

## **AGENDA**

**Regional Transportation Council  
Thursday, February 8, 2024  
North Central Texas Council of Governments**

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

**Pledge to the United States and Texas Flags**

- 1:00 – 1:10 1. Opportunity for Public Comment on Today’s Agenda**  
☒ Information Minutes: 10  
Item Summary: Members of the public may comment on any item(s) on today’s agenda at this time. If speaking, please complete a Speaker Request Card, available at the meeting, and provide it to the North Central Texas Council of Governments designated staff person. A maximum of three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.  
Background: N/A
- 1:10 – 1:15 2. Approval of January 11, 2024, Minutes**  
☒ Action ☐ Possible Action ☐ Information Minutes: 5  
Presenter: Gyna Bivens, RTC Chair  
Item Summary: Approval of the January 11, 2024, meeting minutes contained in [Electronic Item 2](#) will be requested.  
Background: N/A
- 1:15 – 1:15 3. Consent Agenda (There are no items on the Consent Agenda)**  
☒ Action ☐ Possible Action ☐ Information Minutes: 0
- 1:15 – 1:30 4. Orientation to Agenda/Director of Transportation Report**  
☐ Action ☐ Possible Action ☒ Information Minutes: 15  
Presenter: Michael Morris, NCTCOG
1. Letter from Texas Transportation Commission ([Electronic Item 4.1](#))
  2. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery ([Electronic Item 4.2](#))
  3. Status of Consultants for Transit 2.0 ([Electronic Item 4.3](#))

4. Analysis of Dallas High-Speed Rail Tunnel Request and Other Options/ Advancement of Corridor Identification Program
5. Recent Grant Awards on Hydrogen and Electric Vehicle Projects (\$70 million and \$20 million) ([Electronic Item 4.4](#))
6. Status of FIFA World Cup
7. Status of Texas Department of Transportation Rulemaking
8. Local Government Energy Reporting ([Electronic Item 4.5](#))
9. State Implementation Plan Comments to Texas Commission on Environmental Quality ([Electronic Item 4.6](#))
10. 2023 Dallas-Fort Worth Clean Cities Annual Fleet Survey ([Electronic Item 4.7](#))
11. Federal Discretionary Grant Update- January/February ([Electronic Item 4.8](#))
12. Air Quality Funding Opportunities [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding)
13. Upcoming Dallas-Fort Worth Clean Cities Events <https://www.dfwcleancities.org/events>
14. February Online Input Opportunity Notice ([Electronic Item 4.9](#))
15. January Online Input Opportunity Minutes ([Electronic Item 4.10](#))
16. Public Comments Report ([Electronic Item 4.11](#))
17. Recent News Articles ([Electronic Item 4.12](#))
18. Recent Press Releases ([Electronic Item 4.13](#))

1:30 – 1:45

5. **2024 Strategic Transportation Funding Program**

☒ Action    ☐ Possible Action    ☐ Information    Minutes: 15

Presenter: Christie Gotti, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of the 2024 Strategic Transportation Funding Program will be requested.

Background: Over the past couple of years, North Central Texas Council of Government (NCTCOG) staff has inventoried numerous funding requests from transportation agencies and local governments. After evaluating the requests, several projects and partnerships are being proposed for funding. The recommended projects meet one or more of the following criteria: addresses the RTC's policies or improvements outlined in the Metropolitan Transportation Plan (MTP), implements outcomes of planning activities, and/or assists in reaching the region's federal performance targets. A list of the proposed projects and

partnerships are provided in [Electronic Item 5.1](#).  
Additional details on the funding program can be found in [Electronic Item 5.2](#).

Performance Measure(s) Addressed: Air Quality, Roadway

1:45 – 1:55

6. **Fiscal Year 2024 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of projects to be submitted for funding consideration through the Fiscal Year (FY) 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program.

Background: In November 2023, the United States Department of Transportation (US DOT) announced availability of \$1.5 billion toward the solicitation of project applications for the FY 2024 RAISE Discretionary Grant Program, targeting strategic capital investments for surface transportation projects that will have significant local or regional impacts. As a supplement to specific program details provided by staff, additional information like the Notice of Funding Opportunity (NOFO), application requirements, analysis tools, and other relevant data can be accessed at: <https://www.transportation.gov/RAISEgrants>. [Electronic Item 6](#) provides information regarding candidate projects (with applications to be authored and/or submitted by NCTCOG). Applications are due to the US DOT by February 28, 2024. For regional agencies planning to submit their own candidate projects, please be aware you must complete the [www.grants.gov](http://www.grants.gov) registration process, usually requiring two-four weeks for completion, prior to submitting applications. Assuming the projected timing for application development, agency requests to receive a letter of support from the RTC should be submitted to Nicholas Allen by Wednesday, February 14, 2024, at [nallen@nctcog.org](mailto:nallen@nctcog.org).

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

1:55 – 2:05

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

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Lori Clark, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of transportation elements of the Dallas-Fort Worth Air Quality Improvement Plan will be requested.

Background: The North Central Texas Council of Governments (NCTCOG) is leading a collaboration with local governments across the region to develop a Dallas-Fort Worth Air Quality Improvement Plan, which will outline measures to reduce emissions of ozone-forming pollutants, fine particulate matter, and greenhouse gases (GHG) in all 16 counties of the NCTCOG planning area. This initiative is funded primarily through a planning grant received from the Environmental Protection Agency (EPA) under the Climate Pollution Reduction Grants Planning Grants program. The first major deliverable is a Priority Climate Action Plan, due to EPA by March 1, 2024. The Plan must include a GHG emissions inventory and a quantified list of measures that can be implemented to improve air quality. Submittal of this plan enables eligibility for grant funding made available through the EPA. An outline of the Plan following a template recommended by the EPA is included as [Electronic Item 7.1](#). The discussion of emissions reduction measures will include a narrative discussion of work already underway and ongoing across the region, along with description of enhanced or additional measures that are proposed to be implemented within the next five years, as shown in [Electronic Item 7.2](#). The proposal of these measures is based upon a combination of emissions reduction potential and regional interest. Regional interest reflects both project submittals from local governments and other stakeholders, as well as public input received from a series of meetings held across the region and online input opportunities. Public input is summarized in [Electronic Item 7.3](#). Note that each measure is identified as “Plan Only” or “Potential Funding Request”, indicating that EPA funding may be sought to support implementation of that measure. Upon Plan submittal, NCTCOG intends to coordinate a regional grant proposal requesting funding to implement these measures from the EPA Climate Pollution Reduction Grants Implementation Grants program. The Implementation Grants application is due by April 1, 2024. Approval of the funding request will be sought at



the March RTC meeting but is provided here for information prior to seeking action. Additional information is provided in [Electronic Item 7.4](#) and at [www.publicinput.com/DFWAQIP](http://www.publicinput.com/DFWAQIP).

Performance Measure(s) Addressed: Air Quality

2:05 – 2:15

8. **Safe Streets and Roads for All Grant Program**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenter: Kevin Kokes, NCTCOG

Item Summary: Staff will provide an update regarding the anticipated Fiscal Year (FY) 24 Safe Streets and Roads for All (SS4A) Discretionary Grant program and highlight FY23 planning and infrastructure grants awarded to local governments in the North Central Texas region.

Background: The U.S. Department of Transportation is anticipated to announce a Notice of Funding Opportunity in February 2024 for the solicitation of applications for FY24 funding. The Bipartisan Infrastructure Law established the SS4A discretionary program with \$5 billion in appropriated funds over the next five years. Staff will provide an overview of eligible applicants and the types of grant applications. Staff will also highlight the more than \$29 million in federal funding awarded in FY22 and FY23 in the region for planning activities and an implementation project. An overview is contained in [Electronic Item 8](#).

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

2:15 – 2:30

9. **Regional Roadway Safety Performance Targets Update**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 15

Presenter: Sonya Landrum, NCTCOG

Item Summary: Staff will provide an update on the 2024 Regional Roadway Safety Targets for federally required performance measures and actual performance of the 2022 Safety targets. Roadway Safety targets are focused on reducing serious injuries and fatalities for motorized and non-motorized travelers.

Background: In December 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act requires certain performance measures be included in the long-range metropolitan transportation planning process. These measures were established by a series of four rulemakings: Safety, Infrastructure Condition, System Performance/ Freight/Congestion Mitigation and Air Quality, and Transit Asset Management. As the

Metropolitan Planning Organization for the North Central Texas region, the North Central Texas Council of Governments is required to set regional targets for roadway safety. These targets are used to track and report on the region's performance through existing documents such as the Metropolitan Transportation Plan, the Transportation Improvement Program, and the State of the Region report. In February 2023, the Regional Transportation Council (RTC) approved the reduction schedule for the 2023-2027 regional roadway safety targets. Staff will provide the Council with an update on the proposed 2024 targets based on the approved reduction schedule and actual performance of the 2022 targets. Additional information will be provided at the meeting.

