

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, April 25, 2025

North Central Texas Council of Governments

1:30 pm Full STTC Business Agenda (Meeting Will be Held as a Videoconference)

1:30 – 1:35

1. Approval of March 28, 2025, Minutes

☒ Action ☐ Possible Action ☐ Information Minutes: 5

Presenter: Gus Khankarli, STTC Chair

Item Summary: Approval of the March 28, 2025, meeting minutes contained in [Electronic Item 1](#) will be requested.

Background: N/A

1:35 – 1:40

2. Consent Agenda

☒ Action ☐ Possible Action ☐ Information Minutes: 5

2.1. 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 a recommendation for Regional Transportation Council approval of funding 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 2.1.1](#) provides an overview of the call for projects and staff recommendations. [Electronic Item 2.1.2](#) provides detailed project listings. 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

2.2. Endorsement of Funding Recommendations to Upgrade Existing Charging Stations

Presenter: Maggie Quinn, NCTCOG

Item Summary: Staff will request endorsement of Regional Transportation Council (RTC) approval of funding recommendations for the North Texas Reliable Electric Vehicle Infrastructure Project.

Background: Staff previously received Surface Transportation Technical Committee (STTC) approval of the item at its January 2025 meeting. Since the January STTC meeting, five locations that had been recommended have been removed from consideration based on new information received from the charging station owners or site hosts. RTC approval of the new funding recommendations was received on April 10, 2025. [Electronic Item 2.2.1](#) provides an overview of the new staff funding recommendations. RTC approval of the new funding recommendations was received on April 10, 2025. A detailed ranking of eligible location recommendations for funding, stations eliminated since the January STTC meeting, and eligible stations that were removed from consideration for funding can be found in [Electronic Item 2.2.2](#).

Performance Measure(s) Addressed: Air Quality

2.3. Endorsement of High Occupancy Vehicle 2/3+ Subsidy Funding for North Tarrant Express Facility

Presenter: Liza Cox, NCTCOG

Item Summary: Staff will request endorsement of funding that was approved by the Regional Transportation Council (RTC) 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.

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 Tolloed 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 RTR funds for the NTE subsidy. The initial funding for the NTE facility subsidy is nearly depleted, and staff recommended and the RTC approved \$1 million of Tarrant County RTR funds

to extend subsidy funding for the next 6 to 12 months. A more detailed policy-level item will be brought to the committee in summer 2025, as a longer-term funding need is evident. The LBJ Express facility has sufficient funding for the foreseeable future and no changes are recommended for that project at this time. [Electronic Item 2.3](#) includes a high-level summary of the subsidy expenditures by fiscal year for the NTE corridor.

Performance Measure(s) Addressed: Air Quality

2.4. Endorsement of Funding for Interstate Highway 30 Canyon Project Cost Overrun

Presenter: Dylan Niles, NCTCOG

Item Summary: Staff will request Surface Transportation Technical Committee 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.

Background: The Texas Department of Transportation (TxDOT) is implementing the IH 30 “Canyon” project from IH 35E to IH 45 in Downtown Dallas. The project will reconstruct and widen the main lanes and frontage road lanes, remove the direct connector lanes to improve traffic flow, reconstruct the high-occupancy vehicle lane, and add the supporting deck walls needed for a future deck plaza over IH 30. There is currently \$635.15 million available for the roadway reconstruction and widening, comprised of \$409.73 million Category 2, \$93.94 million Category 4, \$121.54 million Category 12, and \$9.94 million from the City of Dallas. The low bid for this portion of the project is \$831.50 million, leaving a \$196.35 million funding gap. The low bid for the deck wall portion of the project is \$55.34 million versus \$86 million of available funding (\$13.75 million Surface Transportation Block Grant (STBG), \$25 million Reconnecting Communities and Neighborhoods Grant, \$47.25 million from the City of Dallas), leaving a funding surplus of \$30.66 million. The Dallas funding for this portion may be reduced if there are no cost increases during construction. TxDOT has requested to partner with RTC to cover the funding gap on the roadway portion of the project. TxDOT would contribute \$98,175,435 of Category 11 Cost

Overrun/Change Order funds and the RTC is being asked to commit an additional \$98,175,435 (\$40,973,629 of Category 2 funds and \$57,201,806 of STBG funds). This project has a complicated construction plan due to the FIFA International Broadcast Center located in the Dallas Convention Center, and the need for traffic to continue to flow through-out construction. TxDOT recommends accepting the bid received (versus trying to rebid the project in the future) as inflation costs would be higher than the current bid.

Performance Measure(s) Addressed: Roadway, Safety

1:40 – 1:50

3. Safety Program - Strategic Selection of Safety Corridors

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of the strategic selection of safety corridors to reduce speed and aggressive driving will be requested.

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 a 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 [Electronic Item 3](#).

Performance Measure(s) Addressed: Safety

1:50 – 2:00

4. 2025 Title VI Program Updates

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Emily Beckham, NCTCOG

Item Summary: 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 will be requested. An updated Title VI Program must be submitted to the Federal Transit Administration no later than May 31, 2025.

Background: The Federal Transit Administration requires Metropolitan Planning Organizations to update their Title VI Program every three years. The Title VI program was last updated May 2022. Title VI is a component of the Civil Rights Act of 1964. The Title VI Program identifies actions from the North Central Texas Council of Governments (NCTCOG) takes to ensure

nondiscrimination based on race, color, and national origin, including limited English proficiency. The Title VI Program includes information on how NCTCOG monitors its transit subrecipients for Title VI compliance. The Title VI Program update has undergone a 30-day public comment period. The Title VI Program update can be downloaded from <https://nctcog.org/TitleVI>. Additional information is provided in [Electronic Item 4](#).

Performance Measure(s) Addressed: Administrative, Transit

2:00 – 2:10

5. 2025 Transportation Alternatives Call for Projects Funding Recommendations for the North Central Texas Region

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Daniel Snyder, 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.

Background: The North Central Texas Council of Governments 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, planning safe routes to school, 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 5.1](#) provides additional information. [Electronic Item 5.2](#) reflects project evaluations and recommended funding awards.

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

2:10 – 2:20

6. Director of Transportation Report on Selected Items

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: An overview of current transportation items will be provided.

Background: Efforts continue to advance transportation in the region. Staff will highlight the following:

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 ([Electronic Item 6](#))

Performance Measure(s) Addressed: Administrative

2:20 – 2:30

7. Transit 2.0 Implementation, Dallas Area Rapid Transit Legislation and Mediation via Regional Transportation Council

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: This item will summarize the concluding steps of the Dallas Area Rapid Transit (DART) legislation process. Judge Jenkins 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.

Background: There is extensive activity around the three transportation authorities, DART, Trinity Metro, and Denton County Transportation Authority. [Electronic Item 7.1](#) contains the status of Transit 2.0 reports. [Electronic Item 7.2](#) contains a recent resolution from DART and highlights mediation to date. RTC action was requested for the 89th Texas Legislature to pass a local bill instructing the RTC to propose a better transit solution in a region anticipated to be 12 million people over the next two decades. [Electronic Item 7.3](#) provides additional details. Recent RTC correspondence is in [Electronic Item 7.4](#).

Performance Measure(s) Addressed: Transit

2:30 – 2:40

8. Mobility 2050 and Conformity: Regional Transportation Council Adoption Process

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenters: Amy Johnson and Jenny Narvaez, NCTCOG

Item Summary: The public comment period for Mobility 2050 opened on April 7, 2025. As the mobility plan transitions from active development to a feedback stage, staff will highlight external factors that may have significant implications on plan

recommendations and the air quality conformity determination schedule. Staff will also present public comments received to date, along with a brief overview and preliminary results of the federally required air quality conformity analysis.

Background: Staff will ask the Regional Transportation Council (RTC) to adopt Mobility 2050 and corresponding 2025 Transportation Air Quality Conformity at the June 12 RTC meeting. Plan recommendations (found online for review at www.nctcog.org/planinprogress) were presented at the March RTC and Surface Transportation Technical Committee meetings. Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan a minimum of every four years. In addition, the current schedule allows the plan forecast to maintain 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 will include 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.

Performance Measure(s) Addressed: Air Quality, Roadway

2:40 – 2:50

9. **Federal and State Legislative Update**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Jackie Nolasco, NCTCOG

Item Summary: Staff will provide an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area.

Background: Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. Staff will provide an update on key legislative positions of the Regional Transportation Council. The 1st session of the 119th U.S. Congress convened on January 3, 2025. The 89th Texas Legislature convened on January 14, 2025.

Performance Measure(s) Addressed: Administrative

2:50 – 3:00

10. Fast Facts

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Item Summary: Brief staff presentations will be provided. Please reference the material provided for each of the following topics.

1. *Jill Krauter* – Regional Bike Safety Action Plan (publicinput.com/bikesafety)
2. *Daniela Tower* – 2025 Ozone Season Update ([Electronic Item 10.1](#))
3. *Juliana Vandenberg* – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
4. *Juliana Vandenberg* – Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
5. Written Progress Reports:
 - Partner Progress Reports ([Electronic Item 10.2](#))
 - March Public Meeting Minutes ([Electronic Item 10.3](#))
 - February – March Public Comments Report ([Electronic Item 10.4](#))
 - May Public Meeting Notice ([Electronic Item 10.5](#))

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**.

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
Friday, March 28, 2025**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, March 28, 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. **Approval of February 28, 2025, Minutes:** The minutes of the February 28, 2025, meeting were approved as submitted in Electronic Item 1. Eron Linn (M); Farhan Butt (S). The motion passed unanimously.

2. **Consent Agenda:**

- 2.1. **Modifications to the Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program:** A recommendation for 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 administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications were also sought.

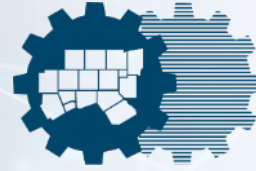
A motion was made to approve Item 2.1 on the Consent Agenda. Daniel Burnham (M); Alam Rifat (S). The motion passed unanimously.

3. **Director of Transportation Report on Selected Items:** Michael Morris briefed the Committee on the following topics listed on the agenda:
 1. April Surface Transportation Technical Committee Meeting will be Virtual As Well
 2. Partnership Meetings to Resolve Dallas Area Rapid Transit Funding Concerns
 3. Progress on Federal Discretionary Grants
 4. Progress on Traffic Signals
4. **Mobility 2050: Draft Recommendations:** Brendon Wheeler provided a summary of the draft Mobility 2050 recommendations. Plan recommendations include policies, programs, and projects to advance improvements for a multimodal transportation system within the region and can be found online for review at www.nctcog.org/planinprogress.
5. **Federal and State Legislative Update:** Jackie Nolasco provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area.
6. **2025 Title VI Program Updates:** Emily Beckham described updates to the Title VI Program. Updates are necessary for compliance with federal civil rights requirements.
7. **Development of the 2027 – 2030 Transportation Improvement Program:** Brian Dell briefed the Committee on the 2027 – 2030 Transportation Improvement Program (TIP) development process, expectations, and upcoming meetings.

8. **Regional Transit Performance Measures Update and New Transit Safety Targets**: Ezra Pratt provided an update on two groups of federally required transit performance measures: Public Transit Agency Safety Plan (PTASP) and Transit Asset Management (TAM). Observed progress for the measures was provided, along with a proposal to adopt new transit safety (PTASP) targets for Fiscal Year (FY) 2026-2029.
9. **Collin County Mixed-Use Development Study: Draft Report**: Shawn Conrad provided information regarding the draft report on the Collin County Mixed-use Development Study.
10. **Start of the 2025 Ozone Season**: This item was not presented due to time constraints.
11. **Fast Facts**: Staff provided a brief presentation on Item 1 below:
 1. Aliyah Shaikh – August 2025 Transportation Improvement Program Modification Requests Deadline was March 28, 2025.

The remaining items were not presented:

2. Camille Fountain – Spring 2025 Traffic Incident Management Executive Level Course Announcement – May 1, 2025
 3. Jill Krauter – Regional Bike Safety Survey (www.publicinput.com/bikesafety)
 4. Shawn Conrad – Regional School/Independent School District Outreach
 5. Chris Klaus – PM2.5 Standard Nonattainment Update
 6. Chris Klaus – Recent Correspondence from Texas Commission on Environmental Quality
 7. Joslyn Billings – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
 8. Joslyn Billings – Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
 9. Written Progress Reports: Partner Progress Reports, February Public Meeting Minutes, January – February Public Comments Report, and April Public Meeting Notice were provided.
12. **Other Business (Old or New)**: No items were provided.
 13. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled virtually for ***1:30 pm on April 25, 2025.***



NCTCOG PRESENTATION

Air Quality Funding

**Recommendations Related to the
Environmental Protection Agency
National Clean Diesel Funding
Assistance Program**

**SURFACE TRANSPORTATION
TECHNICAL COMMITTEE**

April 25, 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

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

**This includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.

***This includes Dallas, Denton and Tarrant counties. Source: [2022-2023 DERA Priority County List](#)



Summary of Application Requesting Funds

North Texas Diesel Emissions Reduction Project 2024 Call for Projects*

Applicant**	Activities Requested	Applicant Eligible	Activities Eligible	EPA Funds Requested	Award Status	Recommend	
						Activities	EPA Funds
PACCAR Leasing Company	1	Yes	Yes	\$360,017	Full – 45%	1	\$360,017

Activity: Onroad Vehicle Replacement to All-Electric Class 8 Freight Truck; 45% Funding Level Eligible

Approximate Remaining Funding for Call for Projects

\$1,275,932

*Refer to Electronic Item 2.1.2 for More Details.

**Only One Application Submitted by March 14, 2025, deadline.

Example of All-Electric Class 8 Truck



Photo Source: NCTCOG



Air Quality Funding Recommendations

Project Eligibility

North Texas Diesel Emissions Reduction Project 2024 Call for Projects

Eligible Activities	Funding Threshold		
<u>Replace Onroad Diesel Vehicles and Engines*</u> <ul style="list-style-type: none"> •GVWR: 16,001 and Up; •EMY: Older – 2009 (Also EMY 2010 - Newer if Replacing with Electric); •Must Operate > 7,000 Miles/Year during 24 Months Prior to Application 	<u>Replacement Type</u>	<u>Vehicles/ Equipment</u>	<u>Engines</u>
	New is Electric (Zero Emission):	45%	60%
	Cost if New is Powered by Certified to CARB Optional Low-NOx Standards:	35%	50%
	Cost for All Others (Diesel, Gas) or EPA Certified:	25%	40%

*All old vehicles/engines/equipment must be scrapped; other model years eligible on case-by-case basis.
California Air Resources Board (CARB); Engine Model Year (EMY); Gross Vehicle Weight Rating (GVWR)



Eligibility and Scoring Criteria

North Texas Diesel Emissions Reduction Project 2024 Call for Projects

Characteristics	Rebate Program Purpose: Reduces administrative burden as compared to a subgrant program.	
	Competitive Application Process Purpose: Choose the best activities for our region.	
Eligibility	Operate in Required Geographic Area	
	Clean Fleet Policy Adoption Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy	
Scoring	Criteria	% of Total Score
	Cost Per Ton NO_x Emissions Reduced Purpose: Maximize Emissions Reductions	65%
	Rebate Recipient Oversight Purpose: Balance Project Benefits with Administrative Burden	25%
	Priority Project Location Purpose: Preference to Projects Operating in Priority Areas	5%
	Project Resilience and Workforce Development Purpose: Preference with Ability to Protect Funded Investments, Training	5%

Schedule

Milestone	Estimated Timeframe
STTC Action to Recommend Rebate	April 25, 2025
RTC Action to Recommend Rebate	June 12, 2025
Executive Board Agreement Authorization	June 26, 2025
Next Interim Application Deadline (Rolling 90-day deadline until all funds awarded or until project implementation deadline)	June 13, 2025
Project Implementation Deadline	June 30, 2027



Action Requested

Recommend RTC Approval of Recommended Rebate Awards and 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 diesel short-haul freight truck with one class 8 all-electric short-haul freight truck.
2. If Funds Become Available From Prior Awards, Apply Available Funds to Continue Call for Projects until Funds are Exhausted.



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North Texas Diesel Emissions Reduction Project 2024 Call For Projects

Awarded Project - North Texas Diesel Emissions Reduction Project 2024 (Round 1; December 16, 2024-March 14, 2025)																															
Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2021 or Newer)			Maximum Allowed Funding Level	Recommended Project Amounts			NO _x Benefits		Cost Per Ton Score		Scoring Criteria					Other Environmental Benefits						
		Type	Class/Equipment	Engine Model Year	Fuel Type	Avg Annual Fuel Usage (gal)	Avg Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Rebate Amount	Total Rebate Award	Local Match	NO _x Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	Cost per Ton Rank	Cost Per Ton NO _x Tier**	Score: Cost Per Ton NO _x Reduced (Max 65 Points)	Score: Rebate Recipient Oversight (Max 25 Points)	Priority Project Location (Max 5 Points)	Resilience & Workforce Development (Max 5 Points)	Total Score (Max 100 Points)	PM2.5 Reduced Over 6 Years*	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO ₂ Reduced Over 6 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													\$1,635,949																		
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; CO₂ = 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	Priority Project Location Criteria	Points
Tier 1 < \$20,000	64	Ozone 2008 and/or 2015 standard nonattainment area	1
Tier 2 \$20,001 - \$90,999	55	Area of air toxics concern	1
Tier 3 \$91,000 - \$168,000	50	Areas of freight-oriented development	1
Tier 4 \$168,001 - \$248,999	40	Areas in which poverty levels and minority populations are above regional percentages	2
Tier 5 \$249,000 - \$367,000	30		
Tier 6 > \$367,001	10		
Or			
Areas in which poverty levels are above regional percentages only <u>or</u> Areas in which minority populations are above regional percentages only			1



Endorsement of Funding Recommendations to Upgrade Existing Charging Stations

Maggie Quinn, Air Quality Planner

Surface Transportation Technical Committee

April 25, 2025

North Texas Reliable Electric Vehicle Infrastructure (NTx-REVI) Project

Awarded by the Federal Highway Administration under the Electric Vehicle Charger Reliability and Accessibility Accelerator Program

Received STTC recommendation of RTC approval of funding recommendations at January 24, 2025 STTC meeting

Since then, 5 sites were removed from funding recommendations for reasons detailed in attachment 2.2.2, page 2

RTC approved the new funding recommendations at the April 10, 2025 RTC meeting



Site Selection Methodology

1. **Screening Criteria: FHWA program requirements**
 - Site must be publicly accessible
 - Site must be in a free parking lot
 - **Narrowed to 56 eligible sites**
2. **Screening Criteria: reasonable and necessary expenses (many stations did not need repair or have already been repaired/replaced)**
 - Site status should be the same (not decommissioned or already replaced)
 - Site owner must be interested in the program and willing to provide cost share
 - **Narrowed to 8 sites (reduced from 13 sites as presented at January STTC meeting)**
3. **Ranking Criteria: presented to RTC in November 2023 (25 points each)**
 - Ability to Connect the Regional Charging Network
 - Proximity to Existing or Known Planned EV Charging Stations
 - Ability to Increase Access in Identified Key Areas
 - Ability to Streamline NCTCOG Administrative Burden



Funding Recommendations as approved at January 25, 2025

STTC Meeting

Charging Station Owner	Location	City	Property Type	Current Charger Type	Score	Est. Federal \$ to Upgrade Charger	Eligible for DC Fast Charge Upgrade?	Est. Additional Federal \$ to Upgrade to DCFC**
EV Network	City of Plano Downtown Parking Lot*	Plano	Public Sector	Level 2	84	\$22,970	Yes	N/A
EV Network	City of Plano Oak Point Rec Center*	Plano	Public Sector	Level 2	79	\$22,970	Yes	\$720,488
EV Network	Grapevine Mills Mall	Grapevine	Retail	DCFC	77	\$1,114,568	N/A	--
EV Network	NCTCOG Offices	Arlington	Office	Level 2	66	\$22,970	Yes	\$720,488
Site Host	Dallas County Government Building	Dallas	Public Sector	Level 2	65	\$70,000	Yes	\$288,638 Waitlisted: \$361,317
Site Host	Duncanville Shopping Center	Duncanville	Retail	Level 2	62	\$60,000	No	N/A
EV Network	City of Plano Russell Creek Park	Plano	Public Sector	Level 2	60	\$22,970	No	N/A
Site Host	Town of Little Elm Waterpark	Little Elm	Public Sector	Level 2	60	\$48,000	No	N/A
EV Network	City of Plano Maribelle Davis Library	Plano	Public Sector	Level 2	58	\$22,970	No	N/A
Site Host	Dallas County Government Building	Garland	Public Sector	Level 2	58	\$70,000	No	N/A
Site Host	Cinemark Frisco	Frisco	Retail	Level 2	55	\$60,000	No	N/A
EV Network	Boston Pizza Restaurant	Irving	Retail	Level 2	48	\$22,970	Yes	Waitlisted: \$720,488
Site Host	Whole Foods Grocery Store	Fairview	Retail	Level 2	47	\$70,000	Yes	Waitlisted: \$650,000
Total Federal Funding Awarded:						\$1,630,386	\$1,729,614	
Total Federal Funding Remaining:						\$1,729,614	\$0	

*To equitably invest across the region, only 1 DC Fast Charge Upgrade allocated to City of Plano; site selection based on city preference

**If/as funding released from awarded projects, and subject to interest from the charging station owner and agreement from host property, funds will be added to wait-listed recommendations, up to the amount shown



Endorsement of Funding Recommendations to Upgrade Existing Charging Stations
– STTC Action 4/25/25

