*	*	*
Scott Hall	Tarrant County		Р	Р	*	Р	Р	Α	А	Р	*	*	*
Tom Hammons	Carrollton	Р	Р	Α	*	Р	Р	Р	Р	Р	*	*	*
Craig Hancock	NTTA								Р	Р	*	*	*
Chris Harris	Greenville			-				Α	Α	Α	*	*	*
Ron Hartline	The Colony	Α	R	Α	*	Α	Α	Α	Р	Р	*	*	*
Sophia Harvey	Dallas											*	*
Barry Heard	Kaufman County	Р	Р	Р	*	Р	Р	Р	Р	Р	*	*	*
Duane Hengst	Hurst			-					Α	Р	*	*	*
Matthew Hotelling	Flower Mound	Р	Α	Р	*	Р	Р	Α	Р	Р	*	*	*
Jeremy Hutt	Cleburne	Р	Р	Р	*	Р	Р	Р	Р	Р	*	*	*
Thuan Huynh	McKinney	R	Α	Р	*	Р	Р	R	Р	Р	*	*	*
Joseph Jackson	Tarrant County	Α	Р	Р	*	Р	Р	Α	Р	Р	*	*	*

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

#### Surface Transportation Technical Committee Attendance Roster May 2024 - May 2025

STTC MEMBERS	Entity	05/24/24	06/28/24	07/26/24	08/23/24	09/27/24	10/25/24	12/06/24	01/24/25	02/28/25	03/28/25	04/25/25	05/23/25
Joel James	NTTA	Р	Р	Α	*	Р	Р	Р	Р	P	*	*	*
William Janney	Frisco	Р	Р	Α	*	Р	Α	Α	Α	Р	*	*	*
Major L. Jones	Euless	Α	Р	Α	*	Р	Р	Р	R	Р	*	*	*
Gus Khankarli	Dallas	Р	Р	Р	*	Р	Р	Р	Р	Р	*	*	*
Lauren LaNeave	Southlake			-						А	*	*	*
Alonzo Liñán	Keller	Р	Α	Α	*	Α	Α	Α	Α	Α	*	*	*
Eron Linn	DART	Е	Р	Р	*	Р	Р	Е	Е	Р	*	*	*
Clay Lipscomb	Plano	Α	Р	Α	*	Р	Р	Α	Р	Р	*	*	*
Paul Luedtke	Garland	E	Р	Р	*	Р	Р	Р	Р	Р	*	*	*
Stanford Lynch	Hunt County	Р	R	R	*	Р	R	R	Α	Р	*	*	*
Chad Marbut	Weatherford	Р	Р	Р	*	Р	Р	Р	Р	Р	*	*	*
Alberto Mares	Ellis County	Α	Р	Р	*	Р	Р	Α	Р	Р	*	*	*
John Mears	Mesquite		Р	Α	*	Α	Р	Α	Α	Α	*	*	*
Brian Moen	Frisco	Р	Α	Р	*	Р	Р	Α	Р	Α	*	*	*
Mark Nelson	Richardson	Р	Р	Р	*	Р	Р	Р	Р	R	*	*	*
Jim O'Connor	Irving	Р	Р	Α	*	Р	Р	Р	Р	Р	*	*	*
Alfredo Ortiz	Dallas	Α	Р	Α	*	Р	Е	Р	Р	Р	*	*	*
Cintia Ortiz	Parker County	Р	Α	Α	*	Р	Р	Р	Р	Р	*	*	*
Martin Phillips	Fort Worth	Р	Е	Р	*	Р	Р	Е	Р	E	*	*	*
John Polster	Denton County	Α	Р	Р	*	Α	Р	Α	Р	Р	*	*	*
Kelly Porter	Fort Worth	Р	Е	Р	*	Р	Р	Р	Р	Р	*	*	*
Tim Porter	Wylie	Р	R	R	*	Α	R	Р	R	R	*	*	*
Minesha Reese	Dallas County			-		Р	Р	Р	Р	Α	*	*	*
Elizabeth Reynolds	Grapevine	Р	Р	Р	*	E	E	Р	Р	Α	*	*	*
James Rogge	Mansfield		Α	Р	*	Р	Р	Р	Р	Α	*	*	*
Jahor Roy	Mesquite	Р	Α	Α	*	Α	Α	Α	Α	Α	*	*	*
Greg Royster	DFW Int. Airport	Р	Α	R	*	R	Р	Р	Р	Р	*	*	*
David Salmon	Lewisville	R	Р	R	*	R	Р	Р	Р	Р	*	*	*
Joe Schweitzer	Bedford								Α	Р	*	*	*
Brian Shewski	Plano	Р	Р	Р	*	Р	R	Р	Р	Р	*	*	*
Ray Silva-Reyes	Farmers Branch	Р	Р	Р	*	Р	Р	Р	Р	Р	*	*	*
Chelsea St. Louis	Fort Worth	Р	Α	Р	*	E	Р	E	Р	Р	*	*	*
Aaron Tainter	Coppell						Е	Р	Р	Р	*	*	*
Errick Thompson	Burleson	Р	Р	Р	*	Р	Р	Р	Р	Р	*	*	*
Caleb Thornhill	Plano	Р	Р	Α	*	Α	Α	Α	Р	Α	*	*	*
Dave Timbrell	Garland	Е	Α	Α	*	Α	Α	Α	Α	Α	*	*	*
Jennifer VanderLaan	Johnson County	Р	Р	Α	*	Р	Р	Р	Р	Р	*	*	*
Gregory Van	Haltom City	Р	R	Р	*	R	Р	R	R	Α	*	*	*
Daniel Vedral	Irving	Р	R	Р	*	Р	Р	Е	Р	R	*	*	*
Caroline Waggoner	North Richland	Α	Р	Р	*	Α	Α	Α	Р	R	*	*	*
Jana Wentzel	Arlington	Р	R	Р	*	Р	Р	Р	R	R	*	*	*
Repert Woodburyent	Gedar Hill	P Excused (ne	rsonal illne	ss, family er	nergency iu	y duty busir	P iess necessi	<sub>v)</sub> P	Р	Р	*	*	*