Performance Measure(s) Addressed: Safety

- 2:30 – 2:40**      10.      **Broadband as a Transportation Service: Four Proposed Elements**
- ☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10
- Presenter: Connor Sadro, NCTCOG
- Item Summary: Staff will provide information on the Municipal Stakeholder Broadband Roundtable held on December 4, 2023, at the North Central Texas Council of Governments (NCTCOG).
- Background: On December 4, 2024, NCTCOG hosted the Municipal Stakeholder Broadband Roundtable to discuss the state of municipal involvement in broadband and digital equity in local communities. Several members of the 16-county region attended, and together with NCTCOG staff, compiled the following suggested action steps be taken to increase the presence of broadband in the region: The NCTCOG Transportation Department shall:
1. Assist the region with the coordination of data collection and analysis for the purpose of better reporting broadband availability, affordability, and residential usage rates.
  2. Create a policy committee consisting of elected officials in the region to provide clear and consistent feedback to the Texas Broadband Development Office.
  3. Leverage this policy committee to form a legislative program that will help guide the State of Texas legislature on regional needs.
  4. Continue with outreach to broadband practitioners in the region and encourage municipalities to appoint

broadband technical leads. Additionally, the NCTCOG Transportation Department will create a strategy for municipal best practices in achieving internet for all residents.

As part of actions steps 1 and 2, staff will request members of the Regional Transportation Council (RTC) to provide feedback and interest in participation. Staff will also request action in the future regarding these items and would preferably do so with sufficient insight and guidance from the RTC.

Performance Measure(s) Addressed: Administrative, Goods Movement

11. **Progress Reports**

☐ Action    ☐ Possible Action    ☒ Information

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

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

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

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

14. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, March 14, 2024, in the Transportation Council Room.**

**MINUTES****REGIONAL TRANSPORTATION COUNCIL  
January 11, 2024**

The Regional Transportation Council (RTC) met on Thursday, January 11, 2024, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Daniel Alemán, Bruce Arfsten, Steve Babick, Rick Bailey, Adam Bazaldua, Gyna Bivens, Alan Blaylock, Joel Burns (representing Raj Narayanan), Ceason Clemens, Michael Crain, Theresa Daniel, Jeff Davis, Pat Deen (representing J.D. Clark), Michael Evans, Gary Fickes, Carlos Flores (representing Elizabeth Beck), Barry Gordon, Lane Grayson, Mo'jy Haddad, Clay Lewis Jenkins, Brandon Jones, Pham Long (representing Raul Gonzalez), Cara Mendelsohn, Ed Moore, Omar Narvaez, Jim Ross, David Salazar, Chris Schulmeister, Gary Slagel, Jeremy Tompkins, Oscar Trevino, Jr., William Tsao, Duncan Webb, and Chad West.

Others present at the meeting were: Angela Alcedo, Vickie Alexander, Susan Alvarez, Micah Baker, David Boski, Jason Brown, Molly Carroll, Angie Carson, Nancy Cline, Dena Colaross, Juan Contreras, Jeff Coulter, Dawn Dalrymple, Clarence Daugherty, Jeff Davis, Brian Dell, Caryl DeVries, J. DeWitt, Bob Dubey, Mike Eastland, Rebekah Gongora, Christie Gotti, Tom Hammons, Tony Hartzel, Courtney Holt, Dan Kessler, Gus Khankarli, Tony Kimmey, Ken Kirkpatrick, Andrew Kissig, Michael Knowles, Tom LeBeau, Eron Linn, Paul Luedtke, Stanford Lynch, Dillon Maroney, Stephen Mason, Rob Matwick, Wes McClure, Rebecca Montgomery, Michael Morris, Jeff Neal, Mark Nelson, Michael Peters, John Polster, Kelly Porter, James Powell, Vercie Pruitt-Jenkins, Andrei Radu, Abbigail Rastandeli, Randy Richardson, Tito Rodriguez, Sarah Rogers, Connor Sadro, Randy Skinner, Vivek Thimmavajhala, Lauren Trimble, Juliana Vandenberg, Don Williams, Amanda Wilson, Brian Wilson, and Susan Young.

1. **Opportunity for Public Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Gyna Bivens asked if there were any public comments. No members of the public chose to speak at the meeting or provide written comments.
2. **Approval of December 14, 2023, Minutes:** The minutes of the December 14, 2023, meeting were approved as submitted in Electronic Item 2. Michael Crain (M); Daniel Alemán (S). The motion passed unanimously.
3. **Consent Agenda:** The following item was included on the Consent Agenda.
  - 3.1. **Emergency Funding: Backstop Funding for Agile Curriculum Development Program:** The North Central Texas Council of Governments (NCTCOG) accepted a grant award from the Department of Defense (DOD) in September 2021. The grant terminated on November 30, 2023, and NCTCOG has been working with DOD to document project success and justification for continuation of the project. It is anticipated that DOD will grant an extension of the project in the next few months. The Regional Transportation Council (RTC) was requested to ratify emergency funding authorization in an amount not to exceed \$200,000 in RTC Local funds for the Agile Curriculum Development Program as a backstop to fund staff and subrecipient efforts as the grant amendment is being processed or in the event DOD does not approve an extension. RTC Local funds will be returned upon a DOD grant time extension.

A motion was made to approve Item 3.1 on the Consent Agenda. Duncan Webb (M); T. Oscar Trevino Jr. (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris highlighted selected items in the Orientation to Agenda/Director of Transportation Report. He noted that he was wearing pink in honor of US Representative Eddie Bernice Johnson who recently passed. In addition, a moment of silence was held in remembrance of Representative Johnson. Michael mentioned that an air quality workshop would be held during Agenda Item 7 of the agenda. He announced the Texas Department of Transportation (TxDOT) rulemaking on Category 5 and Category 7 is on the agenda for the January 2024 Texas Transportation Commission meeting in anticipation that they will proceed with what was in the draft rulemaking. Staff will work closely with local governments, Texas Department of Transportation (TxDOT) districts, and TxDOT Headquarters to get those agreements expedited to hit the procurement and commitment schedules in Categories 5 and 7. He also encouraged the members to continue to think of innovative ways to partner with the Commission with the new Legislative session approaching. Michael reflected on the Regional Transportation Council (RTC) meeting in December with regards to high-speed rail. He noted that he had received a lot of questions and all questions would be answered. He's hopeful that a resolution can be obtained. The region has won the Corridor ID Program on high-speed rail that is now Fort Worth, Arlington, Dallas, Houston which opens the region to implementation dollars for implementation of high-speed rail. It's a great victory for the federal government to respond to the region's seamless connection from Fort Worth to Houston, which is the same initiative of high-speed rail most likely from Arlington to San Antonio, and to the south. City of Dallas Transportation Committee Chair Councilmember Narvaez is holding a meeting on January 16 to connect the dots in downtown Dallas which should also help to answer some of the questions regarding high-speed rail. Michael reported that over the last year North Central Texas Council of Governments' staff has been working on five to six key City of Dallas items that are proceeding to public meetings, but these items have been put on hold. He noted that he cannot proceed with these items at the same time that he's dealing with other policy issues regarding high-speed rail. He hopes to resolve the issues with high-speed rail as quickly as possible, permit the Dallas projects to go through public meetings, and then remove the projects from hold. He hopes to expedite all policy questions regarding high-speed rail in downtown Dallas, get answers and consensus on those questions, work with the appropriate transportation and economic development committees in Dallas, report back to the RTC, and proceed with all slotted projects in this round of the Transportation Improvement Program. Regarding Transit 2.0, Michael noted that the staff is still negotiating the final costs for consultants and believes the costs will come within the estimate that were previously shared, a little north of \$1 million. All seven tasks are still included in the work scope. There's been a breakthrough on Broadband and the four proposed elements for the RTC to help advance broadband seamlessly in the region include assisting the region with the coordination of data collection and analysis, creating a policy committee consisting of elected officials in the region to provide clear and consistent feedback to the Texas Broadband Development Office, leverage this policy committee, continue with outreach to broadband practitioners in the region. The remaining items were not presented.
5. **Advanced Transportation Technology and Innovative Program:** Natalie Bettger requested Regional Transportation Council (RTC) approval of the North Central Texas Council of Governments (NCTCOG) submission of a 2023 Advanced Transportation Technology and Innovative (ATTAIN) Program application. The United States Department of Transportation (US DOT) will provide funding of up to \$12 million per project with a

required 20 percent non-federal match. Applications are due to the US DOT by February 2, 2024, with staff's summary grant and overview of the application. The ATTAIn program's goals are to reduce fatalities and injuries by increasing safety, reduce traffic delays by improving travel time reliability, reduce emissions, optimize multimodal system performance, improve access to transportation alternatives, integrate payment systems and multimodal transportation information, and create transportation-related cost savings. NCTCOG staff's focus is on regional operations related issues with silo-based operations, with ways to integrate the system with minimal real time information sharing, better coordination and cooperation. Natalie presented the proposed system of systems, Phase 1, Interstate Highway 30 Digital Corridor that focuses on the freeway, frontage roads, managed lanes, and intersections within Dallas, Grand Prairie, Arlington, and Fort Worth in the Texas Department of Transportation's Dallas and Fort Worth districts. Natalie presented the back end that is referred to as the Regional Data Hub that brings data and communicates to the Road Side Units that sends messages to connected vehicles and field components. The Regional 511 system that also feeds into the data hub and brings the data together, and the Work Zone Data Exchange (WZDx) that collaborates on a regional basis for multiple agencies to utilize were also introduced. Letters of support requests are due to Nicholas Allen at [nallen@nctcog.org](mailto:nallen@nctcog.org) by January 22, 2024. NCTCOG Executive Board action and Surface Transportation Technical Committee endorsement will be requested at their respective January meetings. More information was provided in Electronic Item 5.