Funding Recommendations as Approved at April 10, 2025 RTC Meeting

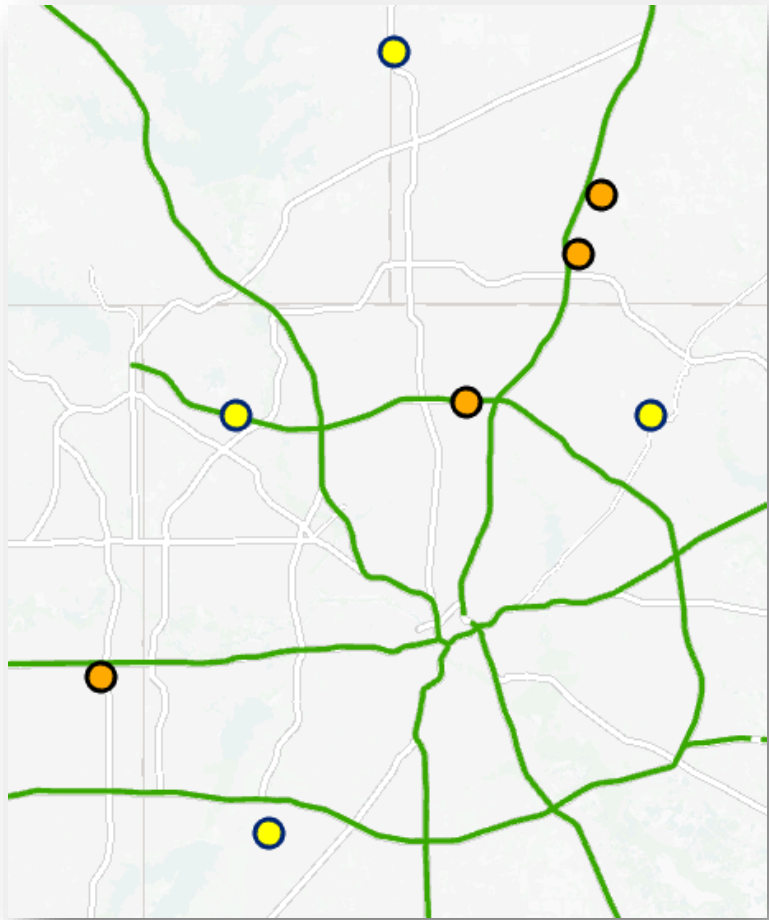
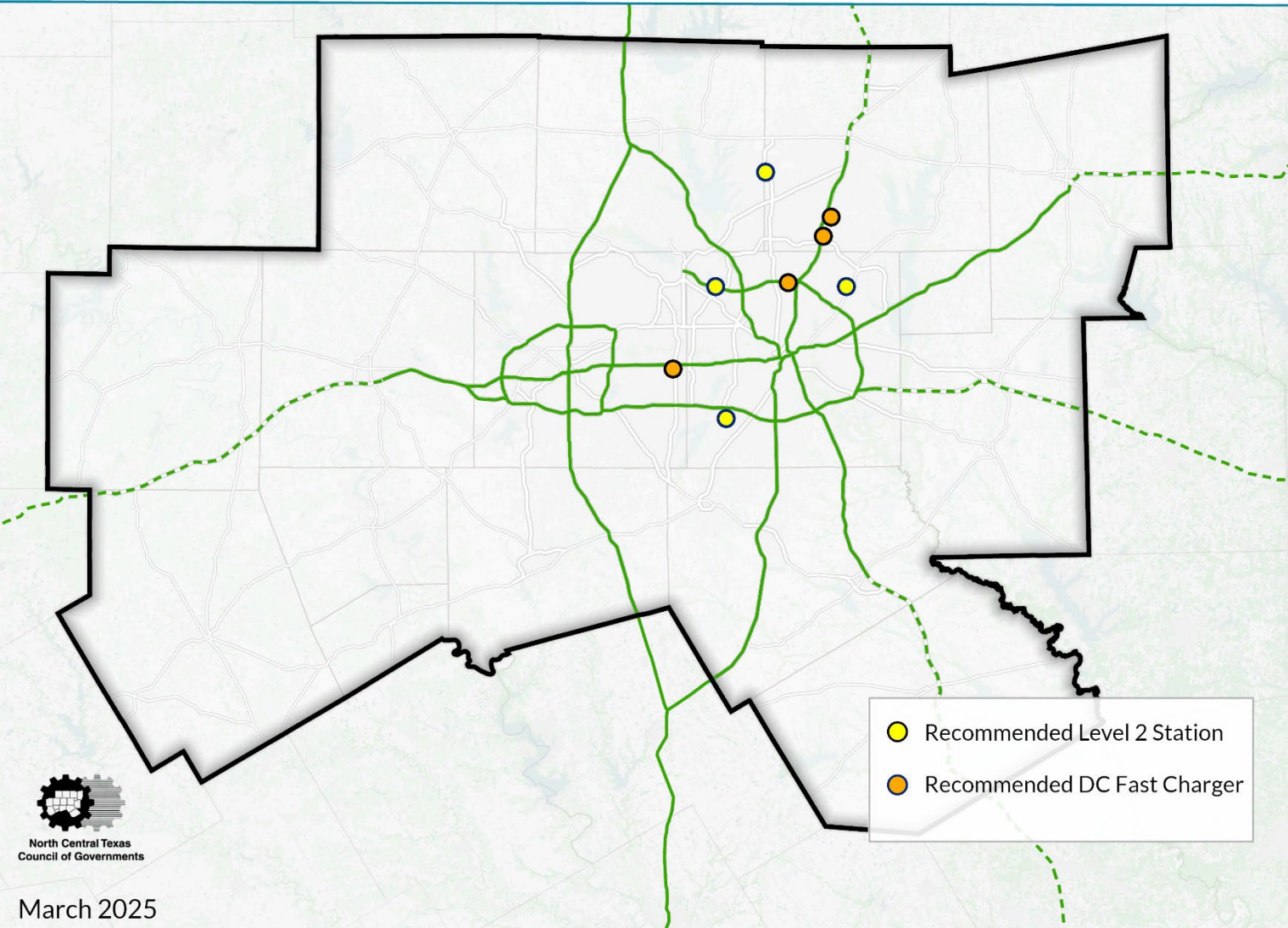
Charging Station Owner	Location	City	Property Type	Score	Existing Charger Type	Eligible for DC Fast Charge Upgrade?	Estimated Federal Award
EV Network	City of Plano Downtown Parking Lot	Plano	Public Sector	84	Level 2	Yes	\$743,458
EV Network	City of Plano Oak Point Rec Center	Plano	Public Sector	79	Level 2	Yes	\$743,458
EV Network	NCTCOG Offices	Arlington	Office	66	Level 2	Yes	\$743,458
Site Host	Dallas County Government Building	Dallas	Public Sector	65	Level 2	Yes	\$720,000
Site Host	Duncanville Shopping Center	Duncanville	Retail	62	Level 2	No	\$60,000
Site Host	Dallas County Government Building	Garland	Public Sector	58	Level 2	No	\$70,000
Site Host	Cinemark Frisco	Frisco	Retail	55	Level 2	No	\$60,000
EV Network	Boston Pizza Restaurant	Irving	Retail	48	Level 2	Yes, Declined	\$22,970
Total Federal Funding Awarded:							\$3,163,344
Total Federal Funding Remaining:							\$196,656

Use remaining fund balance, and any funds released from recommended subawards, for reimbursement of capital cost overruns, maintenance and operations expenses, and other eligible pass-through costs according to FHWA guidance



Recommended Project Locations

Remaining Stations after Screening



March 2025



Endorsement of Funding Recommendations to Upgrade Existing Charging Stations
- STTC Action 4/25/25

Action Requested

Endorse Regional Transportation Council approval of:

Funding recommendations, as illustrated on slide 5, for the North Texas Reliable EV Infrastructure Project to repair, replace, or upgrade electric vehicle chargers, including use of remaining fund balance, and any funds released from recommended subawards, for reimbursement of capital cost overruns, maintenance and operations expenses, and other eligible pass-through costs according to FHWA guidance

Authorization for staff to administratively amend the TIP/STIP and other planning/ administrative documents as needed to reflect subawards



Contact Us



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North Texas Reliable Electric Vehicle Infrastructure Project: Charging Stations Recommended for Funding

Site Details										Screening Criteria: FHWA Program Requirements		Screening Criteria: Reasonable and Necessary Expenses		Connecting the Region Up to 25 points		Proximity to Existing or Planned Stations Up to 25 points ²		Increase Access in Key Areas Up to 25 points		Streamline NCTCOG Administrative Burden Up to 25 points				Scoring	Funding Information					
City	Location	Station Name from FHWA Eligibility List	Address	Location Type	Public or Private Property	Current Charger Type	EV Network	Owner	Eligible to Upgrade to DCFC Station (within 1 mile of designated EV highway corridor)?	Access Type - Is this site publicly accessible (no gates, barriers, or signage restricting use)?	Parking Cost - Is the site in a parking lot that is free to use?	Changes in Site Status - Is the site equipment in similar condition (not already replaced, decommissioned) and/or is out of the warranty period?	Owner Interest - Is the site owner interested and able to provide the 20% cost share?	Distance from Primary or Secondary Highways ¹ Up to 10 points	DCFC Feasibility Up to 15 points	Distance to Nearest Existing or Planned DCFC Stations Up to 15 points	Distance to Nearest Existing Level 2 Station Up to 10 points	Site Type Up to 10 points	Justice40 ³ Up to 15 points	Owned and Operated by Charging Station Network Up to 10 points	Public Property Up to 5 points	Owned by Entity that Owns Multiple Sites Up to 5 points	Within NCTCOG Boundary Up to 5 points	Total points: 100	Existing Equipment Replacement Required to Meet National Electric Vehicle Infrastructure Standards?	Estimated Total Project Cost for Upgrade to Current Charger Type	Estimated Federal Funding for Upgrade to Current Charger Type	Estimated Additional Total Project Cost to Upgrade to Direct Current Fast Charger	Estimated Additional Federal Funding to Upgrade to Direct Current Fast Charger	Federal Funding Recommended for Award
Plano	City of Plano Downtown Parking Lot	14th/J Parking Lot	1295 J Ave	Shopping center	Public	Level 2	Blink	EV network	Yes	Yes	Yes	Yes	Yes	10	8	6	10	10	15	10	5	5	5	79	Yes	\$28,712	\$22,970	\$900,610	\$720,488	\$743,458
Plano	City of Plano Oak Point Rec Center	Oak Point Rec Center - Plano	6000 Jupiter Road	Gym	Public	Level 2	Blink	EV network	Yes	Yes	Yes	Yes	Yes	10	8	3	10	8	15	10	5	5	5	74	Yes	\$28,712	\$22,970	\$900,610	\$720,488	\$743,458
Arlington	NCTCOG Offices	North Central Texas Council of Government	616 Six Flags Drive	Office space	Private	Level 2	Blink	EV network	Yes	Yes	Yes	Yes	Yes	10	8	3	10	0	15	10	0	5	5	66	Yes	\$28,712	\$22,970	\$900,610	\$720,488	\$743,458
Dallas	Dallas County Government Building	CHARGING A NDGC CTR 2	6860 Lyndon B Johnson Fwy	Government office	Public	Level 2	ChargePoint	Site Host	Yes	Yes	Yes	Yes	Yes	10	8	6	10	6	15	0	5	0	5	65	Yes	\$87,500	\$70,000	\$812,500	\$650,000	\$720,000
Duncanville	Duncanville Shopping Center	DURANT ELECTRIC DURANTECH ARGING	312 S Clark Rd	Shopping center	Private	Level 2	ChargePoint	Site Host	No	Yes	Yes	Yes	Yes	10	0	12	10	10	15	0	0	0	5	62	Yes	\$75,000	\$60,000	N/A	N/A	\$60,000
Garland	Dallas County Government Building	CHARGING A GGC - 7A	140 N Garland Ave	Government office	Public	Level 2	ChargePoint	Site Host	No	Yes	Yes	Yes	Yes	10	0	15	2	6	15	0	5	0	5	58	Yes	\$87,500	\$70,000	N/A	N/A	\$70,000
Frisco	Cinemark Frisco	CINEMARK FRISCO 2	610 Page St	Retail	Private	Level 2	ChargePoint	Site Host	No	Yes	Yes	Yes	Yes	10	0	15	0	10	15	0	0	0	5	55	Yes	\$75,000	\$60,000	N/A	N/A	\$60,000
Irving	Boston Pizza Restaurant	Boston Pizza Restaurant & Sports Bar	1100 Market Place Blvd	Shopping center	Private	Level 2	Blink	EV network	Yes	Yes	Yes	Yes	Yes	0	8	0	10	10	0	10	0	5	5	48	Yes	\$28,712	\$22,970	N/A	N/A	\$22,970
Total:																									\$439,848	\$351,878	\$3,514,330	\$2,811,464	\$3,163,342	
Total Federal Funding Remaining:																										\$3,008,122			\$196,658	

Balance of federal funding to be used for capital cost overruns, maintenance and operations costs, and other pass-through costs eligible under this grant program:

1.

Distance from Primary or Secondary Highways - Defined as a primary or secondary highway using GIS layer from the Texas Department of Transportation
2.

Proximity to Existing or Planned Stations - Determined by adequate frequency of station type and distance people are typically willing to walk from their car
3.

Justice40 – Based on guidance from Argonne National Laboratory’s Electric Vehicle Charging Justice40 Map Tool
- DCFC = Direct Current Fast Charger

North Texas Reliable Electric Vehicle Infrastructure Project: Charging Stations Previously Recommended but Removed from Consideration Since the January 24, 2025 Surface Transportation Technical Committee (STTC) Meeting

Site Details										Screening Criteria: FHWA Program Requirements		Screening Criteria: Reasonable and Necessary Expenses		Additional Information Received Since January STTC
City	Location	Station Name from FHWA Eligibility List	Address	Location Type	Public or Private Property	Current Charger Type	EV Network	Owner	Eligible to Upgrade to DCFC Station (within 1 mile of designated EV highway corridor)?	Access Type - Is this site publicly accessible (no gates, barriers, or signage restricting use)?	Parking Cost - Is the site in a parking lot that is free to use?	Changes in Site Status - Is the site equipment in similar condition (not already replaced, decommissioned) and/or is out of the warranty period?	Owner Interest - Is the site owner interested and able to provide the 20% cost share?	Update Received from Station Owner Since STTC
Grapevine	Grapevine Mills Mall	Grapevine Mills Mall	3000 Grapevine Mills Pkwy	Shopping center	Private	DCFC	EVgo	EV Network	N/A - Already DCFC	Yes	Yes	No	Not Evaluated	New installation in process; will meet most federal standards
Plano	City of Plano Russell Creek Park	Russell Creek Park-- Field 1 Parking Lot	3500 McDermott Rd	Park	Public	Level 2	Blink	EV network	No	Yes	Yes	No	Yes	Equipment replacement already in process; host city not interested in grant requirements
Little Elm	Town of Little Elm Waterpark	The Cove at The Lakefront	417 Lakefront Dr	Water park	Public	Level 2	EV Connect	Site Host	No	Yes	Yes	Yes	No	City (station owner) not interested
Plano	City of Plano Maribelle Davis Library	Maribelle Davis Library	7501 Independence Pkwy	Library	Public	Level 2	Blink	EV network	No	Yes	Yes	No	Yes	Equipment replacement already in process; host city not interested in grant requirements
Fairview	Whole Foods Grocery Store	WHOLE FOODS MKT WFM FAIRVIEW	105 E Stacy Rd	Grocery store	Private	Level 2	ChargePoint	Site Host	Yes	Yes	Yes	No	Not Evaluated	New installation in process; will meet most federal standards

DCFC = Direct Current Fast Charger

North Texas Reliable Electric Vehicle Infrastructure Project: Charging Stations Not Recommended for Funding

Site Details										Screening Criteria: FHWA Program Requirements		Screening Criteria: Reasonable and Necessary Expenses	
City	Location	Station Name from FHWA Eligibility List	Address	Location Type	Public or Private Property	Current Charger Type	EV Network	Owner	Eligible to Upgrade to DCFC Station (within 1 mile of designated EV highway corridor)?	Access Type - Is this site publicly accessible (no gates, barriers, or signage restricting use)?	Parking Cost - Is the site in a parking lot that is free to use?	Changes in Site Status - Is the site equipment in similar condition (not already replaced, decommissioned) and/or is out of the warranty period?	Owner Interest - Is the site owner interested and able to provide the 20% cost share?
Addison	Addison Circle One	Addison Circle One	15601 Dallas Pkwy, Suite 175	Office space	Private	Level 2	Blink	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Allen	RightNow Ministries International	RIGHT NOW MEDIA RIGHT NOW MEDIA	6300 Henneman Way	Office space	Private	Level 2	ChargePoint	Site Host	No	Yes	No	Not Evaluated	Not Evaluated
Arlington	Vandergriff Chevrolet	Vandergriff Chevrolet	1200 W I-20	Car dealership	Private	DCFC	Blink	Site Host	Not Evaluated	Not Evaluated	Not Evaluated	Not Evaluated	No
Aubrey	Walgreens	Walgreens	26731 US Highway 380 E	Shopping center	Private	DCFC	EVgo	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Bedford	Dunhill - Shops at Central Park	Dunhill - Shops at Central Park	2200 Airport Fwy	Shopping center	Private	DCFC	EVgo	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Celina	Livano Bluewood	Livano Bluewood	2600 Kinship Parkway	Residential	Private	Level 2	Blink	EV network	No	Yes	No	Not Evaluated	Not Evaluated
Dallas	1400 Hi Line	1400 Hi Line	1400 Hi Line	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Coppell	Park 'N Fly	Park 'N Fly	800 S Royal Ln	Shopping center	Private	Level 2	EVgo	EV network	Not Evaluated	No	Not Evaluated	No	No
Dallas	YMCA - Lake Highlands #37	YMCA - Lake Highlands #37	8920 Stults Rd	Gym	Private	Level 2	Blink	EV network	Yes	Yes	Yes	Not Evaluated	No
Dallas	Two Galleria Office Tower	Two Galleria Office Tower	13455 Noel Rd	Office space	Private	Level 2	Blink	EV network	Not Evaluated	Not Evaluated	Not Evaluated	Not Evaluated	No
Dallas	IMT Capital III Prestonwood LP	IMT Capital III Prestonwood LP	15480 Dallas Parkway	Residential	Private	Level 2	Blink	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Facility Solutions Group Reseller Warehouse	Facility Solutions Group Reseller Warehouse	2525 Walnut Hill Lane	Shopping center	Private	Level 2	Blink	Site Host	Not Evaluated	Not Evaluated	Not Evaluated	Not Evaluated	No
Dallas	One Uptown	One Uptown	2619 McKinney Ave	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Glass House by Windsor	Glass House by Windsor	2728 McKinnon Street	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Bleu Ciel Condos	BC STATION 1 STATION 1	3130 N Harwood St	Residential	Private	Level 2	ChargePoint	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Ardan West Village 2nd Floor	Ardan West Village 2nd Floor	2975 Blackburn Street	Residential	Private	Level 2	Blink	EV network	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Bleu Ciel Condos	BC STATION 1 STATION 2	3130 N Harwood St	Residential	Private	Level 2	ChargePoint	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	The McKenzie	The McKenzie	3140 Harvard Ave	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Cypress of Trinity Grove	Cypress of Trinity Grove	320 singleton boulevard	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	THE ALEXAN EV STATION 02	THE ALEXAN EV STATION 02	3333 Harry Hines Blvd	Residential	Private	Level 2	ChargePoint	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	The Monterey by Windsor location	The Monterey by Windsor location	3930 McKinney Avenue	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Granite Tower	Granite Tower	4055 Valley View Lane	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	4110 FAIRMOUNT EV STATION 01	4110 FAIRMOUNT EV STATION 01	4110 Fairmount St	Residential	Private	Level 2	ChargePoint	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Lyra On McKinney	Lyra On McKinney	4209 McKinney Avenue	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	The Hudson station location	The Hudson station location	4805 McKinney Avenue	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Texas Collision Center	JEH CHARGEPOINT SHOP02	6007 Peeler St	Car repair	Private	Level 2	ChargePoint	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated

North Texas Reliable Electric Vehicle Infrastructure Project: Charging Stations Not Recommended for Funding

Site Details										Screening Criteria: FHWA Program Requirements		Screening Criteria: Reasonable and Necessary Expenses	
City	Location	Station Name from FHWA Eligibility List	Address	Location Type	Public or Private Property	Current Charger Type	EV Network	Owner	Eligible to Upgrade to DCFC Station (within 1 mile of designated EV highway corridor)?	Access Type - Is this site publicly accessible (no gates, barriers, or signage restricting use)?	Parking Cost - Is the site in a parking lot that is free to use?	Changes in Site Status - Is the site equipment in similar condition (not already replaced, decommissioned) and/or is out of the warranty period?	Owner Interest - Is the site owner interested and able to provide the 20% cost share?
Dallas	Providence Towers	Providence Towers	5001 Spring Valley Rd	Office space	Private	Level 2	Blink	EV network	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Walgreens	Walgreens	5742 E Mockingbird Ln	Shopping center	Private	DCFC	EVgo	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Dallas	PURE Farmers Market	PURE Farmers Market	835 South Good Latimer Expressway	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Tom Thumb	2300NORTHAKARD B2 LOWER GARAGE	2380 N Field St	Grocery store	Private	Level 2	ChargePoint	Site Host	Yes	Yes	No	Not Evaluated	Not Evaluated
Dallas	PLATINUM PARK UNIT 2	PLATINUM PARK UNIT 2	2000 Ross Ave	Shopping center	Private	Level 2	ChargePoint	Site Host	Yes	Yes	No	Not Evaluated	Not Evaluated
Dallas	Gables Park 17	Gables Park 17	1700 Cedar Springs Road	Residential	Private	Level 2	Blink	EV network	Yes	Yes	No	Not Evaluated	Not Evaluated
Dallas	PLATINUM PARK UNIT 3	PLATINUM PARK UNIT 3	2000 Ross Ave	Shopping center	Private	Level 2	ChargePoint	Site Host	Yes	Yes	No	Not Evaluated	Not Evaluated
Dallas	PLATINUM PARK UNIT 1	PLATINUM PARK UNIT 1	2000 Ross Ave	Shopping center	Private	Level 2	ChargePoint	Site Host	Yes	Yes	No	Not Evaluated	Not Evaluated
Dallas	Resident Hub	Resident Hub	14181 Noel Rd.	Residential	Private	Level 2	Blink	Site Host	No	Yes	No	Not Evaluated	Not Evaluated
Dallas	Dallas Love Field Airport	DAL PARKING 3	7816 Aviation Pl	Airport	Public	Level 2	ChargePoint	Site Host	No	Yes	No	Not Evaluated	Not Evaluated
Fort Worth	AMERICANAIRLINE SKY DR. 5	AMERICANAIRLINE SKY DR. 5	100 Skyview Drive	Office space	Private	Level 2	ChargePoint	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Plano	YMCA - Plano	YMCA - Plano	3300 McDermott Road	Gym	Private	Level 2	Blink	EV network	No	Yes	Yes	Not Evaluated	No
Fort Worth	Ariat Warehouse	HFT HFTDFWRDC2	1257 Bold Ruler Road	Warehouse	Private	Level 2	ChargePoint	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Denton	Sally Beauty Holdings, Inc.	Sally Beauty Holdings, Inc.	3001 Colorado Boulevard	Office space	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	American Airlines Headquarters	AMERICANAIRLINE HDQ1 STATION 1	4333 Amon Carter Blvd	Office space	Private	Level 2	ChargePoint	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	American Airlines Headquarters	AMERICANAIRLINE HDQ1 STATION 2	4333 Amon Carter Blvd	Office space	Private	Level 2	ChargePoint	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	American Airlines Headquarters	AMERICANAIRLINE HDQ2 STATION 1	4333 Amon Carter Blvd	Office space	Private	Level 2	ChargePoint	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	YMCA - Town North #75	YMCA - Town North #75	4332 Northhaven Rd	Gym	Private	Level 2	Blink	EV network	No	Yes	Yes	Not Evaluated	No
Dallas	Lone Star Gas Lofts	Motor Court	301 S Harwood St.	Resident	Private	Level 2	Blink	EV network	Yes	Yes	Yes	Not Evaluated	No
Fort Worth	Alleia at Presidio	Alleia at Presidio	2028 Presidio Vista Drive	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	American Airlines Headquarters	AMERICANAIRLINE GARAGE 5 L2 #3	4500 Crewmember Way	Office space	Private	Level 2	ChargePoint	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	American Airlines Headquarters	AMERICANAIRLINE GARAGE 5 L2 #8	4500 Crewmember Way	Office space	Private	Level 2	ChargePoint	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	American Airlines Headquarters	AMERICANAIRLINE SRO	4700 American Blvd	Office space	Private	Level 2	ChargePoint	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	HOTEL DROVER STATION 1	HOTEL DROVER STATION 1	126 E Exchange Ave	Hotel	Private	Level 2	ChargePoint	Site Host	No	Yes	No	Not Evaluated	Not Evaluated
Grapevine	Bexley Grapevine Apartments	WEINSTEIN GRAPEVINE3	3535 Bluffs Ln	Residential	Private	Level 2	ChargePoint	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Irving	Las Colinas Parking Garage	SP+MASTER UT ONE	222 W Las Colinas Blvd.	Office space	Private	Level 2	ChargePoint	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated

North Texas Reliable Electric Vehicle Infrastructure Project: Charging Stations Not Recommended for Funding

Site Details										Screening Criteria: FHWA Program Requirements		Screening Criteria: Reasonable and Necessary Expenses	
City	Location	Station Name from FHWA Eligibility List	Address	Location Type	Public or Private Property	Current Charger Type	EV Network	Owner	Eligible to Upgrade to DCFC Station (within 1 mile of designated EV highway corridor)?	Access Type - Is this site publicly accessible (no gates, barriers, or signage restricting use)?	Parking Cost - Is the site in a parking lot that is free to use?	Changes in Site Status - Is the site equipment in similar condition (not already replaced, decommissioned) and/or is out of the warranty period?	Owner Interest - Is the site owner interested and able to provide the 20% cost share?
Fort Worth	Braden Apartment Complex	Broadstone on Fifth	500 Energy Way	Residential	Private	Level 2	Blink	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	The Franklin at Samuels Ave	The Franklin at Samuels Ave	520 Samuels Ave	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Irving	ELEMENT HOTELS DFW AIRPORT N	ELEMENT HOTELS DFW AIRPORT N	3550 Interstate 635	Hotel	Private	Level 2	ChargePoint	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	Tanger Outlets H&M DCFC	Tanger Outlets H&M DCFC	15853 North Freeway	Shopping center	Private	DCFC	Volta	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Fort Worth	Tanger Outlets Nike DCFC	Tanger Outlets Nike DCFC	15853 North Freeway	Shopping center	Private	DCFC	Volta	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Irving	Cypress Waters Office Parking Lot	CYPRESS WATERS2 CYPRESS WATERS2	9111 Cypress Waters Blvd	Office space	Private	Level 2	ChargePoint	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Frisco	Waterford Market Apartments	TX-Waterford Market	9355 John W. Elliott Drive	Residential	Private	Level 2	Blink	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Irving	Citibank Offices	REGENT4010 STATION 2	4010 Regent Blvd	Office space	Private	Level 2	ChargePoint	Site Host	Yes	Yes	No	Not Evaluated	Not Evaluated
Grapevine	AMLI Apartments	Building A Ports 1A & 2A	400 East Dallas Road	Residential	Private	Level 2	Blink	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Grapevine	AMLI Apartments	Building A Ports 3B & 4B	444 East Dallas Road	Residential	Private	Level 2	Blink	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Grand Prairie	Amazon Distribution Center	Amazon DHX5	1102 State Highway 161	Warehouse	Private	Level 2	Blink	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	Walgreens	Walgreens	4515 Camp Bowie Blvd	Shopping center	Private	DCFC	EVgo	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Irving	Home2 Suites DFW Airport North	Home2 Suites DFW Airport North	4700 Plaza Drive	Hotel	Private	Level 2	Blink	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	Hulen Mall Macy's	Hulen Mall Macy's	4800 S Hulen St	Shopping center	Private	Level 2	Volta	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Plano	Instrata at Legacy West	4th Level Station 1.	7850 Communications Pkwy	Shopping center	Private	Level 2	Blink	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Plano	Broadstone Evoke	Broadstone Evoke	1025 Preston Road	Residential	Private	Level 2	Blink	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Mckinney	enXchange	enXchange	400 W Virginia St	Office space	Private	Level 2	Blink	Site Host	No	Yes	No	Not Evaluated	Not Evaluated
Richardson	The Lyla Apartments	The Lyla Apartments	3521 Wilshire Way	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Rowlett	The Towers at Bayside	The Towers at Bayside	8400 Sunset Boulevard	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	Forena Revelstoke Apartments	DD Revelstoke	950 Spanish Needle Trail	Residential	Private	Level 2	Blink	EV network	Not Evaluated	Not Evaluated	Not Evaluated	Not Evaluated	No
Frisco	Stonebriar Centre	Stonebriar Centre	2601 Preston Rd	Shopping center	Private	Level 2	Volta	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Frisco	Stonebriar Centre Garage Top Deck	Stonebriar Centre Garage Top Deck	2601 Preston Rd	Shopping center	Private	Level 2	Volta	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Mesquite	KOHL'S - CHPT 0468 MESQUITE 1	KOHL'S - CHPT 0468 MESQUITE 1	19065 Lyndon B Johnson Fwy	Shopping center	Private	Level 2	ChargePoint	Site Host	Yes	Yes	Yes	Not Evaluated	No
Fort Worth	Pro-Steel Sheet Metal	SE Connector Warehouse	5220 Sun Valley Dr	Office space	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Fort Worth	SPC office	SPC office	5354 East Loop 820 South	Office space	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Richardson	WHOLE FOODS MKT E RENNER STAT 1	WHOLE FOODS MKT E RENNER STAT 1	1411 E Renner Rd	Grocery store	Private	Level 2	ChargePoint	Site Host	Yes	Yes	Yes	No	No

North Texas Reliable Electric Vehicle Infrastructure Project: Charging Stations Not Recommended for Funding

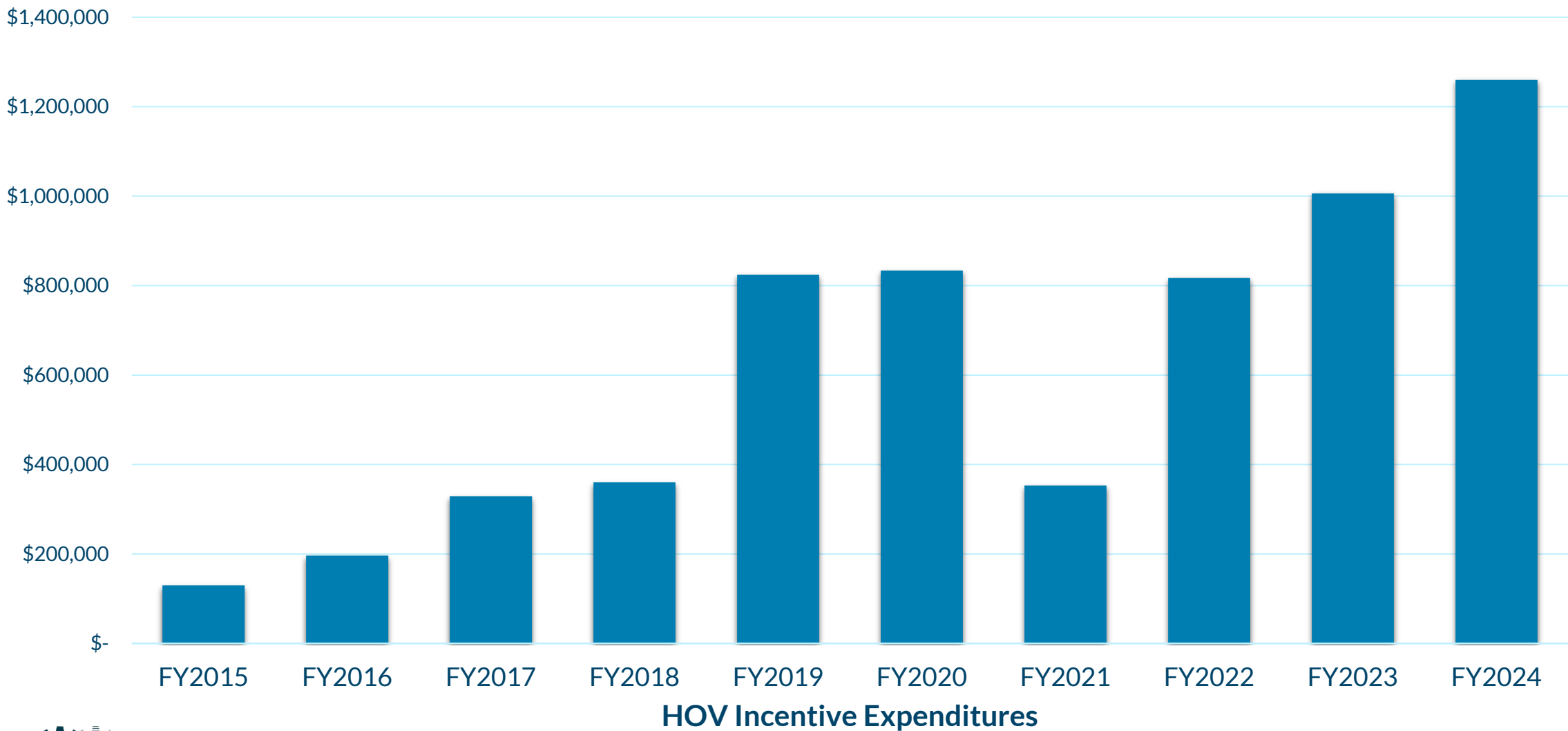
Site Details										Screening Criteria: FHWA Program Requirements		Screening Criteria: Reasonable and Necessary Expenses	
City	Location	Station Name from FHWA Eligibility List	Address	Location Type	Public or Private Property	Current Charger Type	EV Network	Owner	Eligible to Upgrade to DCFC Station (within 1 mile of designated EV highway corridor)?	Access Type - Is this site publicly accessible (no gates, barriers, or signage restricting use)?	Parking Cost - Is the site in a parking lot that is free to use?	Changes in Site Status - Is the site equipment in similar condition (not already replaced, decommissioned) and/or is out of the warranty period?	Owner Interest - Is the site owner interested and able to provide the 20% cost share?
Grapevine	Original Pancake House - Grapevine	Original Pancake House - Grapevine	1505 William D. Tate Ave	Restaurant	Private	Level 2	Blink	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Carrollton	Maverick Harley-Davidson	MAVHARLEY DCFast HOG	1845 I-35E	Car dealership	Private	DCFC	ChargePoint	Site Host	Yes	Yes	Yes	Not Evaluated	No
Plano	AT&T PLANO CT4020-HD-GW-LT	AT&T PLANO CT4020-HD-GW-LT	701 N Central Expy, STE 400	Shopping center	Private	Level 2	ChargePoint	Site Host	Yes	No	Yes	Not Evaluated	Not Evaluated
Farmers Branch	City of Farmer's Branch City Hall	FARMERS BRANCH CH 3-DUAL	13000 William Dodson Pkwy	Government office	Public	Level 2	ChargePoint	Site Host	Yes	Yes	Yes	Not Evaluated	No
Arlington	GM Financial Offices	AOC III	3801 South Collins Street	Office space	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	GABLES MCKINNEY STATION 2	GABLES MCKINNEY STATION 2	2500 McKinney Ave	Grocery store	Private	Level 2	ChargePoint	Site Host	Yes	No	Not Evaluated	No	Not Evaluated
Fort Worth	SAGEWOOD EV STATION 02	SAGEWOOD EV STATION 02	9100 general worth dr	Residential	Private	Level 2	ChargePoint	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Weirs Plaza	Weirs Plaza	4550 Travis Street	Shopping center	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	Preston Royal Village	Preston Royal Village	6025 Royal Lane	Shopping center	Private	Level 2	Blink	Site Host	No	Yes	Yes	Not Evaluated	No
Colleyville	WHOLE FOODS MKT COLLEYVILLE S1	WHOLE FOODS MKT COLLEYVILLE S1	4801 Colleyville Blvd	Shopping center	Private	Level 2	ChargePoint	Site Host	No	Yes	Yes	Not Evaluated	No
Frisco	The Civic at Frisco Square, LLC	The Civic at Frisco Square, LLC	5720 Frisco Square Boulevard	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Lewisville	SEVA Med care	SEVA Med care	1850 Lakepointe Dr Suite 700	Shopping center	Private	Level 2	EV Connect	To be Determined	No	Yes	Yes	Not Evaluated	Non Responsive
Dallas	BMW OF DALLAS STATION 01	BMW OF DALLAS STATION 01	6200 Lemmon Ave	Car dealership	Private	Level 2	ChargePoint	Site Host	No	Yes	Yes	Not Evaluated	No
Irving	Mandalay Towers	Mandalay Towers	220 East Las Colinas Boulevard	Office space	Private	Level 2	Blink	EV network	No	Yes	No	Not Evaluated	Not Evaluated
Dallas	BMW OF DALLAS STATION 1CT4013	BMW OF DALLAS STATION 1CT4013	6200 Lemmon Ave	Car dealership	Private	Level 2	ChargePoint	Site Host	No	Yes	Yes	Not Evaluated	No
Aledo	TCEC Texas	TCEC Texas	200 Bailey Ranch Road	Office space	Private	Level 2	Blink	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Murphy	Murphy Marketplace	Murphy Marketplace	231 FM 544	Shopping center	Private	DCFC	EVgo	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Dallas	Camden Victory Park Apartments	Gables Park 17	2787 N Houston St	Residential	Private	Level 2	ChargePoint	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Sunnyvale	Sweeney Eye Associates	BSC BSC	2858 N Belt Line Rd	Medical	Private	Level 2	ChargePoint	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated
Wills Point	Wills Point - Best Western Plus	Wills Point - Best Western Plus	3135 Goodnight Boulevard	Hotel	Private	Level 2	Blink	Site Host	No	Yes	Yes	Not Evaluated	No
Mesquite	Town East Mall West Entrance	Town East Mall West Entrance	2063 Town East Mall	Shopping center	Private	Level 2	Volta	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Plano	Cinemark West Plano	Cinemark West Plano	3800 Dallas Pkwy	Shopping center	Private	Level 2	Volta	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Irving	Dallas College North Lake Campus	Dallas College North Lake Campus	5001 North MacArthur Boulevard - Building G	Education	Public	Level 2	Blink	Site Host	No	Yes	Yes	Not Evaluated	No
Westlake	The Terrace	The Terrace	1500 Solana Boulevard Garage C & D	Office space	Private	Level 2	Blink	Site Host	No	Yes	Yes	Not Evaluated	No
Mesquite	Cracker Barrel	Cracker Barrel	5304 N Galloway Ave	Shopping center	Private	Level 2	EVgo	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Dallas	Timber Creek Shopping Center	TIMBER CREEK CR STATION 1	6243 Retail Rd	Shopping center	Private	Level 2	ChargePoint	Site Host	Yes	Yes	Yes	Not Evaluated	No

North Texas Reliable Electric Vehicle Infrastructure Project: Charging Stations Not Recommended for Funding

Site Details										Screening Criteria: FHWA Program Requirements		Screening Criteria: Reasonable and Necessary Expenses	
City	Location	Station Name from FHWA Eligibility List	Address	Location Type	Public or Private Property	Current Charger Type	EV Network	Owner	Eligible to Upgrade to DCFC Station (within 1 mile of designated EV highway corridor)?	Access Type - Is this site publicly accessible (no gates, barriers, or signage restricting use)?	Parking Cost - Is the site in a parking lot that is free to use?	Changes in Site Status - Is the site equipment in similar condition (not already replaced, decommissioned) and/or is out of the warranty period?	Owner Interest - Is the site owner interested and able to provide the 20% cost share?
North Richland Hills	Cavalli at Iron Horse	Serial BAE605052	6490 Iron Horse Blvd	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
North Richland Hills	Cavalli at Iron Horse	Serial BAE605053	6490 Iron Horse Blvd	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
North Richland Hills	Cavalli at Iron Horse	Serial BAE605054	6490 Iron Horse Blvd	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
North Richland Hills	Cavalli at Iron Horse	Serial BAE605055	6490 Iron Horse Blvd	Residential	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	WHOLE FOODS MKT ADDISON ST1	WHOLE FOODS MKT ADDISON ST1	5100 Belt Line Rd	Shopping center	Private	Level 2	ChargePoint	Site Host	No	Yes	Yes	Not Evaluated	No
Plano	Home2 Suites by Hilton	MAGNOLIALODGING H2 PLANO RICH	401 Wynhurst Drive	Hotel	Private	Level 2	ChargePoint	Site Host	No	Yes	Yes	Not Evaluated	No
Richardson	Cue Galatyn Station	Cue Galatyn Station	2305 Plaza Blvd	Residential	Private	Level 2	Blink	EV network	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Dallas	FOURTEEN5 West Garage	FOURTEEN5 West Garage	14555 Dallas Parkway Suite 140	Office space	Private	Level 2	Blink	Site Host	No	Yes	Yes	Not Evaluated	No
Highland Village	WHOLE FOODS MKT HIGHLAND STA1	WHOLE FOODS MKT HIGHLAND STA1	4041 The Shops at Highland VillageWaller Cree	Shopping center	Private	Level 2	ChargePoint	Site Host	No	Yes	Yes	Not Evaluated	No
Richardson	Chase Bank - 780 E Campbell Rd	Chase Bank - 780 E Campbell Rd	780 E Campbell Rd	Bank	Private	DCFC	EVgo	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Sachse	Linz at The Station Apartments Bldg. 1	Linz at The Station Apartments Bldg. 1	5300 The Station Blvd	Residential	Private	Level 2	Blink	EV network	No	Yes	Yes	Not Evaluated	No
Dallas	TOLLWAY CENTER NORTH UNIT	TOLLWAY CENTER NORTH UNIT	14675 Dallas Pkwy	Office space	Private	Level 2	ChargePoint	Site Host	No	Yes	Yes	Not Evaluated	No
Rockwall	Walgreens	Walgreens	2911 Ridge Rd	Shopping center	Private	Level 2	EVgo	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Plano	Metro West	Metro West	8055 Windrose Ave	Residential	Private	Level 2	Blink	Site Host	No	Yes	Yes	Not Evaluated	No
Plano	Mercedes-Benz of Plano	MB PLANO STATION #1	6455 Dallas Pkwy	Car dealership	Private	Level 2	ChargePoint	Site Host	No	Yes	Yes	Not Evaluated	No
Southlake	Westin Southlake	Westin Southlake	1200 E State Hwy 114	Hotel	Private	Level 2	EV Connect	To be Determined	No	Yes	Yes	Not Evaluated	Non Responsive
Frisco	HONDA SHOP 02	HONDA SHOP 02	1601 Dallas Pkwy	Car dealership	Private	Level 2	ChargePoint	Site Host	No	Yes	Yes	Not Evaluated	No
Waco	Road Ranger	Store 276 Waco - 6615 North Interstate Highway 35	6615 North Interstate Highway 35	Gas Station	Private	DCFC	EV Connect	To be Determined	Yes	Yes	Yes	Not Evaluated	Non Responsive
Dallas	The Victor Dallas	The Victor Dallas	3039 Nowitzki Way	Shopping center	Private	Level 2	Blink	Site Host	Yes	No	Not Evaluated	Not Evaluated	Not Evaluated
Westworth Village	Sam's Club 8277 - Westworth Village, TX	Sam's Club 8277 - Westworth Village, TX	6760 Westworth Blvd	Shopping center	Private	DCFC	Electrify America	EV network	Not Evaluated	Yes	Yes	Not Evaluated	No
Plano	Instrata at Legacy West	3rd level Station 1.	7850 Communications Pkwy	Residential	Private	Level 2	Blink	Site Host	No	No	Not Evaluated	Not Evaluated	Not Evaluated

DCFC = Direct Current Fast Charger

Expenditures on North Tarrant Express Managed Lane HOV Incentive





STRATEGIC SELECTION OF SAFETY CORRIDORS

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
April 2025

\$54 Million Regional Transportation Council Safety Program (DFW Region) FY 24-26

Category	Final
Speed Enforcement ¹	\$7 Million
Speed Education ²	\$2 Million
Bicycle/Ped Education ²	\$2 Million
Bicycle/Ped Engineering ³	\$10 Million
Freeway Operations Engineering and Intercity Connections ³	\$25 Million
Youth Safety Program	\$4 Million
Other	\$4 Million
¹ Increased Law Enforcement Presence ² Enhance Existing Education Campaigns – Drive Aware N. Texas and Look Out Texans ³ Identify through Roadway Safety Audit and Regional Safety Plans	Totals \$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

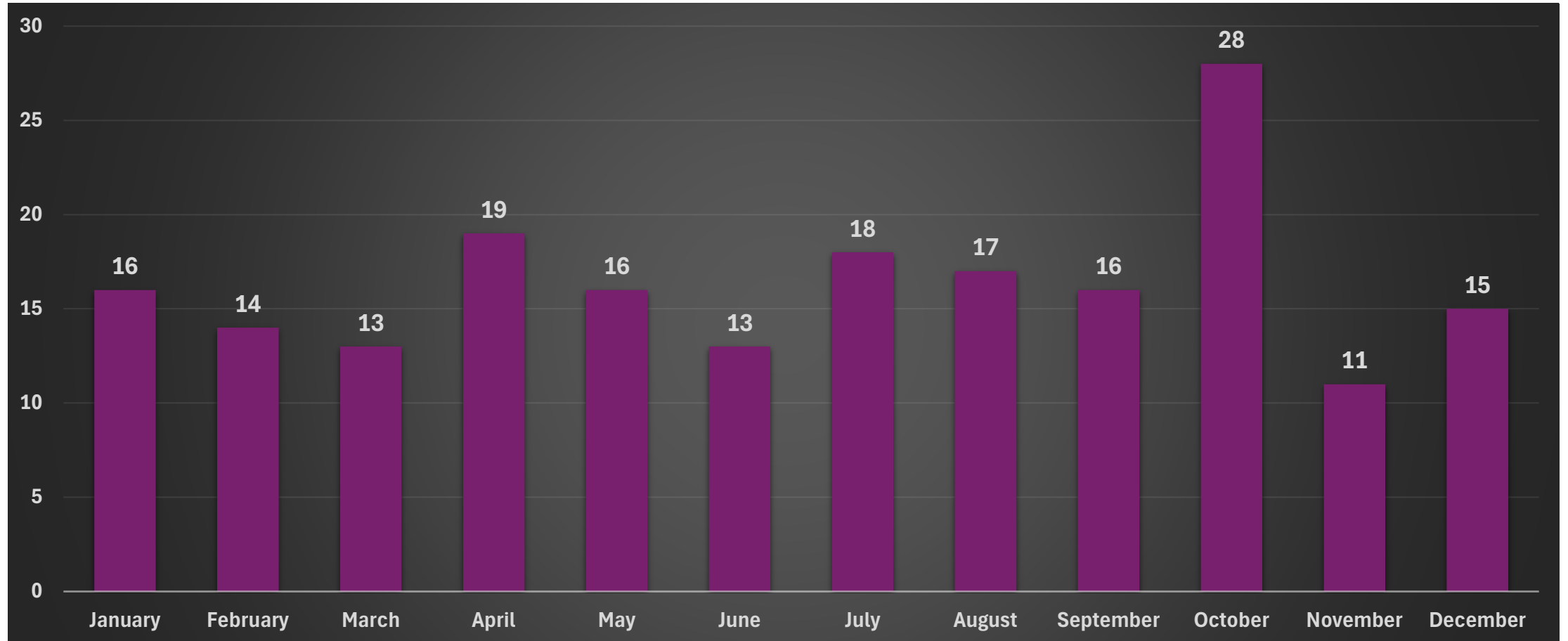
Corridors with highest speeds in both data sets.