<sup>-- =</sup>Not yet eligible to attend \*Meeting held by video/audio conference. Individual attendance not taken.

#### Surface Transportation Technical Committee Attendance Roster May 2024 - May 2025

STTC MEMBERS	Entity	05/24/24	06/28/24	07/26/24	08/23/24	09/27/24	10/25/24	12/06/24	01/24/25	02/28/25	03/28/25	04/25/25	05/23/25
Larry Wright	Colleyville	Α	Α	Α	*	Α	Α	Α	Α	Α	*	*	*
Jamie Zech	TCEQ	Α	Α	Α	*	Α	Α	Α	Α	Α	*	*	*

#### MINUTES

## SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, April 25, 2025

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, April 25, 2025, at 1:30 pm by videoconference. The Regional Transportation Council Bylaws and Operating Procedures establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. <u>Approval of March 28, 2025, Minutes</u>: The minutes of the March 28, 2025, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); Chad Marbut (S). The motion passed unanimously.

#### 2. Consent Agenda:

- 2.1. Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program: A recommendation for Regional Transportation Council (RTC) approval of funding for the North Texas Diesel Emissions Reduction Project 2024 Call for Projects (CFP) utilizing Environmental Protection Agency (EPA) funds was requested.
- 2.2. Endorsement of Funding Recommendations to Upgrade Existing Charging
  Stations: Committee endorsement of funding recommendations for the North Texas
  Reliable Electric Vehicle Infrastructure Project was requested.
- 2.3. Endorsement of High Occupancy Vehicle 2/3+ Subsidy Funding for North Tarrant Express Facility: Committee endorsement of funding that was approved by the Regional Transportation Council on April 10, 2025, in the amount of \$1 million in Regional Toll Revenue (RTR) funding for the High Occupancy Vehicle (HOV) 2/3+ Subsidy associated with the North Tarrant Express (NTE) corridor was requested.
- 2.4. Endorsement of Funding for Interstate Highway 30 Canyon Project Cost Overrun: A recommendation for Surface Transportation Technical Committee (STTC) endorsement of \$196,350,870 approved by the Regional Transportation Council (RTC) to cover a cost overrun at letting on the Interstate Highway (IH) 30 Canyon project, along with the ability to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning and administrative documents as needed to incorporate the funding.

A motion was made to approve Items 2.1, 2.2, 2.3, and 2.4 on the Consent Agenda. Kelly Porter (M); Robert Woodbury (S). The motion passed unanimously.

3. <u>Safety Program - Strategic Selection of Safety Corridors</u>: Natalie Bettger presented a recommendation for Regional Transportation Council (RTC) approval of the strategic selection of safety corridors to reduce speed and aggressive driving.