A motion was made to approve of the submittal of Regional Technology Corridor and Data Hub for funding consideration through the FY23 Advanced Transportation Technology and Innovation (ATTAIn) Program (\$10 million) and Regional Toll Revenue (RTR) (\$6 million) for a total of (\$16 million); and to administratively amend North Central Texas Council of Governments and State Transportation Improvement Programs (TIP/STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY23 ATTAIn Grant total award (\$16M). Theresa Daniel (M); Adam Bazaldua (S). The motion passed unanimously.

6. **Fiscal Year 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program:** Jeff Neal briefed the Regional Transportation Council (RTC) on the Fiscal Year (FY) 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. The United States Department of Transportation (US DOT) announced availability of \$1.5 billion toward the solicitation of project applications for the FY2024 RAISE Discretionary Grant Program targeting strategic capital investments for surface transportation projects that have significant local or regional impacts. He acknowledged the appreciation to all of the North Central Texas Council of Governments (NCTCOG) staff and all of the partnerships with eleven applications and five programs, bringing \$262 million to the region. Jeff highlighted where work still needs to be done on seven applications with five programs that are still awaiting award announcements. With these five programs, the region has the potential to receive \$342 million into the region. Jeff noted the three applications that have been asked to provide additional information indicating advancing to a higher level of review: INFRA – AllianceTexas Smart Port (Fort Worth), MEGA – US 81/287 North Tarrant Reconstruction, and INFRA/RURAL – Dallas County Inland Port (DCIP) Multimodal Connectivity. Moving forward in his presentation, he encouraged everyone to pay attention to the Reconnecting Communities and Neighborhoods (RCN) Program: implementation grants that bridge highway divides for Dallas-Fort Worth communities: Klyde Warren Park – Phase 2.0 (KWP2.0), Southern Gateway Park – Phase 2.0 (SGP2.0) - FY 23 RAISE “Project of Merit”,

Interstate Highway 30 Canyon: Dallas Heritage Village/Farmers Market “Tri-Deck”, and State Highway 5 McKinney – Lower 5 Plaza. He also mentioned there are six active Notice of Funding Opportunities (NOFO) on major grants and seven pending expected NOFO releases through the first quarter provided in his presentation. He brought up three key points, with the first is the RAISE NOFO only includes money from the Bipartisan Infrastructure Law (BIL); \$1.5 billion split across the nation between planning and implementation. The second key point is the RAISE Extra program, for unawarded projects that are resubmitted, they are automatically advanced to the next level of review. The third key point is that for all grant programs primarily funded through the Bipartisan Infrastructure Law (BIL), and not primarily through annual Congressional budget appropriations, US DOT is releasing all allocated funds through FY 2026 through NOFOs published this year. As a result, and in the case of the RAISE Program, application deadlines, award announcement dates, and obligation/expenditure deadlines are listed for each year of funding between FY 2024 and FY 2026. This enables all prospective applicants to plan well ahead of time to slot candidate projects and get applications prepared for appropriate solicitation rounds each year. For FY 2024, RAISE applications are due to the US DOT by February 28, 2024, and awards will be announced by June 27, 2024. The application requirements were presented, as well as several candidate projects under consideration for application submittal and/or authoring for other partners to submit given application limit constraints. These details, in addition to finalization of project scope, cost, and revenue attributes, will be provided for review ahead of Surface Transportation Technical Committee and Regional Transportation Council action prior to the RAISE application deadline.

7. **Air Quality Workshop**: Chris Klaus, Vivek Thimmavajjala, and Savana Nance hosted a workshop tying critical transportation and air quality initiatives together. There are five components that were highlighted.

The first component, State Implementation Plan Update (Texas Commission on Environmental Quality (TCEQ) has lead): The TCEQ has proposed the Dallas-Fort Worth (DFW) severe area State Implementation Plan (SIP) revision for the 2008 eight-hour ozone National Ambient Air Quality Standards. Severe area attainment is July 20, 2027, and will be based on ozone monitored data from 2024 through 2026. If a region is unable to reach ozone compliance by the future attainment date, the Clean Air Act requires a “Section 185” Fee Program for major stationary sources of Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOC). These fees could be implemented as soon as 2028. The TCEQ estimates an annual penalty fee of \$45 million might be subject to the region imposed upon the facilities. Chris provided the 2022 major point source facilities in the 10-county nonattainment area along with the magnitude of NOx emissions reported that could be subject to penalty fees. TCEQ Comment period to the DFW severe SIP ends on January 16, 2024. He highlighted a number of topics that staff intends to provide comments on, including technical review of photochemical model validation and sensitivity analysis to determine strategy effectiveness.

The second component, Update on Particulate Matter Standard. Chris noted that particulate matter is ambient air containing a mixture of solid particles and droplets of liquids collectively known as Particulate Matter (PM). Two notable classifications of regulatory air quality standards: PM<sub>10</sub>, that is “course”, includes particles ≤ 10 micrometers in diameter (pollen, mold, dust, etc.) and PM<sub>2.5</sub>, “fine”, includes particles ≤ 2.5 micrometers in diameter (smoke, metals, combustion particles, etc.). The Environmental Protection Agency (EPA) has proposed to modify the PM<sub>2.5</sub> annual standard to 9 - 10 micrograms per cubic meter (µg/m<sup>3</sup>) from the current 12.0 µg/m<sup>3</sup>. He noted the implications if the EPA does make the

suggested change to the standard for the PM<sub>2.5</sub>, potential for Dallas and Tarrant Counties to be in nonattainment based on existing 2020 – 2022 data; Dallas Convention Center at 9.4 µg/m<sup>3</sup> and Tarrant - Fort Worth Northwest at 9.1 µg/m<sup>3</sup>, respectively. EPA estimates that 112 counties across the United States do not meet 9 µg/m<sup>3</sup> and that 51 counties would not meet 9 µg/m<sup>3</sup> in 2032. Final PM rules from EPA is anticipated by Spring 2024, area designations 2 years after final rules, and SIP revisions by the TCEQ in 18 months after area designations. These SIP revisions would include updated emission inventories and applicable control strategies. Texas Rider 7 Planning Funds and EPA's PM advance program are programs to utilize in effort to avoid nonattainment.

Vivek Thimmavajjala provided a summary on the third component, Greenhouse Gas (GHG) Emissions Inventory Results. The year 2019 inventory adds to the ozone precursors and criteria pollutant inventories by supporting the multipollutant comprehensive approach within the region to mitigate pollutants that pose substantial risks to the future well-being of the area. Results of the GHG emissions inventory has our 12-county Metropolitan Planning Area (MPA) carbon dioxide equivalent (CO<sub>2</sub>e) equaling 102,856,587 metric tons. CO<sub>2</sub>e adjustment is the combination of Carbon Dioxide (CO<sub>2</sub>), Methane (CH<sub>4</sub>), and Nitrous Oxide (N<sub>2</sub>O) multiplied by their respective Global Warming Potentials (GWP) of 1, 28, and 265, respectively. Vivek concluded with next steps including inventory expansion to the entire 16-county NCTCOG area by adding Erath, Navarro, Palo Pinto, and Somervell counties utilizing consistent tools and approaches previously applied.

Savana Nance provided an update on the Dallas-Fort Worth Air Quality Improvement Plan currently under development to identify measures that will reduce emissions of ozone-forming pollutants, fine particulate matter, and greenhouse gas in the 16-county planning area. The plan is being funded with \$1 million in EPA funds from the Climate Pollution Reduction Grant (CPRG) Planning Grant Program. The first deliverable is a Priority Climate Action Plan (PCAP) that is due March 1, 2024, followed by a CPRG grant application that is due April 1, 2024. Savana briefly highlighted there are five components for the first deliverable's measures. She pointed out that the EPA is looking for short-term measures that provide benefits in the next five years between 2025 and 2030. Savana noted the CPRG Implementation Grant contains 5 tiers with minimum funding of \$2 million up to \$500 million. She briefly provided an overview of the selection, screening, and scoring criteria. Savana presented a potential list of measures for the PCAP and provided a preliminary listing. Measures were identified through workshops, public surveys, public meetings, and local governments submitting proposed measures.

The fifth component on Federal Highway Greenhouse Gas Performance Measures, was not presented due to time constraints.

8. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 8.
9. **Other Business (Old or New):** There was no discussion on this item.
10. **Future Agenda Items:** There was no discussion on this item.
11. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, February 8, 2024, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 3:08 pm.





## TEXAS TRANSPORTATION COMMISSION

January 11, 2024

**J. Bruce Bugg, Jr.**  
Chairman

**W. Alvin New**  
Commissioner

**Robert C. Vaughn**  
Commissioner

**Alex Meade**  
Commissioner

**Steven D. Alvis**  
Commissioner

Chair Gyna Bivens  
Mayor Pro Tem, City of Fort Worth  
Regional Transportation Council  
P.O. Box 5888  
Arlington, Texas 76005-5888

Dear Chair Bivens,

Thank you for your December 6, 2023 letter concerning information presented to us at our district visit event on October 31, 2023. We appreciate your comments regarding the Dallas and Fort Worth region.

We have requested Marc Williams, TxDOT Executive Director, to work with Ceason Clemens, TxDOT Dallas District Engineer, and David Salazar, TxDOT Fort Worth District Engineer, to review and provide feedback regarding the ten innovative initiatives mentioned in your letter.