Data source: TxDOT Side-Fire Devices (1-minute intervals)

Regional Integrated Transportation Information System (RITIS) (5-minute intervals)

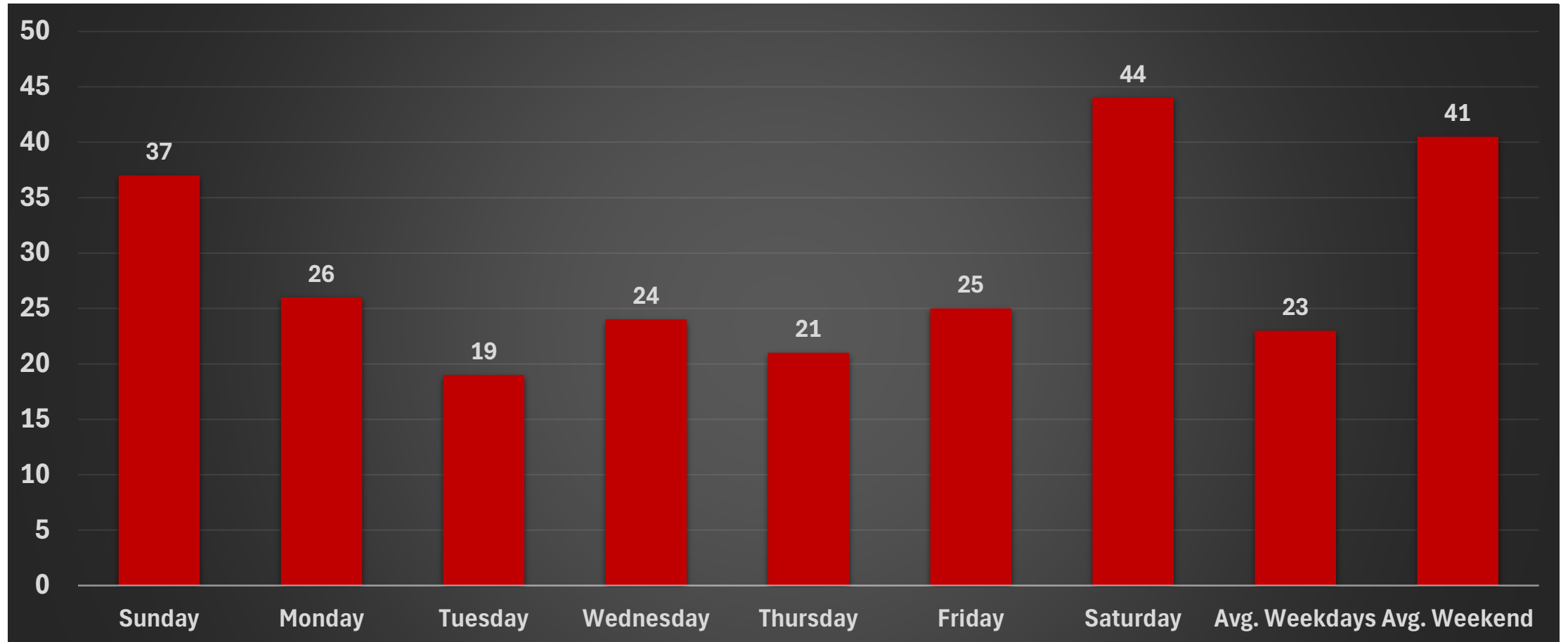


FATALITIES ON FREEWAYS AND RAMPS BY MONTH (2024)

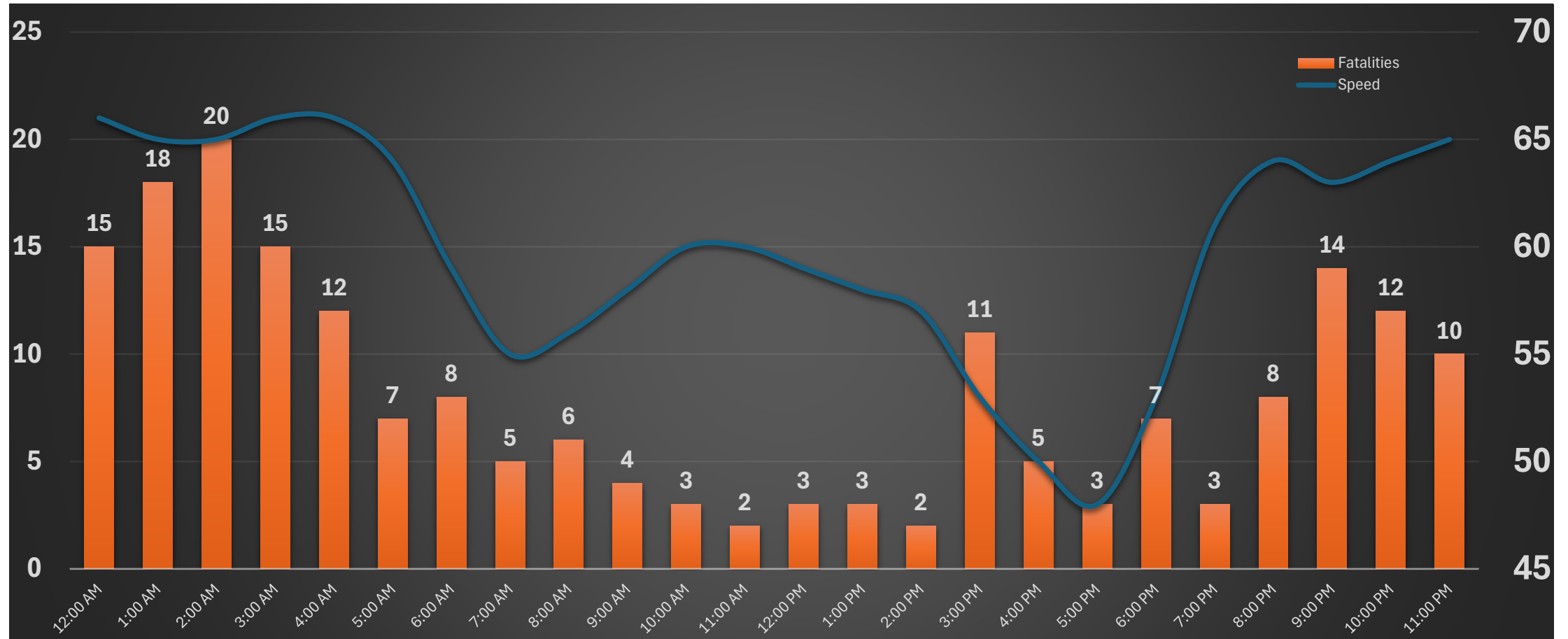


Source: TxDOT Crash Record Information System

DISTRIBUTION OF FATALITIES , ON FREEWAYS AND RAMPS, BY DAY OF WEEK (2024)



FATALITIES ON FREEWAYS AND RAMPS, BY TIME OF DAY (2024)



Source: TxDOT Crash Record Information System

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



STRATEGIC SELECTION OF ENFORCEMENT CORRIDORS

Action Requested – A recommendation for Regional Transportation Council (RTC) approval of:

- The process, criteria, and schedule for the strategic selection of enforcement corridors.
- Administratively amend NCTCOG and State Transportation Improvement Programs (TIP / STIP), as well as other planning and administrative documents.



CONTACT US



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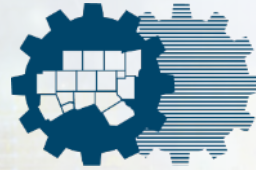


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NCTCOG

2025 TITLE VI PROGRAM UPDATES

SURFACE TRANSPORTATION TECHNICAL
COMMITTEE
4.25.2025

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 NCTCOG MPO implements Title VI nondiscrimination efforts and monitors subrecipients



REVIEW

Submit to Federal Transit Administration for review



TITLE VI/NONDISCRIMINATION 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 and related statutes, ensures that no person shall on the grounds of race, religion, color, national origin, sex, age, or disability 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

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 (30) day public comment period



Image Provided By Getty



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/Nondiscrimination Policy Statement, Title VI Program	April 25, 2025
Submittal Deadline	May 31, 2025
RTC Action – Title VI/Nondiscrimination Policy Statement, Title VI Program	June 12, 2025
Executive Board	June 27, 2025



REQUESTED ACTION

Recommend Regional Transportation Council Approval of:
Title VI/Nondiscrimination Policy Statement
Updates to MPO Title VI Program



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2025 Transportation Alternatives Call for Projects

Funding Recommendations for the North Central Texas Region

Surface Transportation Technical Committee

Daniel Snyder, AICP

April 25, 2025



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

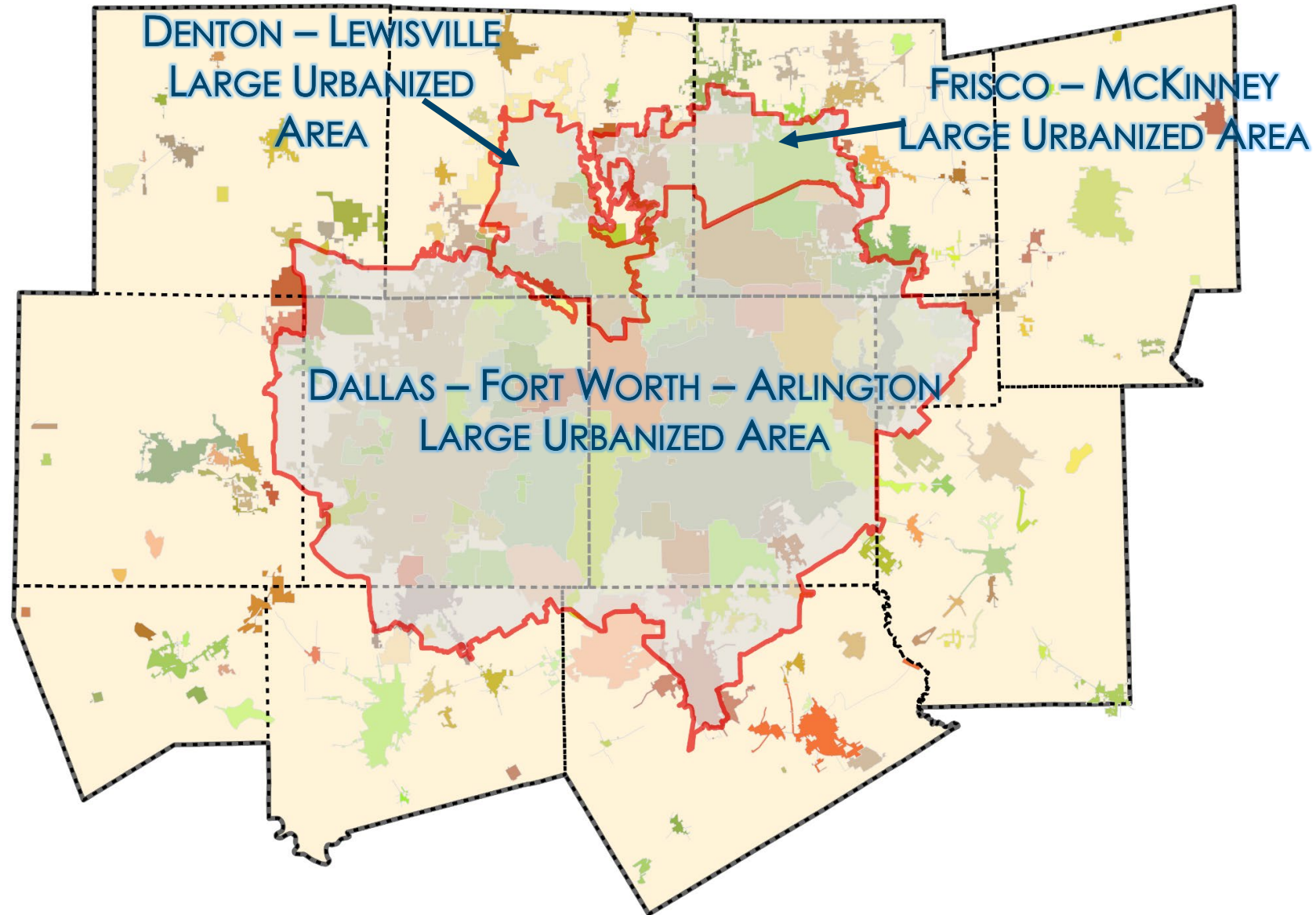


Eligible Project Areas

Legend

 Large Urbanized Areas

All proposed projects must be within one of the three large urbanized areas (exceeding 200K population)



Application Categories and Evaluation Criteria

Three application categories:

- Active Transportation (construction)
- Safe Routes to School (construction)
- Safe Routes to School (planning)

Evaluation criteria emphasis:

- Regional connectivity
- Access to major destinations
- Equity
- Projects identified in adopted plans
- Safety benefits
- Project readiness



Funding Overview

Over \$50 million in federal funding is available (FY 26 – FY 28)

Project Activity	Minimum Federal Funding Award per Project (Targets)	Maximum Federal Funding Award per Project (Targets)
Construction	\$3,000,000	\$10,000,000
Safe Routes to School Planning	\$200,000	\$500,000



Funding Overview, cont.

Construction-implementation projects

- Engineering and Environmental Phases: 100 percent locally funded
- Construction Phases: Minimum 20 percent local match*

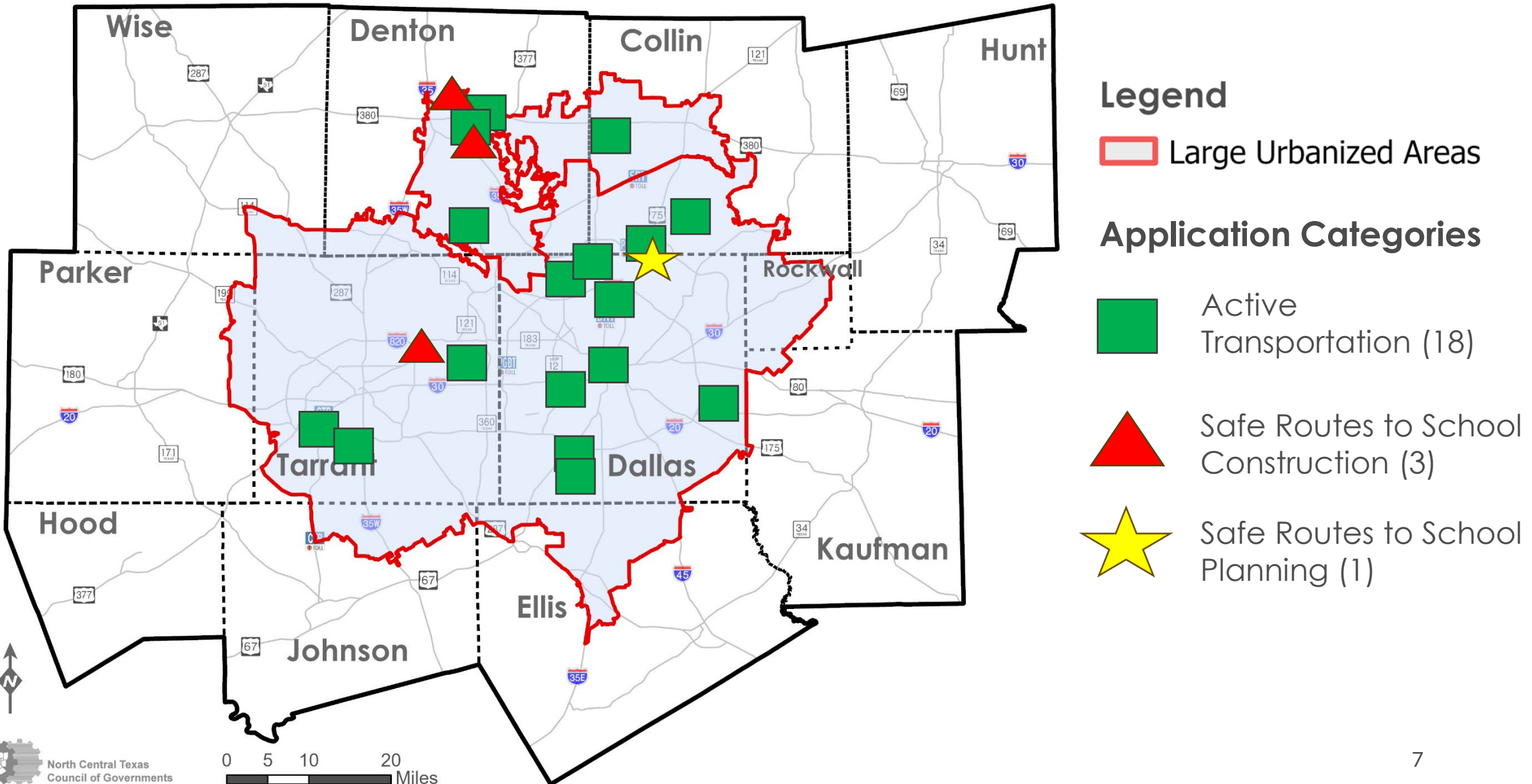
Safe Routes to School planning: Minimum 20 percent local match*

***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.



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)	\$ 0	\$ 400,000	\$ 400,000
Total Requested Federal Funding	\$ 26,880,000	\$ 96,881,404	\$ 123,761,404



Federal Funding Recommendations

2025 Transportation Alternatives Call for Projects

Project Sponsor	Project Name	Application Category	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	-



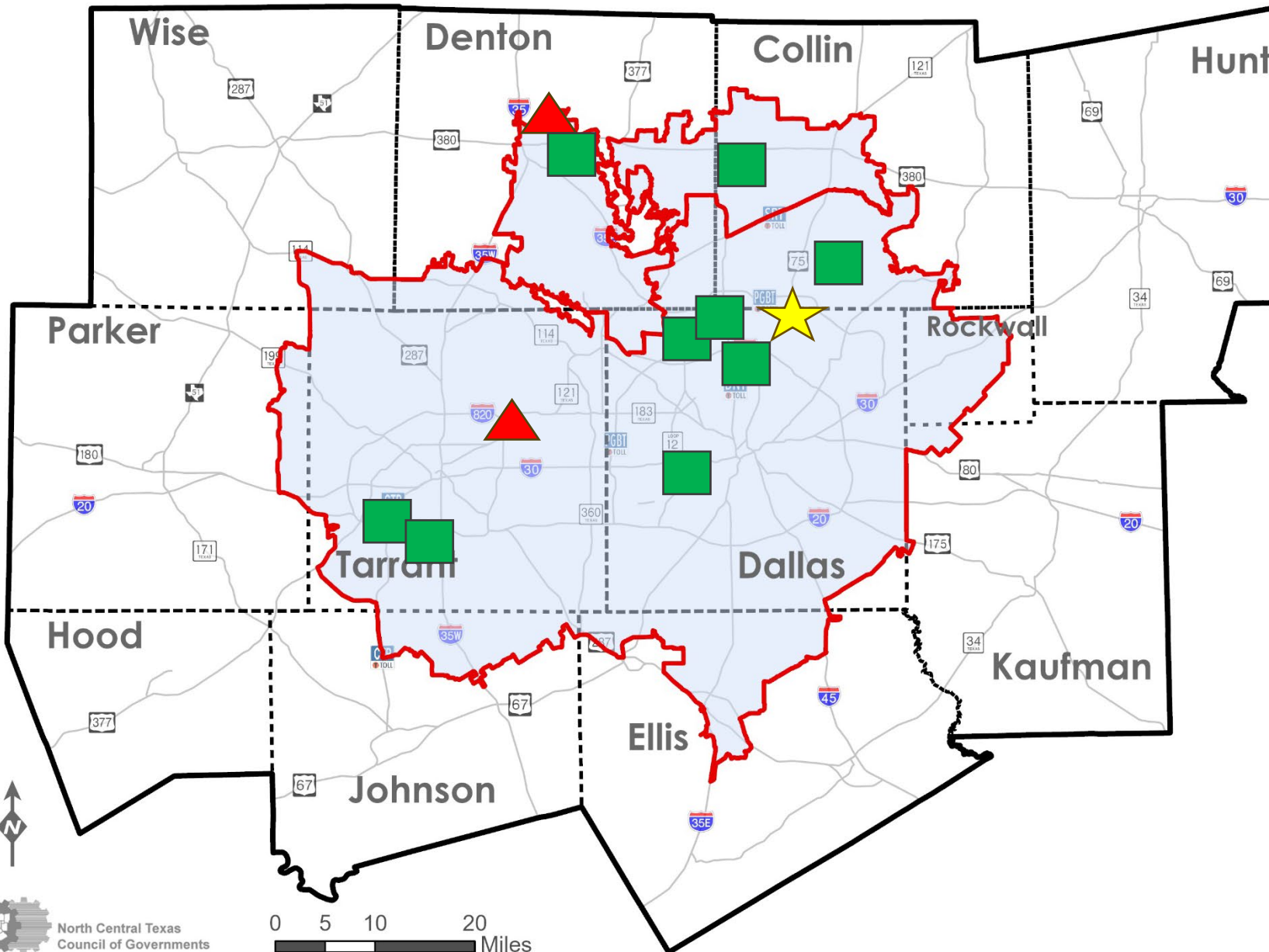
Federal Funding Recommendations (cont.)