A motion was made to recommend Regional Transportation Council approval of the process, criteria, and schedule for the strategic selection of enforcement corridors, along with administratively amending the North Central Texas Council of Governments and State Transportation Improvement Programs (TIP / STIP), as well as other planning and administrative documents. Kelly Porter (M); Farhan Butt (S). The motion passed unanimously.

4. **2025 Title VI Program Updates**: Emily Beckham presented a recommendation for Regional Transportation Council (RTC) approval of updates to the Metropolitan Planning Organization's Title VI Program, including the Title VI/Nondiscrimination Policy Statement. An updated Title VI Program must be submitted to the Federal Transit Administration no later than May 31, 2025.

A motion was made to recommend Regional Transportation Council approval of Title VI/Nondiscrimination policy statement and updates to the Metropolitan Planning Organization Title VI Program. Freddie Ortiz (M); Kelly Porter (S). The motion passed unanimously.

5. 2025 Transportation Alternatives Call for Projects Funding Recommendations for the North Central Texas Region: Daniel Snyder provided information regarding the Transportation Alternatives Program, an overview of the applications received, and the evaluation process. A recommendation for Regional Transportation Council approval for projects to select for funding was provided and action requested.

A motion was made to recommend Regional Transportation Council (RTC) approval of the list of projects to fund through the 2025 Transportation Alternatives Call for Projects, as provided and administratively amend the Transportation Improvement Program/ Statewide Transportation Improvement Program (TIP/STIP) and other planning/administrative documents to incorporate these changes. In addition, the following previously approved program rules were reiterated: project sponsors must execute an agreement (AFA) with the Texas Department of Transportation within one year of the funding award by the RTC/inclusion in the TIP/STIP, and projects must advance to construction within three fiscal years of the funding award by the RTC or the funding may be reprogrammed. Mark Nelson (M); Robert Woodbury (S). The motion passed unanimously.

- 6. <u>Director of Transportation Report on Selected Items</u>: Michael Morris briefed the Committee on the following topics listed on the agenda:
  - 1. New North Central Texas Council of Governments Executive Director, (soon to be former) Judge Todd Little, Ellis County
  - 2. No Proposed Regional Transportation Council Meeting in May
  - 3. May Surface Transportation Technical Committee Meeting Will Be Virtual as Well
  - 4. Department of Defense Reimbursement
  - 5. Progress on Federal Discretionary Grants
- 7. Transit 2.0 Implementation, Dallas Area Rapid Transit Legislation and Mediation via Regional Transportation Council: Michael Morris summarized the concluding steps of the Dallas Area Rapid Transit (DART) legislation process. Judge Clay Jenkins, RTC Chair and Dallas County Judge, led a mediation process with all parties resulting in two new DART resolutions. Some legislators wish for the mediation process to continue. In addition, the Regional Transportation Council (RTC) approved a local bill instructing the North Central Texas Council of Governments (NCTCOG) RTC to propose a new regional transit institutional approach addressing Transit 2.0 results, member city concerns, new member city wishes, and the Texas Department of Transportation (TxDOT) interests. Input from the North Texas Legislation delegation will be requested.
- 8. Mobility 2050 and Conformity: Regional Transportation Council Adoption Process:
  Amy Johnson and Jenny Narvaez provided information on the public comment period for Mobility 2050 that opened on April 7, 2025. As the mobility plan transitions from active development to a feedback stage, staff highlighted external factors that may have significant implications on plan recommendations and the air quality conformity determination

- schedule. Staff also presented public comments received to date, along with a brief overview and preliminary results of the federally required air quality conformity analysis.
- 9. <u>Federal and State Legislative Update</u>: Jackie Nolasco provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area.
- 10. **Fast Facts**: Staff provided a brief presentation on each item below:
  - 1. Jill Krauter Regional Bike Safety Action Plan (publicinput.com/bikesafety)
  - 2. Daniela Tower 2025 Ozone Season Update
  - 3. Juliana Vandenborn Air Quality Funding Opportunities (<a href="www.nctcog.org/AQfunding">www.nctcog.org/AQfunding</a>)
  - 4. *Juliana Vandenborn* Dallas-Fort Worth Clean Cities Events (<a href="https://www.dfwcleancities.org/events">https://www.dfwcleancities.org/events</a>)
  - 5. Written Progress Reports: Partner Progress Reports, March Public Meeting Minutes, February March Public Comments Report, May Public Meeting Notice were provided in the mailing.
- 11. Other Business (Old or New): This item provides an opportunity for members to bring items of interest before the group.
- 12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled to be held virtually at **1:30 pm on May 23, 2025.**