Maintaining strong partnerships and providing open lines of communication are crucial in achieving our shared goal of delivering responsible transportation solutions for all Texans. If you have any questions, you may contact Emily Clisby, Policy Analyst, at (512) 348-5925.

Sincerely,

W. Alvin New  
Commissioner  
Texas Transportation Commission

Alejandro "Alex" Meade III  
Commissioner  
Texas Transportation Commission

cc: Texas Transportation Commission  
Marc D. Williams, P.E., Executive Director  
Brian R. Barth, P.E., Deputy Executive Director of Program Delivery  
Lance Simmons, P.E., Chief Engineer  
Ceason Clemens, P.E., Dallas District Engineer  
David M. Salazar, P.E., Fort Worth District Engineer

RECEIVED

JAN 22 2024

TRANSPORTATION

# CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE  
PROJECTS DURING COVID RECOVERY

February 2024

Michael Morris, P.E.  
Director of Transportation

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# TRAVEL BEHAVIOR BY MODE

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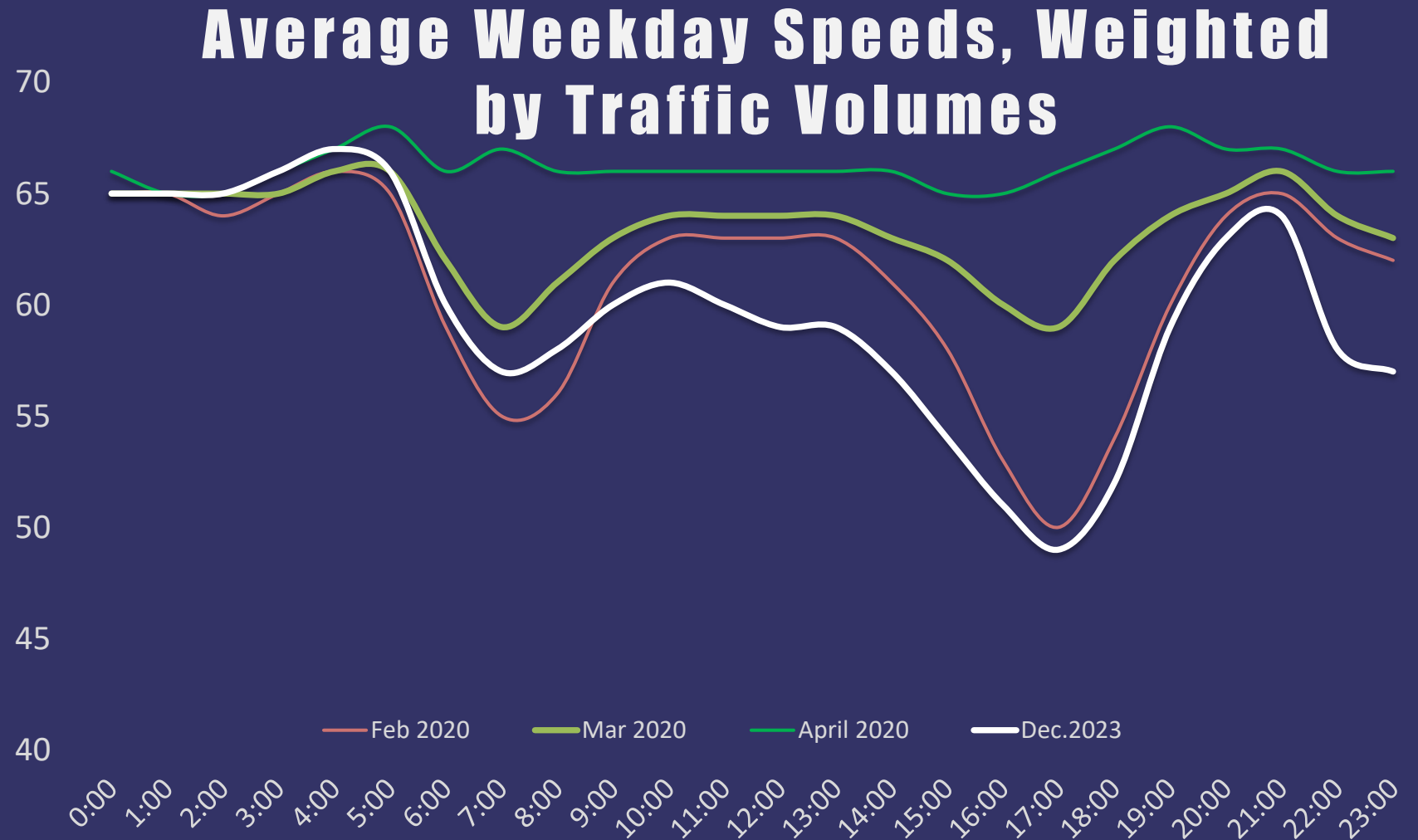
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Transit Ridership (-23%, Dec. 2023)



# ROADWAY TRENDS

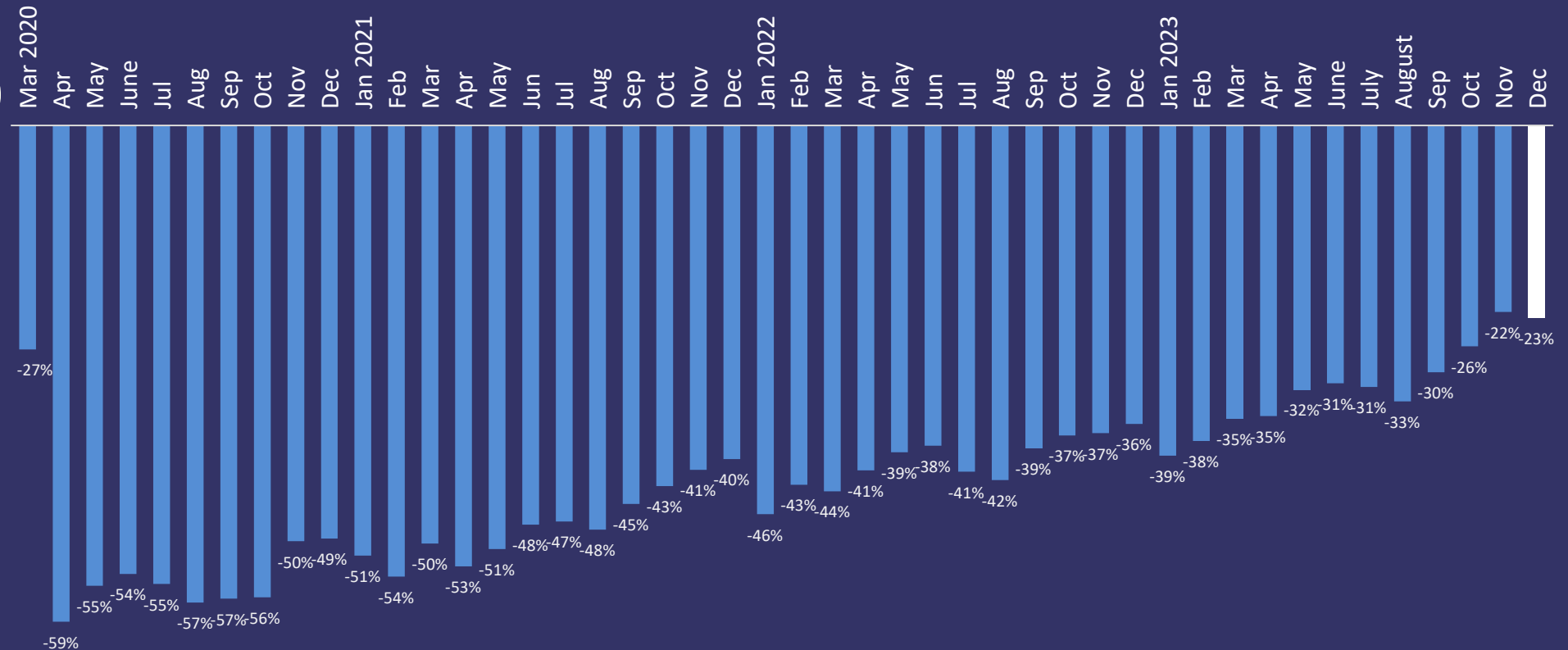
Regional Average  
Freeway Speeds



# TRANSIT IMPACTS

Weekday  
Ridership

## Passenger Decrease vs Baseline



Source: DART, DCTA, and Trinity Metro

Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

# Transit 2.0 Contract & Project Management

Task	InfraStrategies* DBE – Dikita, DBE - Intueor	McKinsey	NCTCOG
1 – Project Management	✓	✓	✓
2 – Develop Transit Legislative Program	✓		✓
3 – Develop Strategies to Increase Transit Authority Membership	✓		✓
4 – Develop Collaborations between Existing Transit Authorities	✓		✓
5 – Develop Strategies for Authority Board Partnerships & Teamwork		✓	✓
6 – Develop Strategies for In-Fill Development	✓		✓
7 – Review of Fare Collection Strategies	✓		✓
8 – Develop Recommendations for Transit Authority/Member City Paradox		✓	✓
9 – Final Report	✓	✓	✓
TOTAL Amount	\$1,212,200	\$980,000	\$100,000

\*11% Disadvantaged Business Enterprise goal, not including NCTCOG staff activities.