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)



Legend

 Large Urbanized Areas

Application Categories

 Active Transportation (9)

 Safe Routes to School Construction (2)

 Safe Routes to School Planning (1)

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	\$ 59,636,664 (100%) ²	\$ 11,881,666	2,392,000	\$ 71,518,330

¹Recent CMAQ and/or CRP awards offset this imbalance so overall air quality funding programs are in balance.

²Includes 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)	January 17, 2025
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 Regional Transportation Council 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.



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NCTCOG 2025 Transportation Alternatives Call for Projects (FY 26 - FY 28)
Project Evaluations and Funding Recommendations Organized by Project Score per Application Category

Active Transportation Application Category

#	Project Sponsor	Project Name	TxDOT District	Evaluation Criteria											Project Score	Requested Funding				Recommended Funding																								
				Regional Network Connectivity (20 Points)		Access to Major Destinations (20 Points)		Project Readiness and Other Factors (20 Points)		Safety and Comfort (15 Points)		Congestion Reduction (15 Points)		Equity (10 Points)		Transportation Alternatives Federal Funding	Local Match	Transportation Development Credits	Total	Transportation Alternatives Federal Funding	Local Match	Transportation Development Credits	Total																					
1	Town of Addison	Westgrove Drive / Quorum Drive Bike Lanes to Silver Line / Cotton Belt Trail	Dallas	20	High	20	High	20	High	5	Low	15	High	3	Low	83	\$	6,142,664	\$	1,535,666	-	\$	7,678,330	\$	6,142,664	\$	1,535,666	-	\$	7,678,330														
2	Dallas County	Chalk Hill Trail Phase 2	Dallas	12	Medium	17	High	20	High	6	Medium	9	Medium	10	High	74	\$	10,000,000	\$	2,500,000	-	\$	12,500,000	\$	10,000,000	\$	2,500,000	-	\$	12,500,000														
3	City of Denton	Sycamore Trail Sidepath	Dallas	17	High	20	High	7	Medium	8	Medium	9	Medium	10	High	71	\$	3,000,000	\$	750,000	-	\$	3,750,000	\$	3,000,000	\$	750,000	-	\$	3,750,000														
4	City of Dallas	Cotton Belt Trail (Davenport Road to Preston Green Park) & Marni Kaner Trail Extension	Dallas	20	High	12	Medium	20	High	5	Low	13	High	0	Low	70	\$	6,340,000	\$	-	1,238,000	\$	6,340,000	\$	6,340,000	\$	-	1,238,000	\$	6,340,000														
5	City of Carrollton	T. C. Rice Trail	Dallas	20	High	12	Medium	20	High	5	Low	5	Low	6	Medium	68	\$	10,000,000	\$	2,160,000	272,000	\$	12,160,000	\$	10,000,000	\$	2,160,000	272,000	\$	12,160,000														
6	City of Frisco	Frisco Square Regional Veloweb Connection and Cottonwood Creek Trail	Dallas	12	Medium	20	High	20	High	6	Medium	5	Low	0	Low	63	\$	4,048,000	\$	1,012,000	-	\$	5,060,000	\$	4,048,000	\$	1,012,000	-	\$	5,060,000														
7	City of Fort Worth	McPherson-Summer Creek Safe Streets	Fort Worth	10	Medium	20	High	13	High	10	High	5	Low	3	Low	61	\$	4,072,000	\$	1,018,000	-	\$	5,090,000	\$	4,072,000	\$	1,018,000	-	\$	5,090,000														
8	City of Crowley	Main Street Trail Extension	Fort Worth	12	Medium	17	High	10	Medium	9	Medium	9	Medium	3	Low	60	\$	1,856,000	\$	464,000	-	\$	2,320,000	\$	1,856,000	\$	464,000	-	\$	2,320,000														
9	City of Plano	Los Rios Park Trail	Dallas	17	High	10	Medium	20	High	6	Medium	5	Low	2	Low	60	\$	4,410,000	\$	-	882,000	\$	4,410,000	\$	4,410,000	\$	-	882,000	\$	4,410,000														
TOTAL RECOMMENDED																\$	49,868,664	\$	9,439,666	2,392,000	\$	59,308,330	\$	49,868,664	\$	9,439,666	2,392,000	\$	59,308,330															
Projects Not Recommended for Funding																																												
10	City of Dallas	San Jacinto Cycle Track	Dallas	10	Medium	18	High	3	Low	10	High	6	Medium	3	Low	50	\$	10,000,000	\$	13,080,000	-	\$	23,080,000	Not recommended for a funding award.																				
11	City of Denton	McKinney Street Sidewalks and Sidepath	Dallas	13	High	7	Medium	6	Low	8	Medium	6	Medium	9	High	49	\$	5,592,000	\$	1,398,000	-	\$	6,990,000	Not recommended for a funding award.																				
12	Town of Flower Mound	Community Shared Use Path	Dallas	6	Low	20	High	6	Low	6	Medium	9	Medium	0	Low	47	\$	9,999,240	\$	6,180,760	-	\$	16,180,000	Not recommended for a funding award.																				
13	City of DeSoto	Pleasant Run Road	Dallas	7	Medium	12	Medium	13	High	5	Low	5	Low	3	Low	45	\$	2,872,000	\$	718,000	-	\$	3,590,000	Not recommended for a funding award.																				
14	City of DeSoto	Westmoreland Road	Dallas	7	Medium	12	Medium	13	High	5	Low	5	Low	3	Low	45	\$	3,960,000	\$	990,000	-	\$	4,950,000	Not recommended for a funding award.																				
15	City of Bedford	Bedford Road Beautification - Alternative A	Fort Worth	0	Low	17	High	10	Medium	6	Medium	8	Medium	3	Low	44	\$	5,760,000	\$	1,440,000	-	\$	7,200,000	Not recommended for a funding award.																				
16	City of Bedford	Bedford Road Beautification - Alternative B	Fort Worth	0	Low	17	High	7	Medium	6	Medium	8	Medium	3	Low	41	\$	9,856,000	\$	2,464,000	-	\$	12,320,000	Not recommended for a funding award.																				
17	Town of Sunnyvale	Rails to Trails Phase 2	Dallas	12	Medium	10	Medium	10	Medium	5	Low	2	Low	0	Low	39	\$	6,840,000	\$	1,710,000	-	\$	8,550,000	Not recommended for a funding award.																				
Ineligible Projects																																												
18	City of Richardson	UTD Mobility Improvements	The project was funded from the 2025 Strategic Transportation Funding Program.													\$	5,021,500	\$	278,500	781,500	\$	5,300,000	Not recommended for a funding award.																					
TOTAL REQUESTS RECEIVED																																\$	109,769,404	\$	37,698,926	3,173,500	\$	147,468,330						

Safe Routes to School (Construction) Application Category

#	Project Sponsor	Project Name	TxDOT District	Evaluation Criteria										Project Score	Requested Funding				Recommended Funding								
				Problem Identification and Solution (25 Points)		Planning Support (20 Points)		Potential to Increase Walking and Biking (20 Points)		Equity (15 Points)		Project Readiness and Other Factors (20 Points)			Transportation Alternatives Federal Funding	Local Match	Transportation Development Credits	Total	Transportation Alternatives Federal Funding	Local Match	Transportation Development Credits	Total					
1	City of Richland Hills	Safe Routes to School - Cheney Hills Elementary	Fort Worth	23	High	10	Medium	18	High	15	High	13	Medium	79	\$ 5,336,000	\$ 1,334,000	-	\$ 6,670,000	\$ 4,784,000	\$ 1,196,000	-	\$ 5,980,000					
2	City of Denton	Newton Rayzor Elementary School SRTS	Dallas	25	High	0	Low	20	High	8	Medium	17	High	70	\$ 4,584,000	\$ 1,146,000	-	\$ 5,730,000	\$ 4,584,000	\$ 1,146,000	-	\$ 5,730,000					
TOTAL RECOMMENDED															\$ 9,920,000	\$ 2,480,000	-	\$ 12,400,000	\$ 9,368,000	\$ 2,342,000	-	\$ 11,710,000					
Projects Not Recommended for Funding																											
3	City of Denton	Sam Houston Elementary School SRTS	Dallas	18	High	0	Low	15	High	7	Medium	19	High	59	\$ 3,672,000	\$ 918,000	-	\$ 4,590,000	Not recommended for a funding award.								
TOTAL REQUESTS RECEIVED																						\$ 13,592,000	\$ 3,398,000	-	\$ 16,990,000		

Safe Routes to School (Planning) Application Category

#	Project Sponsor	Project Name	TxDOT District	Evaluation Criteria										Project Score	Requested Funding					Recommended Funding			
				Problem Identification and Solution (25 Points)		Proposed Plan Elements (20 Points)		Potential to Increase Walking and Bicycling (20 Points)		Equity (15 Points)		Proposed Planning Process (20 Points)			Transportation Alternatives Federal Funding	Local Match	Transportation Development Credits	Total		Transportation Alternatives Federal Funding	Local Match	Transportation Development Credits	Total
1	City of Richardson	Richardson SRTS Program	Dallas	25	High	19	High	19	High	8	Medium	20	High	91	\$ 400,000	\$ 100,000	-	\$ 500,000		\$ 400,000	\$ 100,000	-	\$ 500,000
TOTAL RECOMMENDED															\$ 400,000	\$ 100,000	-	\$ 500,000		\$ 400,000	\$ 100,000	-	\$ 500,000

All Transportation Alternatives Projects in the North Central Texas Region

Requested Funding				Recommended Funding			
Transportation Alternatives Federal Funding	Local Match	Transportation Development Credits	Total	Transportation Alternatives Federal Funding ¹	Local Match	Transportation Development Credits	Total
\$ 123,761,404	\$ 41,196,926	3,173,500	\$ 164,958,330	\$ 59,636,664	\$ 11,881,666	2,392,000	\$ 71,518,330

Note: ¹Includes partial funding from FY 25 and FY 29.

Progress on Federal Discretionary Grants

Funding Agency	Project Name	Executed? Yes/No	Obligated? Yes/No	Agreement Amount (Total = Federal + Match)
Department of Defense	Community Noise Mitigation Program Grants	No	No	\$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
Federal Transit Administration	VA Station	No	Pre-award Authorized	\$11,897,600
Federal Transit Administration	Pilot Planning Grant Centerline	No	No	\$1,000,000
Federal Highway Administration	North Texas Equitable Electric Vehicle Infrastructure	Yes	Partial, \$14m obligated	\$17,990,529
Federal Highway Administration	Texas Hydrogen and Electric Freight Infrastructure Project	Yes	Partial, \$31m obligated	\$87,500,000
Federal Highway Administration	East Lancaster Avenue Complete Streets and Transit Technology Project	No	No	\$20,000,000
Federal Highway Administration	Alliance Inland Port Project	No	No	\$80,000,000
Department of Energy	Houston to Los Angeles on Hydrogen Fuel	Yes	Yes, Stop Work Order	\$107,000
TOTAL				\$266,043,128
Projects will be removed when an Agreement is fully executed and obligated.				

TRANSIT 2.0 STUDY-TASKS

✓ Complete

✓ Draft Being Presented

Task 2	Develop Transit Legislative Program ✓
Task 3	Develop Strategies to Increase Transit Authority Membership ✓
Task 4	Develop Collaborations Between Existing Transit Authorities ✓
Task 5	Develop Strategies for Transit Authority Board Partnerships & Teamwork ✓
Task 6	Develop Strategies for In-Fill Development ✓
Task 7	Review of Fare Collection Strategies ✓
Task 8	Develop Recommendations for Transit Authority/Member City Paradox ✓
Task 9	Final Report 2-Page Summary ✓
	Final Report ✓



Dallas Area Rapid Transit
P.O. Box 660163
Dallas, TX 75266-0163
214-749-3278

March 26, 2025

DART Service Area Mayors and City Managers

SUBJECT: Approved DART Commitment to Local Resolution of City Requests

Dear Mayors and City Managers:

Enclosed is the resolution demonstrating DART's commitment to finding a local resolution of city requests, approved by the DART Board at the Tuesday, March 25, meeting. With this resolution we have addressed our cities' concerns, including those that were discussed during the mediation process, and moved in the direction of solving this locally.

Key changes since the draft that was sent last Saturday, March 22, include:

- Section 14 – Caps DART's average sales tax growth to 3.8% over a 20-year period.
- Section 15 – Beginning in year four, DART will provide a percentage equity adjustment to cities whose sales tax collections exceed costs allocated per the updated methodology based on certain parameters.
- Section 13 – Stipulates that the General Mobility Program allocation described in this resolution will not occur if any part of the 1% sales tax is redirected through legislation and will be paused in years of negative sales tax growth.

Other minor clarifying changes were made, including information on current super majority vote requirements for debt issuance and financial standards, the latter of which establishes operating and capital growth restrictions and debt service coverage ratios.

In addition, I have included a second resolution approved by the Board that discusses the DART Board's legislative priorities related to governance.

We wanted to inform you about the steps we took to address your concerns and will be informing our delegation in Austin.

Thank you. We are eager to meet with you to review the actions we've taken and to move forward.

Kind regards,

A blue ink signature of Gary Slagel, written in a cursive style, is positioned above his name and title.

Gary Slagel
Chairman, DART Board of Directors

Enclosures

c: The Honorable Clay Jenkins, Dallas County Judge
DART Board
Michael Morris, Director of Transportation, North Central Texas Council of Governments
Nadine S. Lee, DART, President & Chief Executive Officer

RESOLUTION**of the****DALLAS AREA RAPID TRANSIT BOARD****(Executive Committee)****DART Commitment to Local Resolution of City Requests**

WHEREAS, Dallas Area Rapid Transit (DART) was created in 1983 by a majority of voters who voted to tax themselves with a one percent sales and use tax to plan, build, operate and maintain a regional multimodal public transportation system within a 13-city 700 square mile service area; and

WHEREAS, in September 2000, voters within the 13-city DART service area overwhelmingly approved a referendum to use the one percent sales tax collections to support issuance of bonds to upgrade and accelerate expansion of the transit network; and

WHEREAS, the DART system has evolved and grown based on these actions and consists of a 93-mile light rail system with 65 stations, more than 80 regional and local bus routes and shuttles, 31 microtransit zones covering 308 square miles, paratransit services, joint operations of the 34-mile Trinity Railway Express with Trinity Metro, and the future 26-mile Silver Line scheduled to open in late 2025; and

WHEREAS, since 1999, the University of North Texas Economics Research Group (ERG) has undertaken a series of economic impact studies to document transit-oriented development near DART stations, with the latest 2023 study documenting development value of \$17.1 billion between 1999 and 2021; and

WHEREAS, DART provides essential regional and local public transit services that enhance mobility within communities and connect the residents of the service area and the broader North Texas region, enabling access to employment, education, healthcare, and recreational opportunities; and

WHEREAS, the DART Board approves by a super majority the issuance of any debt and annually approves by a super majority vote Financial Standards that provide growth parameters in the development of the annual budget and 20-Year Financial Plan; and

WHEREAS, Financial Standards include: 1) sales tax revenue forecasts prepared by an independent economist that average out to 3.8% growth over the 20-Year Financial Plan; 2) operating expense growth is capped at 90% Consumer Price Index (CPI); 3) capital expense shall be increased at annual inflation rates no less than the greater of projections by an independent economist or executed construction contracts; 4) debt service coverage must be a factor of at least two times annual debt service; and

WHEREAS, DART historic sales tax growth from 2000 to 2024 was an average of 3.65%; and

WHEREAS, in September 2024, Ernst & Young Infrastructure Advisors LLP (EY) completed an independent study directed by the 13 service area cities that found that FY 2023 sales tax collections within seven cities was greater than the FY 2023 allocation of operating, capital depreciation, and interest expenses within their cities; and

WHEREAS, EY noted that the FY 2023 allocation results represent a “snapshot in time,” do not reflect the Silver Line completion in FY 2026 or other light rail assets set to be fully depreciated in FY 2027, and also that DART could potentially capture other measures of value through supplemental analysis to better inform future cost allocation analyses; and

WHEREAS, DART has previously provided funds to cities and implemented general mobility programs to give its cities the most benefit possible from sales tax collections or to address equity concerns related to the types of services available within cities; and

WHEREAS, the Board desires to address concerns of the seven cities identified in the FY 2023 EY study by establishing a General Mobility Program starting in FY 2026 that would set aside the equivalent of 5% of annual sales tax collections to be allocated as an equity adjustment to the seven eligible cities and that future eligible cities be identified through an updated methodology that captures other measures of value, to be approved by the Board; and

WHEREAS, inclusion of a new General Mobility Program equivalent to 5% of annual sales tax collections will require external funding contributions and/or reallocation of funding from other services or programs as part of the FY 2026 annual budget and 20-year Financial Plan development; and

WHEREAS, DART supports the principles of the North Central Texas Council of Governments (NCTCOG) Transit 2.0 Study and acknowledges the efforts towards providing a strategic review of transit solutions along with partnership discussions to ensure we are meeting the mobility needs of the region long-term.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that:

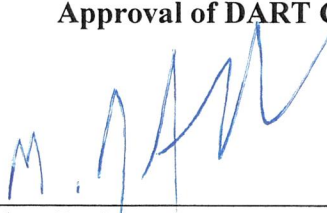
- Section 1: DART will create a General Mobility Program to be funded by the equivalent of 5% of annual sales tax collections for use by eligible cities as an equity adjustment to support local mobility needs consistent with Chapter 452.
- Section 2. The FY 2026 allocation amount will be equal to 5% of the FY 2024 actual sales tax collections, which is \$42.59 million as shown in Exhibit 1. The FY 2026 allocation to the seven eligible cities identified in the FY 2023 EY study will be based on their proportion of the difference between sales tax collections and cost allocations, less any sales tax allocation from DART under the existing TRIP program, where the

allocation for any one city will not exceed 25% of the FY 2024 sales tax collected within their city.

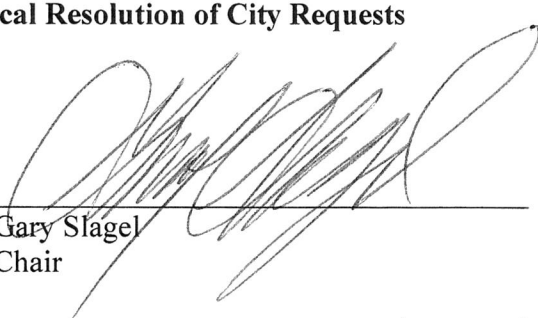
- Section 3: The FY 2027 allocation will follow this same methodology using audited FY 2024 data. Staff is directed to update the allocation methodology and submit to NCTCOG Transit 2.0 consultants for approval to obtain results by December 2026 to account for items including but not limited to the Silver Line completion in FY 2026 for use in defining eligible cities for FY 2028.
- Section 4: Staff is directed to develop a proposal for FY 2026 budget reallocations to fund the program, and to bring to the Board a request to call a public hearing on any identified service reductions by May 2025 that will generate funding towards each fiscal year allocation.
- Section 5: DART will execute with each of the eligible Service Area cities a template Interlocal Agreement for public transportation system or complementary transportation service purposes consistent with Chapter 452 of the Texas Transportation Code, and subject to legal review and compliance by each city with the requirements of the Interlocal Agreement, by September 30, 2025, for the FY 2026 allocation amount with the projected FY 2027 and FY 2028 amounts to be determined pending the updated allocation methodology approved by the Board.
- Section 6: The General Mobility Program will be established for a term of three years and the Board will consider program modification and/or renewal after the initial term.
- Section 7: Any unallocated funds in each fiscal year will be transferred to the general fund.
- Section 8: The Board desires that Regional Transportation Council (RTC) and/or other external funding be pursued to reduce DART budget impacts to accommodate a new program and that a strategy for revenue replacement be developed with the assistance of local, regional and state stakeholders.
- Section 9: DART will enhance economic development opportunities that benefit DART and its cities, including development of a template Interlocal Agreement for Board consideration no later than May 2025 that establishes parameters for DART's automatic contribution to Tax Increment Reinvestment Zones using sales tax increment. DART staff will also develop an economic development policy that addresses DART's economic development goals and priorities.
- Section 10: DART will continue to advance efforts to support implementation of service area city local service requests as part of the FY 2026 budget development.
- Section 11: DART will review and amend Policy III.07, DART Fixed-Route Service Beyond Service Area Boundary, to address barriers to participation of non-service area cities with DART.

- Section 12: DART supports the principles of the North Central Texas Council of Governments (NCTCOG) Transit 2.0 Study along with continuing partnership discussions to advance local solutions that ensure transit plays a strong role in meeting the long-term mobility needs of the region. DART supports the efforts of its members, the Regional Transportation Council, and others to expand the regional system and to make more transportation options available to more people in the region on a financially fair basis.
- Section 13: General Mobility Program allocation will not occur if legislation is passed that redirects any part of the one cent sales and use tax and will be paused during years with negative sales tax growth.
- Section 14: DART will cap sales and use tax revenue growth at an average of 3.8% over the life of the 20-year Financial Plan. There will be fluctuations from year to year within the plan, but the average growth will not exceed 3.8% over 20 years.
- Section 15: Beginning in year four (FY 2029), cities that have sales tax collections greater than the allocation of costs within their cities will receive an equity adjustment as follows: If the delta between a city's cost allocation and its sales tax collections as a percentage of its sales tax collections is greater than 50%, that city will receive 25% of their sales and use tax as a disbursement for uses consistent with Texas Transportation Code Chapter 452; between 25% and 49.99% will receive 15%; and 1% to 24.99% will receive 5%.