# Recent Grant Awards on Hydrogen and Electric Vehicle Projects

- **Federal Highway Administration (FHWA) Charging and Fueling Infrastructure Program (CFI) Community Program Application – North Texas Equitable Electric Vehicle Infrastructure Project (NTx-EEVI)**
  - Awarded \$15 million
  - Build up to 100 electric vehicle (EV) charging ports with emphasis on filling gaps and addressing underserved communities
  - Develop specialized technical teams to expedite project implementation
- **FHWA CFI Corridor Program Application – Texas Hydrogen and Electric Freight Infrastructure Project (Tx-HEFTI)**
  - Awarded \$70 million
  - Construct up to 5 publicly accessible medium/heavy-duty hydrogen refueling stations near AllianceTexas Mobility Innovation Zone, Southern Dallas County Inland Port, and around Texas Triangle

# Recent Grant Awards on Hydrogen and Electric Vehicle Projects

- **FHWA EV Charger Reliability and Accessibility Accelerator Program**
  - Awarded \$3.66 million
  - Repair or replace up to 197 eligible non-operational EV charging ports in the region
- **Joint Office of Energy and Transportation FY23 Ride and Drive Funding Opportunity – Planning Resilient EV Charging in Texas**
  - Awarded \$1,500,000
  - Develop a resilient EV charging plan for DFW area focused on power failure





# Local Government Energy Reporting

Regional Transportation Council

February 8, 2024

North Central Texas Council of Governments



# Local Government Energy Reporting

[Texas Health and Safety Code §388.005\(c\)](#)

**Purpose:** Aid efforts to attain federal air quality standards by reducing demand for electricity generation

**Requirement:**

- Establish a goal to reduce electricity consumption by at least **five percent** each year
- Report progress annually

**Who:**

- Each political subdivision in a nonattainment area or an affected county
- North Texas counties: Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise

**Action Required:**

- **Submit the report by Monday, March 4, 2024**
- [State Energy Conservation Office \(SECO\) Local Government Energy Reporting webpage](#)

**Resources:**

- [Energy Dashboard](#) – Prior reporting data
- [Reporting template](#) – Organize and collect data
- [Frequently asked questions](#)
- [Reporting Help Guide \(PDF\)](#)
- [Workshop recording](#)



Local Government Energy Reporting

# State Energy Conservation Office Resources

## No-Cost Assistance to Meet the 5% Reduction Goal

### Preliminary Energy Assessment (PEA):

- Recommendations for cost-effective efficiency measures
- [Preliminary Energy Assessments \(texas.gov\)](https://www.texas.gov/energy/pea)

### Technical Assistance Program (TAP):

- Customized, energy-related services: basic consultation to feasibility studies
- [Technical Assistance for Local Governments \(texas.gov\)](https://www.texas.gov/energy/tap)

### Texas LoanSTAR (Saving Taxes and Resources) Revolving Loan:

- Finances projects that reduce energy/water/utility costs
- Simple payback period of 15 years or less from project cost savings
- Open enrollment through Friday, August 30, 2024
- [LoanSTAR Revolving Loan Program \(texas.gov\)](https://www.texas.gov/energy/loanstar)



# Contact Us



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Local Government Energy Reporting



## North Central Texas Council of Governments

January 16, 2024

Ms. Denine Calvin, MC 206  
State Implementation Plan Team – Air Quality Division  
Texas Commission on Environmental Quality  
PO Box 13087  
Austin, TX 78711-3087

RE: Dallas-Fort Worth Severe Area Attainment Demonstration SIP Revision for the 2008 Eight-Hour Ozone NAAQS (2023-107-SIP-NR)

Dear Ms. Calvin:

Please accept the following comments regarding the Texas Commission on Environmental Quality's (TCEQ) revisions to the Texas State Implementation Plan (SIP) for the Dallas-Fort Worth (DFW) nonattainment area for the 2008 eight-hour ozone national ambient air quality standard (NAAQS) severe classification: ***Dallas-Fort Worth Severe Area Attainment Demonstration SIP Revision for the 2008 Eight-Hour Ozone NAAQS (2023-107-SIP-NR)***, proposed on November 29, 2023.

This effort results from the DFW serious nonattainment area for the 2008 NAAQS of 75 parts per billion (ppb), consisting of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties, not attaining the July 20, 2021 attainment date. Based on 2018, 2019, and 2020 monitoring data, the DFW area did not attain the 2008 eight-hour NAAQS in 2020 and did not qualify for a one-year attainment date extension in accordance with the Federal Clean Air Act (FCAA). On October 7, 2022, the United States Environmental Protection Agency (EPA) published a final notice reclassifying the DFW area to severe nonattainment for the 2008 eight-hour ozone NAAQS. This reclassification was effective on November 7, 2022.

In response to the EPA's reclassification, the area is now subject to the severe nonattainment area requirements in the FCAA that TCEQ is required to submit severe classification attainment demonstration (AD) and reasonable further progress (RFP) SIP revisions to the EPA. The attainment date for a severe classification is July 20, 2027 with a 2026 attainment year. The EPA set a May 7, 2024 deadline for states to submit AD and RFP SIP revisions to address the 2008 eight-hour ozone standard severe nonattainment area requirements. We commend TCEQ for devoting limited resources and turning around this SIP for the 2026 attainment year.

The attainment and maintenance of federal ambient air quality standards is vital for the region, as well as the state. We believe TCEQ should be proactive now to not only reach the 2008 standard, but also avoid potential Section 185 fees that will greatly impact our region.



January 16, 2024

We appreciate the opportunity to comment on TCEQ's revisions to the DFW ADSIP, as well as the continued partnership between our agencies. NCTCOG thanks TCEQ staff for their time and resources spent attending public hearings to discuss SIP updates, and for their follow-up with comments and suggestions. NCTCOG staff is committed to continuing to implement projects and programs and collaborate with partner agencies to reduce emissions in the DFW region.

Should you have any questions, please contact Chris Klaus at [cklaus@nctcog.org](mailto:cklaus@nctcog.org) or (817) 695-9286.

Sincerely,

A handwritten signature in black ink that reads "Mike Eastland". The signature is fluid and cursive, with the first name "Mike" being more prominent than the last name "Eastland".

Mike Eastland  
Executive Director  
North Central Texas Council of Governments

VT:cmg

## **Technical Review of Photochemical Model Validation**

Due to the results of TCEQ's photochemical model performance, NCTCOG requests a thorough, peer-reviewed photochemical model validation assessment to explain the model's NOx emissions underprediction, thus resulting in future year results inconsistent with observed monitoring readings. This state-led tool is critical for planning to ensure the implementation of the best strategies, quantify emissions reduction measures, and ultimately aid in reaching ozone attainment. It is understood that modeling is an estimate and does not produce absolute values; however, such large differences that ultimately result between a future modeled design value and the region's observed monitor values is not acceptable.

This observation was first realized in the "Proposed DFW Moderate AD SIP Revision for the 2015 Eight-Hour Ozone NAAQS", approved by the TCEQ Commission on May 31, 2023. Results suggested that the nonattainment area would have a future modeled 2023 design value of 73 ppb at Frisco; however, the monitored/observed design value at the end of the 2023 ozone season landed at 81 ppb at Pilot Point. This erroneous result in 2023, not only design value prediction but also location, is based on a 2019 model validation that is significantly under predicting NOx and most likely will result in inaccurate results in 2026.

Photochemical modeling for "Proposed DFW Severe Area Attainment Demonstration (AD) State Implementation Plan (SIP) Revision for the 2008 Eight-Hour Ozone NAAQS" indicates the DFW 10-county 2008 Ozone NAAQS Severe nonattainment area would have a 2026 design value forecast of 72 ppb, with Frisco as the driving monitor (Table ES-2, page ES-4). However, the design value at the end of 2023 ozone season is still 81 ppb at the Pilot Point monitor, leading to wonder how this will occur with no additional control strategies recommended, largely due to the fact that no additional control strategies are needed as the future modeled design value is under the 75 ppb standard, again, based on a 2019 model validation that is underestimating NOx.

After reviewing the 'Photochemical Modeling Performance Evaluation' (Section 3.5, pages 3-16 to 3-19) in the proposed SIP and the '2019 Modeling Platform Updates' presentation at the DFW Air Quality Technical Information Meeting on August 24, 2022, we understand the model performance metrics meet EPA modeling guidance. Even though TCEQ's photochemical performance is within EPA's modeling guidance, it is significantly off from real-world observances, and we believe further evaluation is needed. TCEQ is applauded for a <15 percent normalized mean bias for all the monitors except the Cleburne Airport monitor; however, it still does not achieve desirable results. We recommend establishing more stringent Texas-level or region-specific criteria rather than relying on generous EPA/national guidance parameters.

The results contain a systematic underprediction of the values in the photochemical model. We request a further assessment of the established modeling platform with any necessary updates/revisions to be done for future work.

Below is a matrix showing the anthropogenic emissions for analysis years from multiple ADSIP emissions inventories for the DFW 2008 ozone NAAQS 10-county nonattainment area. Despite the decrease in various sources of local emissions from 2006 to 2026, the ozone design value continues to be in an upward trend and is at 81 ppb (end of 2023 ozone season). Due to such a decrease in current Design Value (DV) and the 72 ppb predictions, we request TCEQ provide

information (data analyses and assumptions) used to determine the 3 ppb per year reduction that will need to occur between now and 2026.

We understand that the background ozone generally accounts for approximately two-thirds to three-quarters of the total ozone concentration, and the remaining one-fourth to one-third is locally attributable. Since we are limited on how much more local contributions can be reduced, we encourage TCEQ to investigate this further and work with the EPA to modernize/update parameters governing ozone transport and implement rules that would not subject regional airshed to reduce emissions they are not responsible for producing. Additionally, we request an expansion of existing measures applicability to beyond the 10-county nonattainment area to assist in reducing background ozone coming from outside the region but within Texas.

DFW 10-County Nonattainment Area Nitrogen Oxides (NOx) (tons/day)						
Sources	Analysis Years				% Change from 2006 to 2023	% Change from 2023 to 2026
	2006	2017	2023	2026		
On-Road Mobile	284.27	130.77	72.30	60.20	-75%	-17%
Non-Road Mobile	98.06	45.54	34.38	32.03	-65%	-7%
Off-Road Mobile	32.92	25.24	23.59	24.59	-28%	4%
Point (All sources)	57.55	54.80	42.34	42.00	-26%	-1%
Oil & Gas (Production & Drill Rigs)	80.07	13.87	3.61	1.86	-95%	-48%
Area	29.02	26.55	31.33	32.17	8%	3%
Total	581.89	296.77	207.55	192.85	-64%	-7%
DFW 10-County Nonattainment Area Volatile Organic Compounds (VOC) (tons/day)						
Sources	Analysis Years				% Change from 2006 to 2023	% Change from 2023 to 2026
	2006	2017	2023	2026		
On-Road Mobile	116.50	64.91	38.74	33.27	-67%	-14%
Non-Road Mobile	64.69	34.01	42.68	44.12	-34%	3%
Off-Road Mobile	5.74	3.66	4.60	4.86	-20%	6%
Point (All sources)	50.44	47.38	23.53	23.56	-53%	0%
Oil & Gas (Production & Drill Rigs)	44.88	32.18	24.72	11.80	-45%	-52%
Area	290.46	236.70	265.77	275.73	-9%	4%
Total	572.71	418.84	400.04	393.34	-30%	-2%

### Enhance Public Engagement Efforts

NCTCOG requests that TCEQ enhance public engagement for the SIP and partner with NCTCOG and local governments in our region to distribute information on public hearings. We believe there is a need for TCEQ to be more specific in public engagement discussion to identify the number of meetings held, as well as include the attendance across all hearings, as opposed to stating that multiple meetings were held.



Additionally, NCTCOG requests TCEQ organize more engagement and information meetings for the DFW region allowing clear understanding of the technical outcomes, not only closer to the SIP proposal timeframe, but for results to not be a surprise to those outside TCEQ.

The last DFW Air Quality Technical Information Meeting was held on August 24, 2022, mostly specific to the DFW Moderate AD SIP Revision for the 2015 Eight-Hour Ozone NAAQS. No further meetings were held to discuss technical information on the DFW Severe Area AD State SIP Revision for the 2008 Eight-Hour Ozone NAAQS. The discussions should cover concluding results and summaries of the anthropogenic modeling emissions, ozone design values of base case, future design values, and scenario-based planning runs (such as zero-out runs on various emissions source categories, time-of-day analysis, etc.) and present these sensitivities at the technical information meetings.

### **Sensitivity Analyses to Determine Strategy Effectiveness**

TCEQ is strongly encouraged to establish necessary resources and reinstate photochemical model sensitivity analyses. These efforts provide informative information to all those involved in the SIP process, including elected officials, and the ability to make educated decisions on how best to address future emission reductions. The analyses should cover scenario-based planning runs, such as zero-out runs on various emissions source categories, time-of-day analysis, weekend assessments, and other programs that generate unnecessary emissions, as mentioned throughout these comments. At a minimum, final results should be shared with the public and made available on the TCEQ's website and provide findings at technical information meetings.

### **Implement Additional Control Measures and Expand Applicability of Existing Measures Beyond the 10-County Area**

Given the fact that our region continuously fails to attain the ozone standard despite SIP revisions that model attainment makes clear that a more aggressive approach should be taken. While more stringent emissions requirements may be unpopular, unwillingness to do something more aggressive now could be the catalyst to trigger Section 185 fees. It is more agreeable to go ahead and do something a bit more aggressive now that may avoid Section 185 fees in the future by proactively pursuing additional benefits.

To further decrease emissions, NCTCOG recommends expanding and updating existing control measures. As previously stated, measures currently only applicable in the DFW region should be expanded to key counties upwind. TCEQ should review the latest reasonable standards for those with specific targets and update to the latest/greatest. For example, the standards for non-road gasoline engines 25 horsepower and larger (30 TAC Chapter 114, Subchapter I, Division 3) were based on California standards as applicable on November 18, 1999. California revised these standards in 2007 and 2008, which should trigger an update to the Texas Administrative Code.

With the design value forecast for the 2026 analysis year at 72 ppb (even though under 75 ppb but still 2 ppb more than the EPA's 2015 Ozone NAAQS) and with the EPA disapproving the existing contingency measures, a discussion on comprehensive control strategies and air quality programs will benefit the region. NCTCOG staff is evaluating existing emissions reductions strategies and hosting sessions for local governments and the public to solicit ideas for multi-pollutant emissions reductions strategies in the coming months. Any relevant information gathered from these meetings will be shared with TCEQ.

### **Evaluate Trade-Offs Between Costs to Implement Reasonably Available Control Technology**

It appears that TCEQ is proposing only applying Reasonably Available Control Technology (RACT) to 25 tons per year sources versus 50 tons per year sources, which is beneficial. However, NCTCOG requests an explanation of the expected emissions reductions impact this may bring. Additionally, has the potential future cost of Section 185 fees been factored into the assessment that “additional RACT is not economically feasible”? Has TCEQ evaluated how many years’ worth of fees would be needed to fund RACT implementation if an amount equal to those fees were expended now on strategy implementation?

### **Release of Texas Emissions Reduction Plan Revenue in Fund Balance to Targeted Programs Specific to Severe Nonattainment Areas**

NCTCOG requests TCEQ taking a stronger role in advocating and requesting dedicated monies through Legislative Appropriations that are available for targeted air quality reductions. The Texas Emissions Reduction Plan (TERP) has over \$2 billion in dedicated revenue (fund 5071). Assuming half of this is appropriated to the DFW area and based on the cost per ton estimates in the TCEQ December 2022 Biennial Report (\$8,787 per ton), a potential reduction of around 45 tons per day of NO<sub>x</sub> and approximately 1.5 ppb of ozone is possible. The latter estimate would be a great sensitivity applied to the photochemical model (see earlier comment) to answer how much ppb is achievable by reducing an additional 45 tpd of locally generated emissions.

### **Advocate for Local Initiative Programs Funding to Counties in TCEQ Legislative Appropriations Request**

NCTCOG encourages TCEQ to include Local Initiatives Project (LIP) funds into their Legislative Appropriations Request ahead of the 89<sup>th</sup> Texas Legislative session occurring in 2025. There still exists approximately \$176 million in Clean Air Account 151 which, if reappropriated back to nonattainment regions, would fund local emissions enforcement task forces to combat fraudulent vehicle emissions inspections, reduce, high emitting vehicles, and other air quality/transportation initiatives. Research is also needed to see what effect this fraud is having on air quality, and what other initiatives can be done to enhance the Inspection and Maintenance Program. Being proactive is a key to success moving forward.

The prevalence of emissions related fraud has steadily increased since the dissolution of Regional Emissions Task Forces as a result of losing funding. Much was covered in the news regarding the fraudulent temporary paper license plates, which enabled registration of a vehicle without the need to have a proper emissions or safety inspection. According to the news reports, millions of these vehicles were able to circumvent emissions inspections utilizing this method. These paper plates were used in the commission of serious crimes, including murder and human trafficking, while generating tens of millions of dollars in illegal profits and depriving the state and local governments from registration fees and toll revenues.

Additionally, improper, and fraudulent vehicle inspection has been occurring with more frequency in the past few years, again partly enabled by a lack of allocated enforcement resources needed to combat this issue head-on. According to the news reports, millions of vehicles in the past few years have been able to obtain a passing emissions test without even having been present at an inspection station. This is known as “clean scanning” a vehicle,

using a vehicle that would pass an inspection as a surrogate for one that would not. The use of “simulators” mimics a vehicle connected to an inspection machine as also being utilized to a much greater extent than in years past. These inspections have been allowed to occur within the TCEQ maintained database, with little to no enforcement actions being taken until very recently with Texas Department of Public Safety (TxDPS) assistance. TCEQ’s recent actions are commended for coordinating with TxDPS on enforcement as a result of evidence covered in the news.

### **Proactive Action to Reduce Vehicle Inspection Fraud**

More proactive actions can include using the TCEQ-maintained database to obtain “clean scanning” trends and share to TxDPS so they can take enforcement action as soon as possible. Another remedy is to simply program the analyzer to shut down an inspection test from proceeding when a VIN mismatch is identified. Again, the ill-gotten revenue from these fraudulent inspections have enabled criminals to profit at the expense of the general public and state.