Approval of DART Commitment to Local Resolution of City Requests



 M. Nathan Barbera
 Secretary



 Gary Slagel
 Chair

APPROVED AS TO FORM:

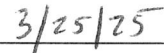


 Gene Gamez
 General Counsel

ATTEST:



 Nadine S. Lee
 President & Chief Executive Officer



 Date

EXHIBIT 1

FY 2026 General Mobility Program Allocations (\$M) based on FY 2023 EY Study and 5% of FY 2024 Actual Sales Tax

City	Total Cost Allocation FY 2023 (EY)	FY 2023 Sales tax contribution (EY)	Over/ (Under) (EY)	FY 2023 TRIP Allocation Adjustment	Revised Over/ (Under)	Revised Share of Total Over	Proportional Revenue Share	25% of FY 2024 sales tax (maximum amount)	Allocation for FY 2026
Addison	\$9.5	\$16.3	\$6.8		\$6.8	6.9%	\$2.93	\$4.18	\$2.93
Carrollton	\$37.3	\$48.3	\$11		\$11	11.1%	\$4.74	\$11.91	\$4.74
Cockrell Hill	\$2.8	\$0.6	\$(2.2)	\$(0.13)	\$(2.33)				
Dallas	\$690.5	\$407.8	\$(282.7)		\$(282.7)				
Farmers Branch	\$20.8	\$24.3	\$3.5		\$3.5	3.5%	\$1.51	\$5.88	\$1.51
Garland	\$62.7	\$45.2	\$(17.5)		\$(17.5)				
Glenn Heights	\$1.5	\$1.1	\$(0.4)	\$(0.23)	\$(0.63)				
Highland Park	\$1.9	\$6.3	\$4.4	\$(1.33)	\$3.07	3.1%	\$1.33	\$2.11	\$1.33
Irving	\$123.5	\$102.2	\$(21.3)		\$(21.3)				
Plano	\$44.6	\$109.6	\$65		\$65	65.8%	\$28.01	\$28.99	\$28.01
Richardson	\$50.7	\$56.9	\$6.2		\$6.2	6.3%	\$2.67	\$12.99	\$2.67
Rowlett	\$16.1	\$9.2	\$(6.9)		\$(6.9)				
University Park	\$1.8	\$6.4	\$4.6	\$(1.35)	\$3.25	3.3%	\$1.40	\$1.71	\$1.40
TOTAL	\$1,063.7	\$834.2							

City	Total Cost Allocation FY 2023 (EY)	FY 2023 Sales tax contribution (EY)	Over/ (Under) (EY)	FY 2023 TRIP Allocation Adjustment	Revised Over/ (Under)	Revised Share of Total Over	Proportional Revenue Share	25% of FY 2024 sales tax (maximum amount)	Allocation for FY 2026
		Total Over Contribution	\$101.5		\$98.82	General Mobility 5%	\$42.59		\$42.59
						FY 2024 sales tax	\$851.78		
						Amount to General Fund			\$0

NOTES:

- DART cannot generate all FY2026 funding until any service reductions go into effect after required public hearings. Proposed FY 2026 funding could be a combination of MAIF balance, RTC contribution, and partially realized savings from DART. The timing of any service reductions should consider transit availability during the FIFA World Cup in July 2026.
- DART reductions would be planned to ensure full coverage of 5% of FY2025 and FY2026 actual sales tax for FY2027 and FY2028 allocation.
- Implementation of the general mobility fund allocation in Exhibit 1 assumes the collection of the full one cent of voter approved sales and use tax for the term of the program.

RESOLUTION
of the
DALLAS AREA RAPID TRANSIT BOARD
(Executive Committee)

**Approval of a Resolution for Legislative Priorities on Governance for the 89th Session of
the Texas Legislature**

WHEREAS, on October 22, 2024 (Resolution No. 240127), the Board approved DART's legislative priorities for the 89th Session of the Texas Legislature; and

WHEREAS, the 89th Texas Legislature is in session, and Senate Bill 2118 and House Bill 5049 have been filed related to the governance of DART; and

WHEREAS, the Board has been briefed on the Bills and their potential impact on DART's governance; and

WHEREAS, on March 7, 2025, DART convened a small working group of four city managers (Dallas, Farmers Branch, Irving, and University Park) to discuss governance and provide input on potential opportunities to address concerns identified by some cities; and

WHEREAS, during the March 11, 2025, Committee-of-the-Whole meeting, the Board reviewed the Bills and their potential impact on DART's governance; and

WHEREAS, on March 13, 2025, the North Central Texas Council of Governments (NCTCOG) Regional Transportation Council (RTC) approved an item to initiate a local partnership discussion/mediation process to resolve the matter between the cities and DART. The RTC voted to not oppose the legislation affecting DART funding pending feedback from the mediation process; and

WHEREAS, the first meeting of the mediation process was held on March 14, 2025; and

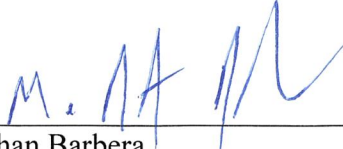
WHEREAS, the Board desires to provide input to the mediation process and city leadership on DART's position to support, amend, oppose, or defer each section of the Bill.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the Board adopts the following legislative priorities on governance:

**Approval of a Resolution for Legislative Priorities on Governance for the 89th Session of
the Texas Legislature**

- Section 1: Support amending legislation to establish a subregional board composed of 1 member appointed by the governing bodies of the municipalities in the subregional authority, except as follows: 2 members by each governing body with a population greater than 250,000 but less than 499,999; 4 members by each governing body with a population greater than 500,000 but less than 1,099,999; and 8 members by a governing body with a population greater than 1.1 million.
- Section 2: Support amending legislation to establish a voting formula that entitles an appointed member of a subregional board to a voting share equal to the ratio of population of the appointing municipality to the subregional board.
- Section 3: Support amending legislation to create staggered terms with one-half of the members, or as near to one-half as possible expiring on July 1 of each year.
- Section 4: Oppose amending legislation that imposes any regulations on a subregional board's ability to elect its Presiding Officer.
- Section 5: Oppose amending legislation that repeals Section 452.573, Section 452.574(c), Section 452.575, Section 452.576, Section 452.577, and Section 452.578.
- Section 6: Support amending legislation to prohibit any member of a governing body to be appointed to the subregional board concurrently.
- Section 7: Support amending legislation to establish the fiduciary responsibility of members of the subregional board to the subregional board, superseding all fiduciary responsibilities by a member to the appointing municipality.
- Section 8: DART will amend its Board Policies to require a super majority vote for adding services and debt issuance.
- Section 9: DART will amend its Board Policies to require a ratification vote of annual committee chair appointments.

**Approval of a Resolution for Legislative Priorities on Governance for the 89th Session of
the Texas Legislature**

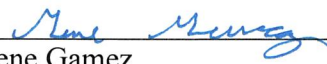


M. Nathan Barbera
Secretary



Gary Slagel
Chair

APPROVED AS TO FORM:

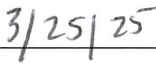


Gene Gamez
General Counsel

ATTEST:



Nadine S. Lee
President & Chief Executive Officer



Date

Background for Proposed Local Bill Impacting The 90th Texas Legislative Session

MICHAEL MORRIS, P.E.

North Central Texas Council of Governments

April 25, 2025

TRANSIT 2.0 TASK 5:

DEVELOP STRATEGIES FOR TRANSIT AUTHORITY BOARD PARTNERSHIPS & TEAMWORK

Top 5 Focus Areas

Micro Transit to
Inform Route
Planning

Next Generation
Transit Signals

Private Sector
Service Delivery

Invest in
Catalytic
Economic
Development

Safety / Fare
Enforcement

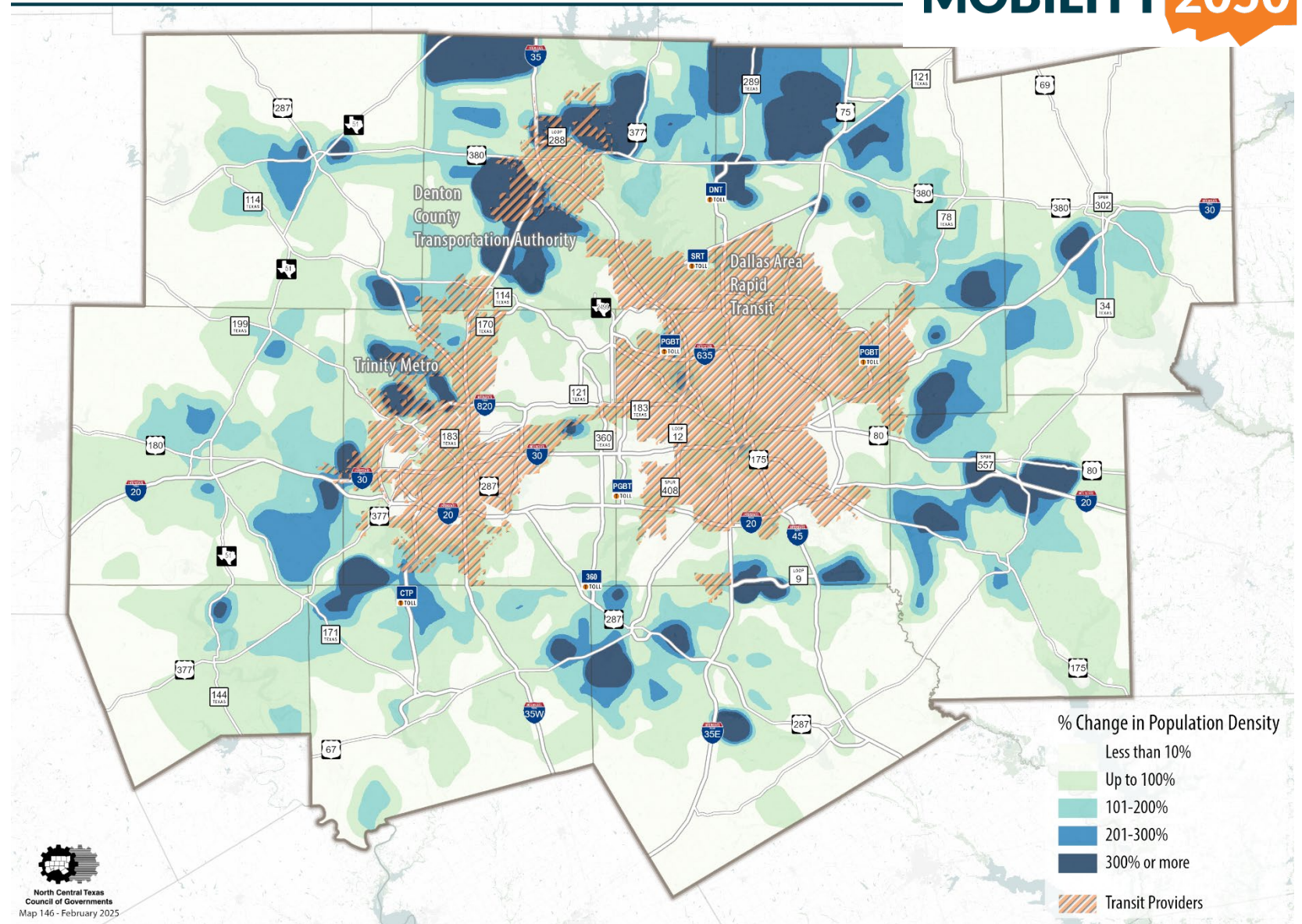
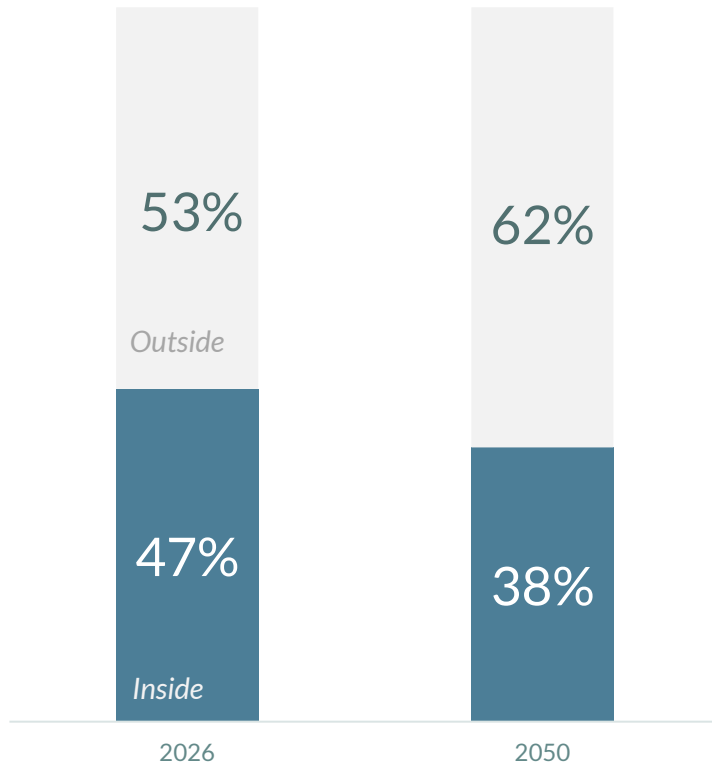


Possible Risk From New DART Legislation to the Regional Transportation Council

- 1.) Delay in 2050 Mobility Plan/Conformity (Including Reduction in Regional Transit Connections)
- 2.) Potential Roadway Sanctions (Clean Air Act)
- 3.) FIFA 2026 Delivery
- 4.) Loss of Federal Discretionary Grants
- 5.) Reduction of Federal Formula Transit Funds
- 6.) Unclear Role of Transit 2.0
- 7.) Negative Impacts to Federal Performance Measures



Population within Transit Authority Service Areas



12-County Sales Tax Impact Region/State Comparison

Item	2013	2024
Region Population	6,796,661	8,342,425
Texas Population	26,448,193	31,290,831
% Region Population	25.7%	26.7%
Region Total Sales Tax	\$7,188,461,931	\$13,719,801,309
State Total Sales Tax	\$25,944,000,000	\$47,160,000,000
% Region Sales Tax	27.7%	29.1%
Ratio	1.078	1.091

State Donor Impact
 $(1.091 - 1.078) * 47,160,000,000 =$
\$612 million/year

Sources: Texas Comptroller of Public Accounts; US Census Bureau; NCTCOG

Dallas-Fort Worth Sales Tax: Allocation Comparison Summary Reports (<https://comptroller.texas.gov/transparency/local/allocations/sales-tax/>)

State Sales Tax: Annual Tax Collections (https://comptroller.texas.gov/about/media-center/infographics/2025/bre26-27/collections.php?utm_source=chatgpt.com)

This analysis was conducted with the assistance of AI tools to support data location. All data was verified with the original source.



Oppose DART Legislation That Reduces Funding For DART (Not Being Proposed By Staff)

Continue Near Term Solutions: Regional Transportation Council Mediation and Implementation of Transit 2.0 (Contact Authors for Interest)

Support Local Bill from 89th Texas Legislature Requesting RTC to Implement Transit 2.0 Initiatives for the 90th Legislature



4/10/25

Clay Jenkins, Chairman
Regional Transportation Council

Dear Chair Jenkins:

We appreciate the recent efforts of the Regional Transportation Council to host partnership discussions between DART and some of its member cities.

As mentioned in the March RTC meeting, while we welcome discussion with our partners, we are fully supportive of the existing legislative solutions.

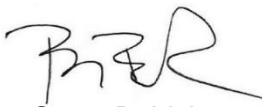
After three meetings and more than five hours of discussion, we will decline continued mediation. We are committed to our path forward at the Texas Legislature.

Any future discussions should be centered around implementation. As we discussed in our meetings facilitated by Chair Jenkins, we are open to how we might deploy the General Mobility Program funding in HB 3187 / SB 1557 to assist with federal grants, the FIFA World Cup, etc.


While DART has passed a resolution to return limited funds to some member cities, as well as a resolution on governance, we remain committed to the belief that structural, long-term reform is needed through legislation.


We renew our request for the Regional Transportation Council and its staff to remain neutral as DART member cities pursue a lasting solution during the 89th Texas Legislature.


Sincerely,


Steve Babick
Mayor of Carrollton


Terry Lynne
Mayor of Farmers Branch


William Beecher
Mayor of Highland Park


Rick Stopfer
Mayor of Irving


John B. Muns
Mayor of Plano



April 10, 2025

The Honorable Clay Jenkins
Chair
Regional Transportation Council
North Central Texas Council of Governments
P.O. Box 5888
Arlington, Texas 76005-5888

Dear Chair Jenkins:

Thank you for your and Michael Morris's efforts on behalf of the Regional Transportation Council to host and facilitate partnership discussions between DART and representatives from DART member cities that both support and oppose HB 3187/SB 1557. DART remains open and willing to continued mediation.

Based on the previous discussions, it is evident that Mayors of 5 of DART's 13 cities are not open to further discussions and are committed to pursuing legislation that would have devastating impacts on DART and its ability to serve the growing region – residents, businesses and visitors alike. We also understand that as discussions have continued there is not unanimity on the approach, even within these five city councils. And, it should not be forgotten that six of DART's 13 cities have passed resolutions in support of DART's full funding – full funding that is consistent with the will of voters and evidenced through various resolutions of support by our cities over the years that DART plan, build, operate and maintain a regional system. We continue to be committed to finding a local solution to these issues, and we feel strongly that *all* cities should be included in the discussions.

The DART Board passed a resolution on March 25, 2025, outlining DART's Commitment to Local Resolution of City Requests. This resolution is intended to replace the propose legislation and also incorporated many items from the partnership discussions. This resolution includes a commitment to redirect the equivalent of 5% of DART's sales tax revenue to a new general mobility program that would provide an equity adjustment to certain cities. The initial two years of this program will follow the EY study methodology, which has not been endorsed by DART. DART was not involved in development of the methodology and according to EY it represents a "snapshot in time" using FY 2023 data, does not reflect the \$2B Silver Line investment, and could potentially capture other measures of value through supplemental analysis, which DART plans to undertake as outlined in the resolution for future years. This will include the development of an Interlocal Agreement with eligible cities to create a binding contract for this program.

If the belief by some DART cities that structural, long-term reform is needed, we strongly believe that should be done intentionally in partnership with each other and in consideration of Transit 2.0, and not be implemented through legislation being pushed by a minority of DART cities.

We recommended that the Regional Transportation Council oppose current legislation affecting both funding and governance and outline a path for true partnership discussions that can result in a win-win for the region, DART and its cities in advance of the 90th Texas Legislature.

Kind regards,

A handwritten signature in black ink, appearing to read 'Gary Slagel', with a stylized, cursive script.

Gary Slagel
Chairman, DART Board of Directors

A handwritten signature in black ink, appearing to read 'Mark C. Enoch', with a stylized, cursive script.

Mark C. Enoch
Director, DART Board of Directors
Chair Administration Committee

A handwritten signature in black ink, appearing to read 'Randall Bryant', with a stylized, cursive script.

Randall Bryant
Director, DART Board of Directors
Chair Communications Committee

From: Omar Roman <Omar.Roman@farmersbranchtx.gov>
Sent: Thursday, April 10, 2025 11:37 AM
To: dcjudge@dallascounty.org; Michael Morris; Lauren Trimble; Rebekah Gongora
Cc: Jawaria Tareen; Benjamin Williamson; Tina Bennett-Burton; Roger Neal
Subject: Farmers Branch City Council - RTC Letter Follow-up

Dear Chairman Jenkins and Members of the Regional Transportation Council,

I recently became aware of a letter sent by our Mayor on behalf of the City of Farmers Branch, stating a position to “decline continued mediation [with DART]” and support the “existing legislative solutions.” While this aligns with a resolution passed by our Council several months ago, I was not informed of the letter beforehand.

We remain aligned in the goal of reforming how we do business with DART. However, given the recent progress made, we want to ensure legislative action is truly necessary. Before taking any formal position on this matter, we respectfully ask for time to review the outcomes of the three meetings referenced in the letter, hold a public Council discussion, and gather resident feedback to ensure we are all aligned in our expectations and experiences.

At this time, I cannot take a position until these steps are completed. Thank you for your continued leadership and understanding.

Thank you,
Omar Roman
Farmers Branch
District 1 Councilmember and Mayor Pro Tem
214-632-8093

ATTENTION ELECTED or APPOINTED OFFICIALS: Please “Reply” only to the sender. A "Reply to All" to this e-mail could lead to violations of the Texas Open Meetings Act.