### **Enhance the State’s Vehicle Inspection and Maintenance Program**

NCTCOG encourages Texas to implement a “clean screen” program by which drivers pass through a predetermined roadside monitor location and have the entire emissions inspection taken care of through the mail if emissions are at an acceptable level. With the recent passing of legislation to eliminate the noncommercial vehicle safety inspection requirement, there is an opportunity to enhance the Inspection and Maintenance Program to provide a greater convenience to the vehicle owners by streamlining the vehicle emissions inspection process. In addition, this can result in reducing historical levels of observed inspection station vehicle fraud.

### **Research on Diesel Engine Tampering; Extent and Impacts**

NCTCOG requests TCEQ to conduct research on the magnitude and emission impacts associated with diesel engine emission component tampering. In addition to gasoline vehicle fraud, diesel vehicle emissions component tampering such as removing selective catalytic reduction systems (manual tampering) or disabling emissions components through tuning (electronic tampering) presents another challenge currently. According to the EPA, a tampered diesel truck has an increase of over 300 times the NOx emissions of a compliant diesel truck. Since there are no diesel emissions inspections performed in Texas, the extent of the diesel tampering requires more study and research opportunities.

Once emission impacts are identified, NCTCOG requests TCEQ to conduct a photochemical model sensitivity analysis, using real-world studies on both vehicle inspection fraud and diesel vehicle tampering. This can indicate possible reasons for the disconnect between air quality photochemical modeling results as compared to observed monitor readings.

### **Attainment Demonstration On-road Motor Vehicle Emission Budgets**

Part of the EPA’s approval process of this SIP will be to consider the adequacy of Motor Vehicle Emissions Budgets (MVEB) based on on-road emissions inventories contained in the SIP narrative. Once declared adequate by the EPA, updated MVEBs are required for use in all subsequent transportation conformities. Due to local responsibility and regional importance of transportation conformity to the implementation of long-range transportation plans, staff has reviewed the proposed SIP and observes marginally different on-road NOx and VOC emissions in the SIP versus on-road NOx and VOC emissions provided by NCTCOG under contract Proposal for Grant Activities/PCR No. 582-21-11549-004. Differences are summarized in the

following table. NCTCOG is requesting an explanation by TCEQ regarding these slight differences.

Source	NOx (tpd)	VOC (tpd)
TCEQ: Executive Summary, Table ES-1, page ES-3	60.12	33.31
TCEQ: Section 4.7, Table 4-2, page 4-12	60.12	33.31
NCTCOG: Chapter 6: Summary of Vehicle Miles of Travel, Speed, and Emissions, Page 40 and 43	60.19	33.27

These on-road emissions inventories are developed using inputs from NCTCOG's Travel Demand Model and other local inputs, resulting in inventories based on regional specific parameters. The development of these on-road emissions inventories by NCTCOG minimizes transportation conformity risk for the 10-county Dallas-Fort Worth area, with transportation investments totaling \$148 billion. We appreciate the relationship with TCEQ working together to develop emissions inventories and various projects and programs implemented in the North Central Texas region.

#### **Appendix E (Local Initiatives Submitted by the North Central Texas Council of Governments)**

NCTCOG continues to develop local area strategies to help improve air quality. These projects and programs are expected to be fully implemented within the 10-county 2008 ozone NAAQS nonattainment area by the end of 2026. The continued progress of these strategies will allow for additional air quality benefits to be gained with further reduction in ozone precursor emissions. We appreciate the opportunity to provide these local initiatives (Appendix E) and continued collaboration between our agencies to mitigate health and environmental impacts of pollution in the DFW region.

#### **Update Weight of Evidence (WOE)**

After the review of Chapter 5: Weight of Evidence, TCEQ appears to be using inaccurate or inappropriate assumptions. For example, Figure 5-8: DFW 2008 Ozone NAAQS Nonattainment Area Point Source NOx Emissions by Site illustrates a decreasing trend in Point Source NOx emissions, but the data in the graph do not support this premise. The bar graph illustrates a variable or flat trend at best, not a clear decrease.

TCEQ indicates that prevailing winds bring emissions from the southeast into the region, impacting ozone formation. NCTCOG recommends an expansion to Figure 5-9: Map of Stationary NOx Emissions in the DFW 2008 Ozone NAAQS Nonattainment Area to include major NOx sources in counties south and east to show a complete picture of facilities impacting our region.

After review of 5.3.1: Additional Measures, NCTCOG recommends that TCEQ remove discussion of the Blue Skyways Collaborative from Section 5.3.1.1. This particular EPA initiative has not been active in EPA Region 6 in nearly 10 years and is no longer resulting in meaningful impacts.

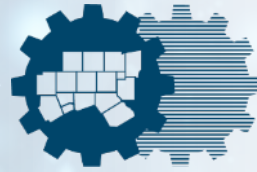
Additionally, NCTCOG recommends several additional programs could be added to the Weight of Evidence discussion:

- Several TERP programs not currently listed may achieve additional reductions, including the Light-Duty Motor Vehicle Purchase or Lease Incentive Program and Alternative Fueling Facility Program (which achieve benefits indirectly by facilitating broader use of cleaner alternative fuel vehicles).
- The Bipartisan Infrastructure Law (BIL) and Inflation Reduction Act (IRA) implemented key programs, including the new EPA Clean School Bus Program, which are not highlighted.
- Implementation of the National Electric Vehicle Infrastructure (NEVI) Formula Program through the Texas EV Charging Plan may result in additional tailpipe emissions reductions in the urban core.

TCEQ should seek to voluntarily, but proactively implement the VOC contingency measures detailed in Chapter 4: Control Strategies and Required Elements, voluntary measures listed in Table 4-1: Existing Ozone Control and Voluntary Measures Applicable to the DFW 10-County Nonattainment Area, and contingency measures listed in Table 4-3: 10-County DFW 2008 Ozone NAAQS Nonattainment Area VOC Contingency Measures Reductions (tons per day) that could provide for a discussion as inclusion as WOE measures.

### **Modernized Industry Permit Process**

Requesting TCEQ to modify the statewide permit approval process so that each permit under consideration for approval by the Commission be evaluated through the appropriate SIP photochemical model on their proposed permitted air quality impacts and how permit levels would impact nonattainment areas. Since photochemical modeling suggests emissions transport from outside the nonattainment area is significant, statewide means EVERY proposed permit be analyzed for their air quality impacts, not just those sought within a nonattainment area. Similar to transportation conformity and MVEBs, TCEQ is encouraged to identify a certain allotment of industry/point source emissions allowable as a whole, not individually. This is in order to reach future attainment per what the photochemical suggests the air shed can accommodate from this emission source. Predicting number of future permits, be it new or modified, is uncertain and for every one not predicted accurately would be absent from the photochemical modeling used in a SIP. The continued impact from the existing process would continue to grow over time as the attainment year approaches. Mechanically, a modernized statewide permit process would have an established point source total of emissions that is acceptable per the TCEQ photochemical model. Thereafter, each new or revised permit for consideration would either add or subtract from the point source total. Future permits would not be allowed for approval if the emissions are over the allowable collective point source total.



# 2023 Dallas-Fort Worth Clean Cities Annual Fleet Survey

Regional Transportation Council  
2.8.2024

# 2023 Annual Fleet Survey

## **Reflects Methods, Strategies, and Goals to:**

- Increase Fleet Efficiency
- Reduce Fleet Energy Impact
- Reduce Fleet Emissions
- Adopt Advanced Clean Vehicle Technologies and Alternative Fuels

## **Includes Fleet Use of:**

- Alternative Fuel, Hybrid, and Electric Vehicles
- Fuel Conservation and Idle Reduction Measures
- Strategies to Reduce Vehicle Miles of Travel

**Fulfills Annual Reporting Requirement Identified in RTC Clean Fleet Policy and Makes Agency Eligible for Fleet Recognition**

# 2023 Annual Fleet Survey is Now Open

Accepting Submissions until **March 11, 2024**

Go to [www.dfwcleancities.org/annualreport](http://www.dfwcleancities.org/annualreport) to complete the Annual Survey

**DFWCC is Hosting a Webinar to Demo the Survey and Hold Q/A:**

**Date:** Wednesday, February 14

**Time:** 1PM-2PM CST

**Place:** Microsoft Teams

Please email [cleancities@nctcog.org](mailto:cleancities@nctcog.org) to register



# CONTACT US



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**Dallas-Fort Worth  
CLEAN CITIES**



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



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

# USDOT Open Discretionary Grant Opportunities

January/February 2024



## Port Infrastructure Development Program (PIDP)

<https://www.maritime.dot.gov/PIDPgrants>

**Amount Available:** \$450 million (no more than \$165 million per applicant). 80/20 match required.

**Applications Due:** April 30, 2024

**Eligible Applicants:** States, public agencies, a special purpose district with a transportation function, an Indian Tribe, a multistate or multijurisdictional group of entities described above, or a lead entity described above jointly with a private entity or group of private entities (including the owners or operators of a facility, or collection of facilities, at a port).

**Funding Available for:** Eligible projects that are located within or outside the boundary of the port and directly relate to port operations or to an intermodal connection to the port. Examples include (not limited to): loading and unloading of goods, movement of goods, resilience, emissions mitigation, electrification, idling reduction, EV charging, and more.