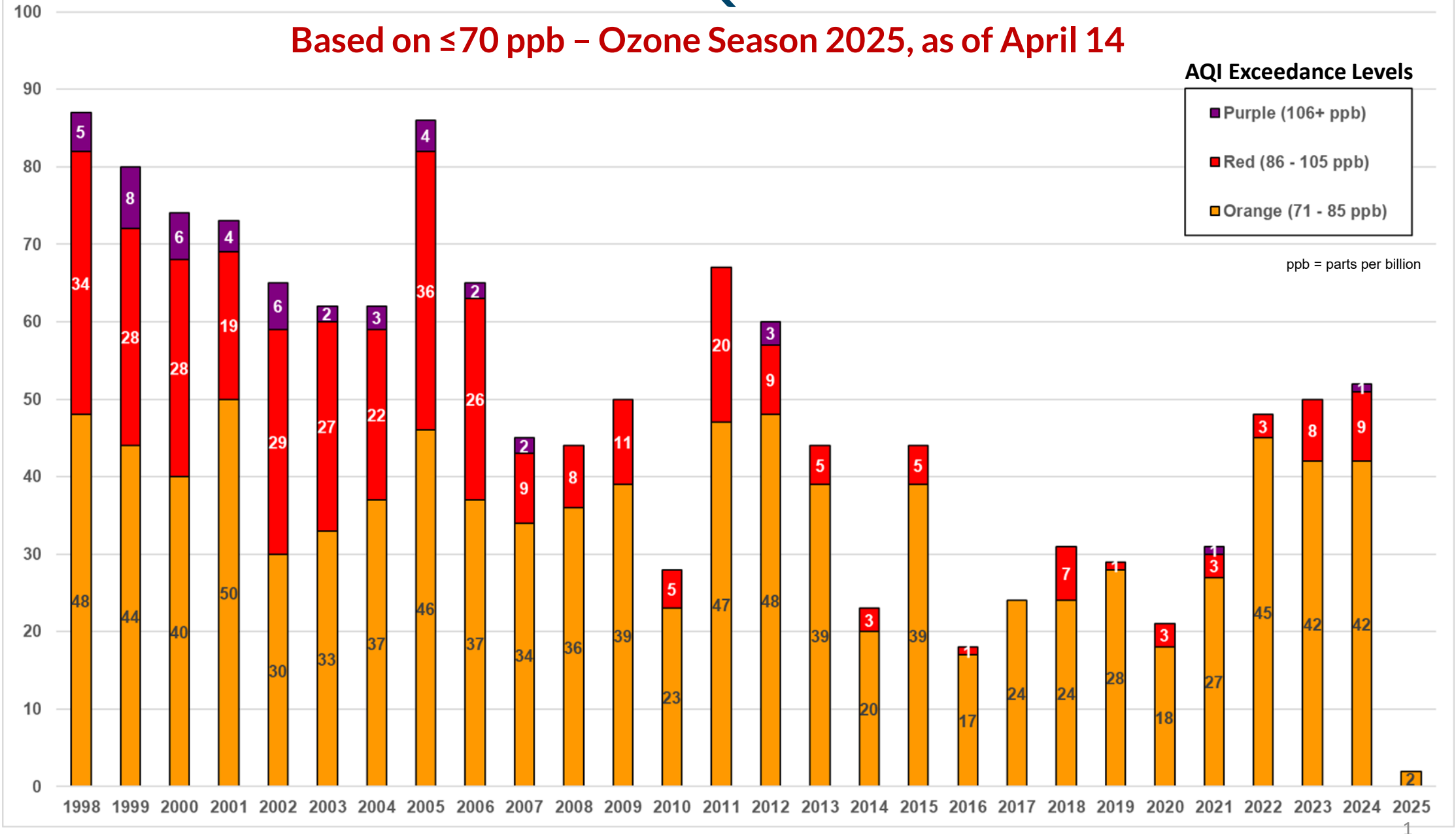
8-hour Ozone NAAQS Historical Trends

Based on ≤ 70 ppb – Ozone Season 2025, as of April 14

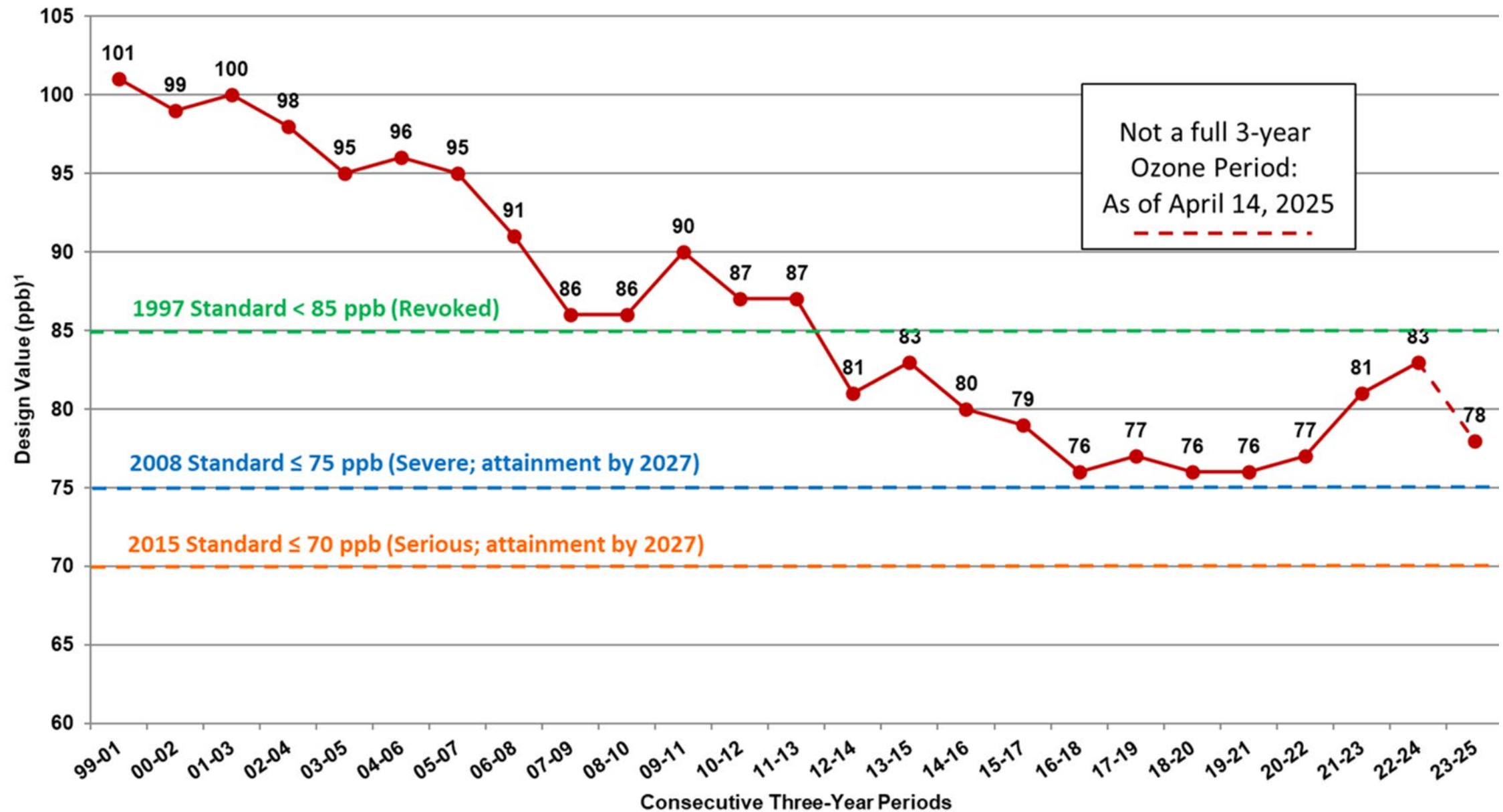
AQI Exceedance Levels

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

ppb = parts per billion



8-hour Ozone NAAQS Historical Trends



¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

FOR MORE INFORMATION

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



— CONTINUED FROM FRONT PAGE —

The TxDOT Dallas District will be sharing safety tips and safe driving behaviors on social media the week of April 21-25 in order to spread work zone safety awareness while addressing the three top factors that put our workers and drivers at risk: **speed, distractions, and unsafe lane changes**:

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
<div><div>APRIL 21</div><div>WORK ZONE SAFETY TRAINING DAY Companies are encouraged to pause during the workday for safety demonstrations and discussions about policies and other prevention steps.</div></div>	<div><div>APRIL 22</div><div>NATIONAL KICKOFF EVENT The North Carolina Department of Transportation will host the 2025 NWZAW kickoff this year with the theme, “Respect the zone so we all get home.”</div></div>	<div><div>APRIL 23</div><div>GO ORANGE DAY All roadway safety professionals nationwide are encouraged to wear orange to proudly show their support of work zone safety.</div></div>	<div><div>APRIL 24</div><div>SOCIAL MEDIA STORM Everyone is urged to share messages on social media using hashtags #NWZAW and #WorkZone-Safety.</div></div>	<div><div>APRIL 25</div><div>MOMENT OF SILENCE The moment of silence started in 2022 to remember the men and women who lost their lives in work zone incidents.</div></div>

SOURCE: TxDOT

TxDOT graphic by DEAN HOLLINGSWORTH/Information Specialist

THE FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION OFFERS GRAPHICS AND COPY FOR SOCIAL MEDIA

As shown in the below playbooks, use these social graphics to inform drivers about the challenges of work zones and how to avoid problems when driving through them. These can be used throughout the year and fit in with your current social media strategy. Download the graphic or video, upload it to the social platform of your choosing, and then copy and paste your selected message into the post.



SOURCE: Federal Motor Carrier Safety Administration

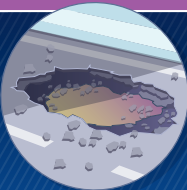
FMCSA graphics

Copy: Help prevent rear-end crashes in work zones by obeying all speed limits, avoiding distractions, and maintaining extra space between your CMV and the vehicle in front of you. **Learn more tips:** <https://bit.ly/3rFbTVy> #WorkZoneSafety #OurRoads

Copy: When driving a large truck through a work zone, be aware of passenger vehicle drivers who may not know the challenges you face maneuvering a large vehicle. Exercise caution and share the road safely. **Learn more tips:** <https://bit.ly/3rFbTVy> #WorkZoneSafety #OurRoads

Copy: GPS apps and similar resources can help you be aware of upcoming work zones before you hit the road. When possible, research your route ahead of time and use detours or alternative roads to avoid these areas if needed. #WorkZoneSafety #OurRoads

FOR MORE INFORMATION:
214-320-4480
dalinfo@txdot.gov
www.txdot.gov



REPORT A POTHOLE:
Visit <https://www.txdot.gov/about/contact-us/report-an-issue/roadneedsrepair.html> or call 800.452.9292.
Progress report can be downloaded at <https://www.txdot.gov/about/districts/dallas-district/progress-report.html>

TEXAS DEPARTMENT OF
TRANSPORTATION
4777 E. Highway 80
Mesquite, TX
75150-6643



DALLAS DISTRICT PROGRESS

COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

It's Time for National Work Zone Awareness Week



Around this time every year, more construction and maintenance workers take to Texas roads. Their “office” is just a few feet away from speeding traffic. The only protection for some work crews is simply painted stripes, traffic cones or traffic barrels. So far this year, fatalities from work zone crashes have dropped in the Dallas area. Total crashes in work zones, however, have remained consistently high across the district. The power to keep roads safe lies in the hands of drivers. To help remind motorists of this, TxDOT will again take part in National Work Zone Awareness Week from April 21-25 this year.

The top three factors that put our workers and drivers at risk are **speed, distractions, and unsafe lane changes**. To spread work zone safety awareness and encourage safe driving behaviors, TxDOT Dallas District will share safety tips on social media each day addressing these factors during the awareness week. (See back page for specific dates).

The influx of people moving to the Lone Star State isn't slowing down, and that leads to more projects to accommodate a growing population. Every crew shares the same goal: finishing the job safely to get home to their loved ones.

When drivers see orange construction signs or flashing lights, they should always remember to:

- **SLOW DOWN:** Follow the posted speed limit and never drive faster than what is safe for road conditions.

RESPECT THE
Z WORK ZONE NE
SO WE ALL GET
H SLOW ME



2025 NATIONAL WORK ZONE AWARENESS WEEK

SOURCE: National Work Zone Awareness Week (NWZAW)

NWZAW 2025 graphic

Above shows one example of host NCDOT's social media images, which have been developed for organizations and the public to use when promoting NWZAW 2025. For more images, links can be found here: www.nwzaw.org

- **MERGE WHEN DIRECTED.** Unsafe lane changes are a leading factor in work zone crashes.

- **SET ASIDE DISTRACTIONS.** Give your full attention to your surroundings and stay focused on the road.

- **WATCH OUT FOR ROAD CREWS.** Visit www.drivetexas.org to check for potential work zones on your route.

- **DON'T TAILGATE.** Traffic in work zones can slow suddenly so give yourself room to stop in a hurry.

- **ALLOW EXTRA TIME.** Road construction can slow things down. Count on it, and plan for it.

TxDOT would like to thank all of our crews and contractors for putting their safety on the line every day to make the roads a better place. Thanks also goes to drivers who look out for crews and fellow motorists in work zones.

Stay safe everyone! ■

MORE ON BACK PAGE »

MARCH 2025 LET PROJECTS

#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	CONTRACTOR	BID (M)
1	0092-04-077	I-45	At SH 34 (Ennis Ave.)	Intersection improvements with RT/LT turn lanes	Grey Sky Construction, LLC	\$8.08
2	0135-02-071	US 380	On Industrial Blvd. from SH 5 to Westmoreland Dr.	Install Illumination	SICE, Inc.	\$2.89
3	0135-03-046	US 380	Airport Dr. to CR 458	Widen road, and add lanes	Webber, LLC	\$141.41
4	0442-02-161	I-35E	At Bear Creek Road	Construct new roadway lanes	IBCTX, LLC	\$16.45
5	0581-01-183	SL 12	Forsythe Dr. to Mystic Trail	Install traffic signal	Garret Shields Infrastructure	\$4.44
6	1017-02-014	FM 35	I-30 to Hunt County line	Rehabilitate existing roadway	Austin Bridge & Road Services, LP	\$1.32
7	1068-04-182	I-30	MacArthur Blvd. to Beltline Rd.	Install/rehabilitate ITS	Light It Up Electric	\$0.46
8	1159-02-035	FM 879	0.3 miles W of FM 1722 to FM 813	Restore existing pavement and add shoulders	Knife River Corporation - South	\$9.17
9	2588-01-022	FM 548	North of US 80 to Windmill Farms Blvd.	Widen/reconstruct 2-lane rural to 6-lane urban	Granite Construction Company	\$80.36
10	2681-01-027	FM 2499	At FM 407 (Justin Rd.)	Intersection improvement	Garret Shields Infrastructure	\$3.14
*	0196-03-293	I-35E	Various locations along I-35E and I-30 in Dallas Co.	Install roadway illumination and WWD systems	SICE, Inc.	\$12.56

* Unmapped.

ESTIMATED TOTAL \$280.28 M
DISTRICT FY ACCUMULATIVE LETTINGS \$1,656.04 M

APRIL 2025 LET PROJECTS • (SUBJECT TO CHANGE)

#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	EST. COST (M)
1	0009-11-268	I-30	PGBT to Bass Pro Drive	Hazard elimination & safety	\$2.20
2	0581-01-184	SL 12	North of Maddox Road to Hillburn Drive	Install traffic signal	\$2.51
3	2746-01-009	FM 2727	SH 243 to FM 429	Rehabilitate existing roadway	\$18.04
*	0918-47-403	Skillman St.	Various Intersections in the City of Dallas	Traffic signal improvements	\$4.37

* Unmapped.

ESTIMATED TOTAL \$27.12 M

COMPLETED CONSTRUCTION PROJECTS • (FROM MARCH 1-31, 2025)

#	CSJ No.	HWY	PROJECT LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0095-14-033	I-20	From Dallas County line to SP 557	Traffic control devices	\$2.2	3/11/2025

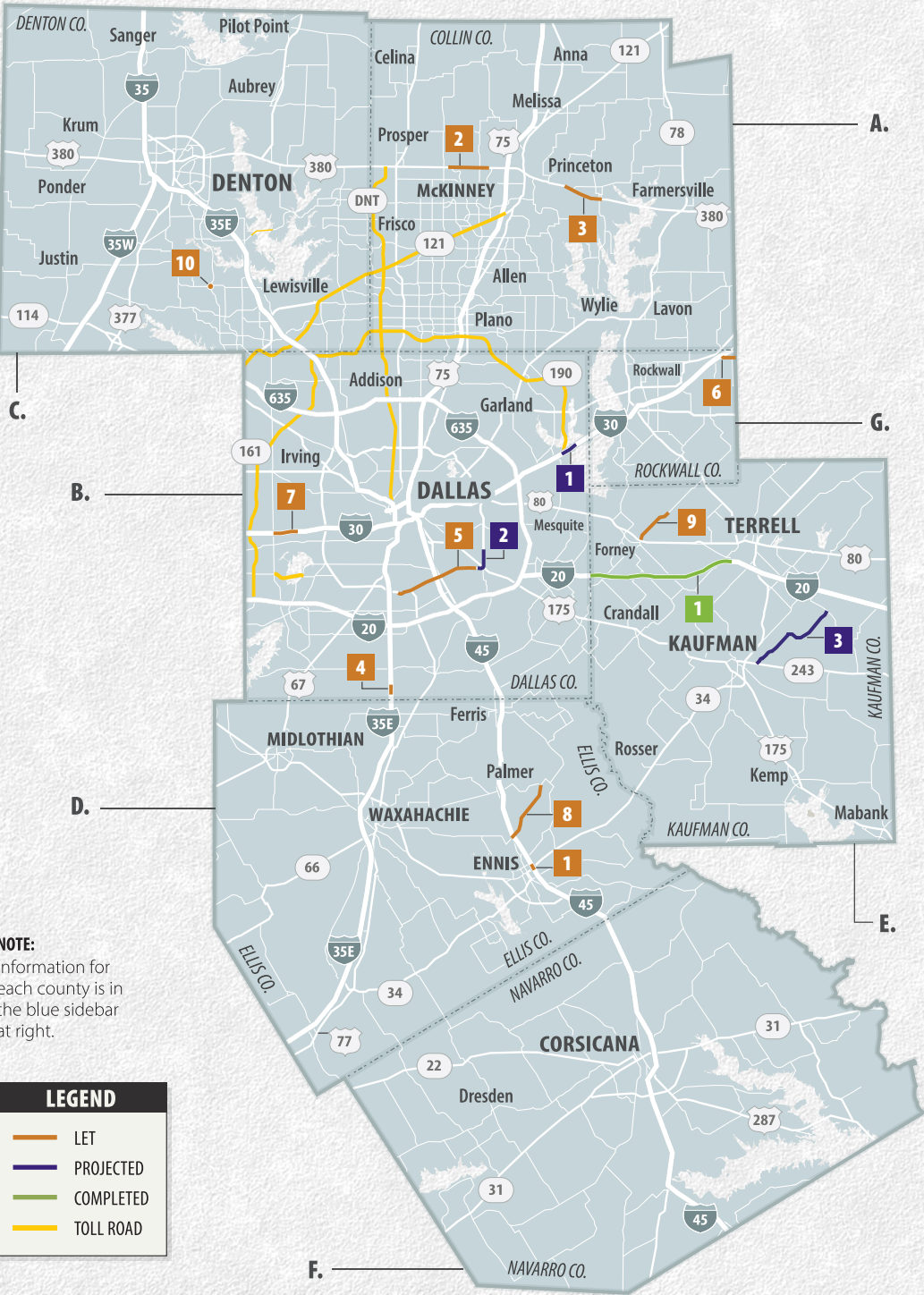
ESTIMATED TOTAL \$2.2 M

SOURCE: Texas Department of Transportation

TxDOT graphics

DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in March 2025, are projected to let in April 2025, or have recently been completed.

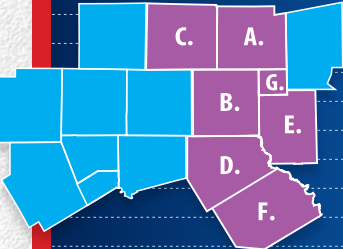


NOTE: Information for each county is in the blue sidebar at right.

LEGEND

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD

SOURCE: TxDOT research
*POPULATION ESTIMATE: NCTCOG



2024 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,272,434
*POPULATION ESTIMATE | 5,560,191
LANE MILES | 11,456

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 892,924
*POPULATION ESTIMATE: 1,229,632
LANE MILES: 1,578

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,101,685
*POPULATION ESTIMATE: 2,716,721
LANE MILES: 3,563

C. | DENTON COUNTY

VEHICLE REGISTRATION: 763,677
*POPULATION ESTIMATE: 1,036,720
LANE MILES: 1,822

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 201,810
*POPULATION ESTIMATE: 228,511
LANE MILES: 1,627

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 151,162
*POPULATION ESTIMATE: 161,562
LANE MILES: 1,225

F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 54,161
*POPULATION ESTIMATE: 55,873
LANE MILES: 1,276

G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 107,015
*POPULATION ESTIMATE: 131,172
LANE MILES: 365



MINUTES

**REGIONAL TRANSPORTATION COUNCIL
PUBLIC MEETING**

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas

Start of 2025 Ozone Season

Title VI 2025 Program Update

Funding Recommendations to Upgrade Existing EV Charging Stations

Transit 2.0: Initial Draft Reports

Regional Transit Partnerships and Federal Discretionary Grant Funding Update

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, March 10, 2025, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogMar25. Chris Klaus, Senior Program Manager, moderated the meeting attended by 103 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 the following:

- Mobility 2050: The Metropolitan Transportation Plan for North Central Texas – **presented by Gwen Dorko**
- Start of 2025 Ozone Season – **presented by Daniela Tower**
- Title VI 2025 Program Update – **presented by Emily Beckham**
- Funding Recommendations to Upgrade Existing EV Charging Stations – **presented by Maggie Quinn**

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at: www.publicinput.com/nctcogMar25.

Summary of Presentations

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas presentation:
<https://nctcog.org/getmedia/53520a77-0830-43f1-814f-a1acd6434455/Mobility-2050.pdf>

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: www.publicinput.com/Mobility2050.

Start of the 2025 Ozone Season presentation: <https://nctcog.org/getmedia/9c7249a0-a14b-461e-8e60-c496a82b95de/Start-of-2025-Ozone-Season.pdf>

Ozone is a gas composed of three atoms of oxygen and occurs both in the Earth's upper atmosphere and at ground level. Ground-level ozone is commonly referred to as "bad ozone" and forms when emission sources emit nitrogen oxides and/or volatile organic compounds that react in the presence of sunlight. Ozone can make it more difficult to breathe, aggravates lungs and can inflame and damage the airway.

North Texas is currently in violation of two ozone standards, one for 2008 and one for 2015. The current classification under the 2015 standard is serious, with an attainment date of July 20, 2027 and severe under the 2008 standard, with an attainment date of August 3, 2027.

For more information on regional air quality, visit <https://www.nctcog.org/trans/quality/air/ozone>.

Title VI 2025 Program Update presentation: <https://nctcog.org/getmedia/3b490720-0aec-4072-97f0-f7c2fa1a3202/Title-VI-Policy-2025-Update.pdf>

The Title VI Program documents how NCTCOG considers civil rights in planning and includes procedures individuals can use to file a complaint of discrimination. It is evaluated and updated by NCTCOG staff every three years.

Significant updates during the current cycle include a summary of outreach efforts since the last submission, a list of transit-related Title VI investigations and complaints, a schedule of subrecipient Title VI submissions and impacts of the distribution of State and federal funds for public transportation projects.

The RTC is expected to take action on the Title VI 2025 Program Update on May 8, 2025.

Funding Recommendations to Upgrade Existing EV Charging Stations presentation: <https://nctcog.org/getmedia/d916455e-548f-4e75-80fe-fc7393e85ece/Funding-Recommendations-to-Upgrade-Existing-EV-Charging-Stations.pdf>

The North Texas Reliable Electric Vehicle Infrastructure project aims to repair and replace all existing, non-operational electric vehicle charging stations in the region to increase reliability.

Approximately \$3.66 million in federal funding was awarded to repair and replace 138 stations. Of those 138 stations, 64 of them passed the Federal Highway Administration's (FHWA) eligibility screening, and 12 individual site owners expressed interest and willingness to provide cost shares for the infrastructure upgrades. Due to various factors, including noncompliant equipment, NCTCOG staff is recommending all sites be fully upgraded.

For more information on the National Electric Vehicle Infrastructure (NEVI) Formula Program, visit https://www.fhwa.dot.gov/environment/nevi/evc_raa/.

The RTC is expected to take action on funding recommendations for the North Texas Reliable Electric Vehicle Infrastructure project on April 10, 2025.

Summary of Online Review and Comment Topics

Transit 2.0: Initial Draft Reports:

Task 3 Draft Report: Develop Strategies to Increase Transit Authority Membership:

[https://nctcog.org/getmedia/7eb8b3cb-b575-4a70-b8ed-a91d32ef1f17/R-C Transit-2-0-Task-3-Draft-Report Strategies-to-Increase-TA-Membership.pdf](https://nctcog.org/getmedia/7eb8b3cb-b575-4a70-b8ed-a91d32ef1f17/R-C_Transit-2-0-Task-3-Draft-Report_Strategies-to-Increase-TA-Membership.pdf)

Task 4 Draft Report: Initiate Collaboration Between Existing Transit Authorities:

[https://nctcog.org/getmedia/92c77fad-138d-4798-b927-87b29624f111/R-C Transit-2-0-Task-4-Draft-Report Develop-Collaborations-Between-TAs.pdf](https://nctcog.org/getmedia/92c77fad-138d-4798-b927-87b29624f111/R-C_Transit-2-0-Task-4-Draft-Report_Develop-Collaborations-Between-TAs.pdf)

The North Central Texas Regional Transit 2.0: Planning for Year 2050 Study includes developing strategies for fostering partnerships and effective collaboration amongst North Texas transit authorities and city leaders. In advance of final Transit 2.0 recommendations, Task 3 and Task 4 draft reports were posted at www.publicinput.com/nctcogMar25 in the files tab near the bottom of the page for public review and comment.

Regional Transit Partnerships and Federal Discretionary Grant Funding Update:

[https://nctcog.org/getmedia/8f41db19-2bfe-41c6-824a-99512b54dd90/R-C Regional-Transit-Partnerships-Federal-Grants-Update.pdf](https://nctcog.org/getmedia/8f41db19-2bfe-41c6-824a-99512b54dd90/R-C_Regional-Transit-Partnerships-Federal-Grants-Update.pdf)

An update on regional transit partnership projects was posted at www.publicinput.com/nctcogMar25 for public review and comment. This update includes funding requests for FY2020 BUILD grant projects, Victory Station Pedestrian Crossing, TRE Signal Improvements and Silver Line Construction.

COMMENTS RECEIVED DURING THE MEETING

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas

Phyllis Silver, Citizen

A. NCTCOG response to Mobility 2050 survey results

Comment: My comment is for Gwen Dorko. Gwen, I applaud you and your team for quantifying the views of the people who were responding to these surveys and providing input on whether or not

transit, roadways and other factors are viable and also whether they are meeting their needs. I think it's great to have that quantified. But what I'd like to know is, does anybody at COG, either your group or elsewhere, take this and try to make improvements? It's very disheartening but understandable just in talking to other people that they don't find transit to be a good means of transportation to jobs, shopping and other destinations. Is there anything that's being done to work with the transit agencies to get these things improved, so that the numbers can be more favorable for transit?

Summary of response by Gwen Dorko: The team will be made aware of the concerns. A lot of the comments were about station availability and safety while riding. All comments are being recorded, and they're also distributed throughout our department as we meet with different program areas.

Summary of response by Chris Klaus: During the pandemic, transit ridership significantly decreased, and it's been one of the last modes of transportation to make a full recovery. There were some lessons learned during that period, and we want to continue to increase awareness around regional transit services as well as costs and subsidies, so we're able to maintain the participation and ridership levels we've currently been experiencing.

COMMENTS SUBMITTED VIA EMAIL, SOCIAL MEDIA, WEBSITE & MAIL

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas

Email

Japheth Pace, Citizen

1. Hi, thank you for today's public meeting and the opportunity to hear current topics and ask questions. As a follow up to the question asked about opportunities to expand transit options so that it can be a choice for more people, what's the status with any previous, ongoing or planned discussions with the cities of Arlington, Grand Prairie—and possibly now Mansfield—with being connected to the regional public mass transit grid in the near- and long-term future? These cities have exponentially expanded residential, public attractions, retail and employment centers in recent years with more to come. Connecting to/from the growing number of points of interest in these areas continue to be daunting, time-consuming, inefficient or expensive even with the growth of ride share alternatives. This lack of connection to regional transportation systems (including DFW Airport) has led to never-ending road construction/reconstruction, unfrequented stretches of toll roads and major congestion points in the region's midpoint flow of traffic—both east-west, north-south. I realize Arlington residents continue to reject taxation and tax dollars spent toward use of intra-city, DART or Trinity transit cooperation.

Additionally, it's my understanding that Union Pacific has no interest in sharing rights of way on existing rail lines. And those old tracks that run along the Great Southwest Pkwy north-south corridor are in complete disrepair. Is that accurate? But now it appears the area may become a major impediment to a comprehensive regional transit network, especially in planning for 2050 (not to mention several upcoming global events on the calendars for 2025 and 2026). Is there any indication that adding mass transit along the interstate corridors might relieve US183, SH114, I30

and 20 road traffic congestion. While light rail opportunities may be severely restricted or financially inaccessible if the state is unwilling to provide access via the Interstate corridors, and the downtown/entertainment district real estate may be too valuable to use for rail stations, are there opportunities for intermodal way stations near these areas where users would at least be able catch and transfer to/between DART, Trinity, Arlington trolley, a direct access shuttle to DFW airport, taxi, bike/scooter et al, or Vía and other rideshare alternatives?

Additionally, I've noticed the difficulty of using public mass transit to several parts of outer DFW Airport space (parts outside the secured area and terminals). There's an expanding number of large employer businesses setting up shop along the airport's outer access roads and property map. While the Irving side has a couple of DART bus stops in the area that connect people to the greater DART network, there's nothing on the Euless side. There's not an easy way to get to/from the airport terminals to these outer rim businesses, many of whom are air industry related and may be contributing to business passenger traffic. Nor is there a TRE Centreport/Trinity connection or shuttle for people working in these areas to use to reach mass transit options. Has DFW Airport considered expanding public mass transit ground mobility for its property outside of the airport's traffic secured space—not just the light rail connections to the terminals—and working to connect/expand that ground transit so people can use nearby bus and circulator systems to access the airport's business corridors. Thank you for your review and sharing.

North Central Texas Council of Governments - Transportation
Dept. - March 2025 Public Meeting

Mobility 2050 - the Metropolitan Transportation Plan for
North Central Texas

Comment - Pages 4-7

It is disappointing and disheartening, but not surprising, that despite all the money and effort that has been going into improving transit that a large percentage of respondents indicate that transit does not meet their needs or is not a viable option. This is for destinations such as work, education, health care, 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 a - option.

Question - 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 is the "does not meet" needs or "not a viable option" portion. (Graph is brownish / orange in color)
 - a) what does the dark brownish portion of the graph indicate? Does this darker shade mean only "does not meet needs"?
 - 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"?
- 2) The right side of the graph is the "meets needs" or "somewhat meets needs" portion.
 - a) what does the lighter blue portion of the bar indicate? Does it mean "meets needs"?
 - b) what does the darker blue shade mean? Does it mean "somewhat meets needs"?

3) Are the Percentages the overall percentages for each Category? - for example, on page 6, it shows that 73% of respondents say transit "does not meet needs or not a viable option." Am I interpreting this percentage correctly by understanding that it represents both (combination) of the not meeting needs and not a viable option?

Start of the 2025 Ozone Season

Question page 3. The question "Since 2006 the DFW Region has reduced its NOx emission by almost 2/3's, yet the ozone DV is going up round years (DV 2022). Why?"
Is this a rhetorical question or do we know the answer?

Funding Recommendations to Upgrade Existing EV Charging Stations

Questions

page 7 - ① IS DC direct current?
② What is Level 2?

Phyllis Silver 3/27/2025

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

Purpose

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

This document is a compilation of general public comments submitted from Thursday, Feb. 20 through Wednesday, Mar. 19, 2025, via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to public involvement and transit 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 30 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://nctcogis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

About Us

Facebook –

1. Our #TopicOfTheMonth series rolls on! This week, we're exploring how the North Central Texas Council of Governments' local, state and federal partners are making a real difference in our communities. Learn how these collaborations are positively impacting regional transportation, air quality, environmental sustainability and other key areas:

<https://www.nctcog.org/.../about/educate/topic-of-the-month>. – NCTCOG Transportation Department



And yet you backed the TexPress lanes that have impoverished people – WM Atkins

LinkedIn –

1. Every breakthrough in transportation begins with a good idea. And those ideas come from the people who've devoted their lives and careers to moving us, whether it's around the block

or across the country. This month, our #TopicOfTheMonth dives into the human element of transportation, exploring the roles of planners, partner governments, the public and – kicking things off today – policymakers. Learn more about the Regional Transportation Council here: <https://lnkd.in/gyx4PuRx> #transportation #planning #policy #innovation



Very true. Love this! – Brandon Krzynefski

Public Involvement

Facebook –

1. Long-range transportation plan, ozone season and more for review/comment.



Yawn. – Rob Dentremont

Well, given that some of the members on this Council are engaging in conflicts of interest with DCTA, I think that the meeting will be prematurely biased without concern for community input..... Doesn't Mr. Gilmore, a member of the NTCOG board and Mayor of Lewisville, also serve as Chairman of the Board for DCTA? – Bonni Crisfulli

Hector G. Bas Jr – Edward W Braun Jr

Hey, once again, why is a transportation meeting happening in a city with no public transportation? – Matthew Banks

Residents planning to use transit to attend the meeting can take advantage of \$6 roundtrip rides from the CentrePort/DFW Airport Station to NCTCOG via the

Arlington Transportation app. To download the app, go to arlingtontx.gov/ondemand. For special accommodations related to disabilities or language interpretation, please contact 817-573-1719 or email hwitcher@nctcog.org. — NCTCOG Transportation Department

You did not answer my question. Once. Again. Why is a meeting about transit in Texas happening in the largest city in the country with no public transit? — Matthew Banks

Additionally, for those unable to attend in person, the meeting will be streamed live at publicinput.com/nctcogMar25. Participants can also join the discussion by calling (855) 925-2801 and entering code 11112. A video recording will also be made available afterward. As well, public comments will be accepted until Tuesday, April 8, 2025, at 11:59 p.m. — NCTCOG Transportation Department

And will the tough questions/issues be heard, or will they be censored and removed like they are during the council meetings at the city which one of your board members is Mayor? — Bonni Crisfulli

All public comments and questions are collected before, during and after the meeting and are provided to the RTC following the meeting. — NCTCOG Transportation Department

I wonder if those grouching on this thread will attend this meeting to try to learn anything. They sound like they just enjoy being suspicious and disdaining those who serve to help the public. I wonder if anyone complaining on this thread has ever worked in public service. — Laurie Blue Lundberg

Additional public comments made on this social media post can be viewed at: <https://www.facebook.com/NCTCOGtrans/posts/pfbid02PqaiJNndrDGCggSp2VMxqL9y6gHnufo4xbHESTiN7kNKS4zHR2LCeT9YVgtuPH98I>

RTC

1. At yesterday's @NCTCOGtrans RTC meeting, we had an interesting presentation on regional sales tax impact, a discussion on DART legislation and transparency on a funding request, and an important project approved for continued TRE double tracking efforts. — Cara Mendelsohn

Item	2013	2024
Region Population	6,796,661	8,342,425
Texas Population	26,446,193	31,290,811
% Region Population	25.7%	26.7%
Region Total Sales Tax	\$7,188,461,971	\$13,719,801,309
State Total Sales Tax	\$25,944,000,000	\$47,160,000,000
% Region Sales Tax	27.7%	29.3%
State Donor Impact	(1,091-1,078) * 47,160,000	\$452 million/year

Safety

Nextdoor –

1. Staying in DFW for Spring Break? Check out our newly updated 511 DFW Traveler Information System to plan your staycation activities! When it comes time to seeking help from a mapping website, there are many options that will lead drivers to their destinations. The updated 511DFW provides Dallas-Fort Worth residents and visitors with a local resource to get where they are going, whether they choose to drive or take transit. The website was recently upgraded to improve the user experience and it's available in either English or Spanish. With 511DFW, users can quickly access free information on traffic and transit conditions in North Texas before beginning their daily commute or other trip. Real-time information is available on the website, www.511dfw.org. The website includes a Trip Planner designed to help travelers make better decisions about their mode of transportation, time of travel and route. The Trip Planner allows users to plan trips via car, transit, bicycling or walking. The app is available for Apple and Android devices. Read the fact sheet at NCTCOG.org/factsheets –NCTCOG Transportation Department



Is this a free app? What is it used for? — Sherry W.

Yes, it is a free app! It's a map and travel resource, with live traffic information, roadside assistance and other helpful tools. Here's a detailed fact sheet with more

information: <https://nctcog.org/getmedia/0cb53673-4f03-4971-9fc9-e3f0a83ac9d6/511facts2025.pdf> – NCTCOG Transportation Department

Transit

1. Do you depend on public transportation? Help us identify your transit needs at an in-person meeting on March 20 at the Ella Mae Shamblee Library in Fort Worth at 6pm. Register at AccessNorthTexas.org You are also invited to take our survey, available in English and Spanish, on our website. Access North Texas is the regional public transportation coordination plan for the 16-county North Central Texas area and documents the transportation needs of older adults, individuals with disabilities and individuals with lower incomes across the region. The most updated version of the plan was approved by the Regional Transportation Council and endorsed by the Executive Board in October 2022. For more information, visit AccessNorthTexas.org – NCTCOG Transportation Department



No network to get one to the train. The HEB area, TRE runs from Dallas to FTW, but how do you get to the Train Station? – Vernon C.

Arlington via is \$3 – Hailey P.

Facebook –

1. ¿Dependes del transporte público? Ayúdanos a identificar tus necesidades de transporte en una de las próximas reuniones.

Translation: Do you depend on public transport? Help us identify your transportation needs at one of the upcoming meetings. – NCTCOG Transportation Department



Safety, safety, and ... safety. Eso es todo. **Translation:** That is all. – Daniel Muller

2. Do you depend on public transportation? Help us identify your transit needs at one of our upcoming meetings. – NCTCOG Transportation Department



Nobody from the NCTCOG Transportation Department depends on public transportation.
— Rob Dentremont

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

3. Do you depend on public transportation? Help us identify your transit needs at one of our upcoming meetings. — NCTCOG Transportation Department



Yes. Public transit helps everyone, especially drivers, by taking care of the road. What if you actually invested in it though? It'd be crazy.
— Matthew Banks

4. Do you depend on public transportation? Help us identify your transit needs at one of our upcoming meetings. — NCTCOG Transportation Department



When do they propose these projects to be completed? — Joe Valdez

PublicInput.com Website –

1. What is the total budget divided by the number of riders? — Matt Reed

2. Hola me pregunto cuales son los planes claros para la FIFA 2026? ¿Y si hay algún plan de implementar transporte público en el area de Arlington que nos conecte con el transporte regional como TRE? Gracias

Translation: Hi, I'm wondering what the clear plans are for FIFA 2026? And if there is any plan to implement public transportation in the Arlington area that connects us with regional transportation like TRE? Thanks. — Rogelio Meixueiro

The 2026 FIFA World Cup transportation plan NCTCOG staff is currently working on does plan to provide public transportation for match days to the Stadium in Arlington. If you are interested in public transportation for Arlington residents on a recurring basis, our staff recommend contacting the City of Arlington to discuss. — NCTCOG Transportation Department Staff

3. What are plans for US80 corridor East of DFW (Forney, Terrell etc.)? — Paul Sampson

4. What is the average subsidy per rider for On-Demand rides (GoLink, Via) vs buses, rail or other modes of transportation? How do these costs look when taking the whole picture of capital + operating + overhead costs in the long term, as in multiple life cycles? Just as a monorail in a rural area doesn't make sense, On-Demand in the city often doesn't make sense either. — C Green

Thank you for your comment! Below is a table displaying the subsidy amount per passenger by mode for the Dallas Area Rapid Transit system (DART). DART has the widest range of modes of all of our local transit providers, which allows for easier cost comparison. It includes both the budgeted amounts from the last three years as well as the projected costs for the current year and the next four years.

Mode	FY22 (Actual)	FY23 (Actual)	FY24 (Budget)	FY25 (Projected)	FY26 (Proj.)	FY27 (Proj.)	FY28 (Proj.)	FY29 (Proj.)
Bus	\$10.39	\$10.95	\$11.94	\$10.11	\$9.71	\$9.76	\$9.75	\$9.89
Light Rail	9.61	8.55	8.34	7.71	7.44	7.41	7.41	7.51
GoLink	21.62	17.43	17.12	12.29	12.49	12.97	13.48	14.06
Trinity Railway Express	34.16	26.57	30.40	31.14	29.26	29.54	29.83	30.62
Silver Line	N/A	N/A	N/A	N/A	14.04	14.25	14.24	14.57
Streetcar	11.37	3.36	4.16	5.83	5.67	5.67	5.66	5.78
Paratransit	49.01	45.57	49.49	58.54	59.69	62.30	64.87	66.76

- The amounts were calculated with this formula: (Operating Expenses - Operating Revenues) / Passenger Boardings
- These amounts account for all operating revenues associated with each mode, including fares, ad sales, rent revenue, and other sources of revenue.
- The subsidy per passenger amount did go up in Fiscal Years (FY) 2020-2021 because the total number of passengers, and therefore revenue, went down due to COVID-19. The effects of this can be seen in the earlier years included on this table, but costs for some modes are lowering as ridership returns to or exceeds pre-COVID-19 numbers.

For more information on the long-term impacts and plans associated with these costs, as well as more details on how these amounts were calculated, we would recommend reviewing the latest FY25 budget plans and financial reports adopted by DART and other local transit providers.

- For more information about DART's adopted budget and financial plan, visit their website [here](#).
- For more information about Trinity Metro's adopted budget and financial plan, visit their website [here](#).
- For more information about DCTA's adopted budget and financial plan, visit their website [here](#).

For more information about City of Arlington's adopted budget and financial plan, visit their website [here](#). — NCTCOG Transportation Department Staff

5. Transportation to & From Cedar Hill TX To & From Carrollton TX — Tammy Medina

Email –

1. I just moved into Cedar Hill TX. Just wondering what public transportation there is to & from Dallas, Houston. And What transportation is there for people that can't drive. — Tammy Medina

2. Need Cedar Hill to Mansfield to Service Road 360 North. Just Need Bus Route Services Please — Tammy Medina

Thank you for reaching out, Tammy! The North Central Texas Council of Governments (NCTCOG) is not a transportation service provider, but we are happy to help identify transportation options and assistance resources that may fit your needs.

There is no public transportation that runs between Dallas and Houston, but there are several private options that you may find useful.

- [Flixbus/Greyhound](#) runs between Dallas and Houston several times a day.
- [Red Coach](#) also runs between Dallas and Houston a couple of times a day.

Within the Dallas-Fort Worth Metroplex, there are many public transportation options you can use. **Cedar Hill and Carrollton** are connected by STAR Transit in Cedar Hill and the Dallas Area Rapid Transit system (DART) in Dallas.

- You would first need to either call STAR to schedule a ride (877-631-5278) or use the same-day STARNow service, offered in the GoPass App or through its own STARNow app, to travel from Cedar Hill to a DART station. The specific DART stations that STAR Transit can drop you off at are the UNT Dallas Station, Red Bird Transit Center, and Glenn Heights Park & Ride. All of these stations have bus or light rail service that connects to Downtown Dallas.
- Akard Station in downtown can serve as a good connection point to transfer to the Green Line, which is a light rail that will take you to downtown Carrollton. There are several bus lines and on-demand microtransit zones that can then bring you to your destination in Carrollton.

More information about STAR Transit in Cedar Hill can be found on their website [here](#) or by calling their customer service line at 877-631-5278. More information about DART can be found on their website [here](#) or by calling their customer service line at 214-979-1111. DART

also offers additional assistance through their **Mobility Ambassador program**. A Mobility Ambassador can help you learn how to plan a trip on transit, purchase a ticket, and safely travel to your destination. More information on this program can be found on the DART website [here](#), or you can call during regular business hours at 214-828-8588.

There is unfortunately not any bus service available between Cedar Hill, Mansfield, and Service Road 360 North. However, you can still travel through these areas using the Trinity Railway Express and several on-demand services offered.

To get from **Cedar Hill to Arlington** (Service Road 360 North) and back, you will follow the same steps listed above to get to Downtown Dallas.

- Once in Downtown, you will transfer to the Trinity Railway Express (TRE), a train that runs between Dallas and Fort Worth. You can catch the TRE at EBJ Union Station or at Victory Station.
- If you ride the TRE from Downtown Dallas to the CentrePort Station, you will then be able to connect to locations along Service Road 360 in Arlington using the Arlington On-Demand app, or by calling 817-784-7382 to book your ride.

For assistance with the trip to Downtown Dallas and the TRE, please reach out to DART using the information listed above. For more information and assistance with Arlington On-Demand, contact support-arn@ridewithvia.com or call their customer line at 817-784-7382.

To get to and from **Cedar Hill to Mansfield**, you will follow the same steps to get from Cedar Hill to Arlington.

- Once in Arlington, use Arlington On-Demand to book a ride to Tarrant Community College's Southeast campus (2100 Southeast Pkwy, Arlington, TX 76018).
- From there, you can use Trinity Metro's on-demand service to book a ride from the campus to any location in Mansfield. You can book a ride through the GoPass App or through its own Trinity Metro On-Demand app.

For more information and assistance with the Trinity Metro On-Demand trip from Arlington to Mansfield, you can visit their website [here](#), or contact their customer support line at 817-215-8600.

If you have any additional questions, or if you would prefer to discuss this request further by phone, please feel free to reach out again*. Thank you again for your comment! — NCTCOG Transportation Department



North Central Texas
Council of Governments

TRANSPORTATION PUBLIC MEETING

MAY 12 | NOON | 616 SIX FLAGS DR. ARLINGTON, TX 76011

PRESENTATIONS

MOBILITY 2050: DRAFT PLAN RECOMMENDATIONS AND TRANSPORTATION CONFORMITY ANALYSIS

One of the primary responsibilities of a Metropolitan Planning Organization (MPO) is the development and maintenance of a Metropolitan Transportation Plan (MTP). NCTCOG staff is nearing the completion of Mobility 2050 development and will provide an overview of the draft plan materials currently available at www.nctcog.org/PlanInProgress. Additionally, the Clean Air Act (CAA) requires MPOs to perform an air quality analysis when a MTP is developed. Staff will present an update on the analysis for Mobility 2050.

FORT WORTH 76104 TRANSIT NEEDS ASSESSMENT: INITIAL STUDY RECOMMENDATIONS

The 76104 Fort Worth Transit Needs Assessment is 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. Staff will provide an update on feedback from the public and local stakeholders, drafted recommendations from the initial assessment and additional project activities. For more information, visit: nctcog.org/76104.

REGIONAL BICYCLE SAFETY ACTION PLAN

NCTCOG is developing a Regional Bicycle Safety Action Plan to analyze crash patterns, identify challenges to safe bicycling and develop countermeasures in areas with a high number of bicycle crashes. A public opinion survey is currently

underway through the month of June to solicit public input on regional bicycle safety. Bicyclists of all ages and abilities are encouraged to take the survey at www.publicinput.com/bikesafety.

STRATEGIC SELECTION OF SAFETY CORRIDORS

The RTC approved a \$54 million Management, Operations, Air Quality and Safety Program aimed at funding initiatives intended to make the transportation system safer for drivers, bicyclists and pedestrians. One project funded as part of this program is a partnership with enforcement agencies to combat aggressive driving and road rage. 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.

ONLINE REVIEW + COMMENT

PROPOSED MODIFICATIONS TO THE LIST OF FUNDED PROJECTS

No in-person presentation. Handout will be linked online at www.publicinput.com/May25.

RESOURCES + INFORMATION

Mobility 2045–2022 Update: Administrative Revisions: www.publicinput.com/nctcogMay25

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/nctcogMay25 or participate via phone by dialing 855-925-2801 then code 11304.

@nctcogtrans