## Bridge Investment Program

<https://www.fhwa.dot.gov/bridge/bip/>

**Amount Available:** \$2.2 billion (this is a shared amount with the Large Bridge grant which was a separate NOFO); \$20 million for Bridge Planning Grants

**Applications Due:** March 19, 2024 (Bridge Project Grants); February 19, 2024 (Bridge Planning Grants)

**Eligible Applicants:** State or a group of States; metropolitan planning organization that serves an urbanized area with a population of over 200,000; unit of local government or a group of local governments; political subdivision of a State or local government; special purpose district or public authority with a transportation function; Federal land management agency; Tribal government or a consortium of Tribal governments.; or multistate or multijurisdictional group of entities described above.

**Funding Available for:** Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; Construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance; and Expenses related to the protection of a bridge, including seismic or scour protection.

## Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant

<https://www.transportation.gov/RAISEgrants/raise-nofo>

**Application Due:** February 28, 2024

**Amount Available:** \$1.5 billion

**Eligible Applicants:**

States and the District of Columbia; any territory or possession of the United States; a unit of local government; a public agency or publicly chartered authority established by 1 or more States; a special purpose district or public authority with a transportation function, including a port authority; a Federally recognized Indian Tribe or a consortium of such Indian Tribes; a transit agency; and a multi-State or multijurisdictional group of entities that are separately eligible.

**Funding Available for:**

- Capital projects including but not limited to:
  - Highway, bridge, or other road projects eligible under title 23, United States Code;
  - Public transportation projects eligible under chapter 53 of title 49, United States Code;
  - passenger and freight rail transportation projects;
  - Port infrastructure investments (including inland port infrastructure and land ports of entry);
  - The surface transportation components of an airport project eligible for assistance under part B of subtitle VII (see FAQ # 10 for details);
  - intermodal projects;
  - Projects to replace or rehabilitate a culvert or prevent storm water runoff for the purpose of improving habitat for aquatic species while advancing the goals of the RAISE program;
  - Projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government; and
  - Any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program).
- Planning projects which include planning, preparation, or design (for example- environmental analysis, equity analysis, community

## TxDOT Letter of Support

If you would like a Letter of Support for a grant application please fill out the form located here:

<https://www.txdot.gov/about/legislative-resources/federal-grants.html> (Towards the bottom of the web-page.)

**RAISE: February 15, 2024**

**PIDP: April 15, 2024**

**Bridge: March 1, 2024**

**Contact: Robin Ayers for more information**

**Federal\_Grants@txdot.gov**

# TRANSPORTATION

## ONLINE PUBLIC INPUT OPPORTUNITY

**MONDAY, FEB. 12 - TUESDAY, MARCH 12, 2024**

### WHAT DO YOU THINK? TELL US.

Learn about transportation in the region and help set future priorities. The Regional Transportation Council (RTC) and North Central Texas Council of Governments (NCTCOG), together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, are seeking public input. Information will be posted online at [publicinput.com/nctcogFeb24](https://publicinput.com/nctcogFeb24) for public review and comment **Monday, Feb. 12 - Tuesday, March 12, 2024**.

#### Transit Strategic Partnerships

The Transit Strategic Partnerships Program is a competitive grant program that funds innovative transit projects supporting services for seniors, persons with disabilities and low-income populations from public agencies looking to directly implement service and those seeking partnership with an existing transit provider. Proposed projects must be in the Dallas-Fort Worth-Arlington and Denton-Lewisville Urbanized areas. The November 2023 Cycle for proposal submission has closed, and an update on selected projects will be posted online for review and comment. More information on the Transit Strategic Partnerships Program can be found at [nctcog.org/strategicpartnerships-transit](https://nctcog.org/strategicpartnerships-transit).

#### Safe Routes to School Update

NCTCOG's Community Schools and Transportation program seeks to encourage and enable active transportation among school-aged children by promoting and supporting safer routes for students to walk and bike to school. An update on exciting Safe Routes to Schools activities, including program-related surveys, will be posted online for review and comment.

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

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

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

#### SUBMIT COMMENTS & QUESTIONS TO NCTCOG:

[nctcogFeb24@publicinput.com](mailto:nctcogFeb24@publicinput.com)  
[publicinput.com/nctcogFeb24](https://publicinput.com/nctcogFeb24)  
 Phone: 855-925-2801 (code: 2719)  
 Fax: 817-640-3028  
 P.O. Box 5888, Arlington, TX,  
 76005-5888

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



#### RESOURCES & INFORMATION

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

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

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

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

Business Engagement Program:  
[publicinput.com/nctcogbusinessengagement](https://publicinput.com/nctcogbusinessengagement)

**MINUTES****REGIONAL TRANSPORTATION COUNCIL  
ONLINE PUBLIC INPUT OPPORTUNITY****2024 Regional Transportation Funding Program****Funding to Support Special Events in Dallas-Fort Worth****Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP)****Online Public Input Opportunity Dates**

Monday, Jan.8 - Tuesday, Feb. 6, 2024 – The North Central Texas Council of Governments (NCTCOG) posted information at [www.publicinput.com/nctcogJan24](http://www.publicinput.com/nctcogJan24) for public review and comment.

**Purpose and Topics**

The online public input opportunity was provided in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on November 8, 2018. Staff posted information regarding:

1. 2024 Regional Transportation Funding Program
2. Funding to Support Special Events in Dallas-Fort Worth
3. Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP)

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions were submitted by email at [nctcogJan24@publicinput.com](mailto:nctcogJan24@publicinput.com), online at [www.publicinput.com/nctcogJan24](http://www.publicinput.com/nctcogJan24), by mail at PO Box 5888, Arlington, TX 76005 and by fax at 817-640-3028. Printed copies of the online materials were also made available by calling 817-695-9255 or emailing [jcastillo@nctcog.org](mailto:jcastillo@nctcog.org).

**Summary of Presentations*****2024 Regional Transportation Funding Program presentation:***

<https://www.nctcog.org/getmedia/e5a39e9c-c30c-4d27-b3af-60278cc760e1/2024-Regional-Transportation-Funding-Program.pdf>

***2024 Regional Transportation Funding Program handout:***

<https://www.nctcog.org/getmedia/07724bde-2297-43ae-a5df-a31cc2b1a704/2024-Regional-Transportation-Funding-Program-Project-List.pdf>

Over the past several years, NCTCOG staff have received requests from local governments and transportation agencies for funding consideration. The projects being recommended to receive funding meet one or more of the Regional Transportation Council's (RTC) policies or improvements outlined in the Metropolitan Transportation Plan (MTP), implement outcomes of planning activities and/or assist in reaching the region's federal performance targets.

The program's timeline emphasizes the importance of public feedback on the proposed projects and partnerships. For more information and a comprehensive list of project recommendations, visit [www.publicinput.com/nctcogJan24](http://www.publicinput.com/nctcogJan24).

***Funding to Support Special Events in Dallas-Fort Worth presentation:***

<https://www.nctcog.org/getmedia/493571f7-3a20-40e0-b133-e2b30fc1d246/Funding-to-Support-Special-Events-in-Dallas-Fort-Worth.pdf>

The Arlington Entertainment District is set to host several regional events and partnerships throughout the next few years. Staff is taking a phased approach to expand partnerships and stakeholder coordination and update needs and priorities. Phase 1 has already begun with the National Medal of Honor Museum. Phases 2 and 3 will include large-scale events such as the MLB All-Star Game and the FIFA World Cup.

This initiative addresses transportation issues surrounding the events, including access to SH 183, parking and transit capacity. Parking solutions, traffic analysis, increased transit support, and connections to regional transportation hubs are all areas that will require assistance.

Next steps include seeking funding approval, developing improvement schedules with the City of Arlington, pursuing federal funds for vehicles and forming event planning subcommittees. For more information, visit [www.publicinput.com/nctcogJan24](http://www.publicinput.com/nctcogJan24).

***Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP) presentation:***

<https://www.nctcog.org/getmedia/0ed2f72b-4f07-41e4-b3ad-0bea9037577c/Dallas-Fort-Worth-Air-Quality-Improvement-Plan.pdf>

The Dallas-Fort Worth (DFW) Air Quality Improvement Plan (AQIP) is a regional initiative in North Texas aimed at improving air quality. The plan covers various sectors, including electricity generation, waste and materials management, transportation, agriculture, natural and working lands, industry, and commercial and residential buildings. The Environmental Protection Agency's (EPA) Climate Pollution Reduction Grant (CPRG) Planning Grants Program has allocated \$1 million to develop and implement plans to reduce greenhouse gases (GHGs) and other pollutants. NCTCOG is leading this effort, with a Priority Climate Action Plan (PCAP) due by March 1, 2024, and a Comprehensive Climate Action Plan (CCAP) due by summer 2025.

The tasks involved in the planning process include a GHG emissions inventory, identification of GHG reduction measures, an analysis of benefits to disadvantaged communities, a review of implementation authority and a funding analysis.

The CPRG Implementation Grants will fund strategies included in the PCAPs submitted under the Planning Grants, with a focus on measures that improve air quality. The grants are competitive, with scoring based on the cumulative benefits of proposed initiatives. The EPA will not award multiple grants for the same initiative in the same area.

Visit [www.publicinput.com/dfwaqip](http://www.publicinput.com/dfwaqip) to learn more about DFW AQIP, explore public input opportunities and complete the public input survey.

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

## **Email**

### **Bridgette Wallis, Citizen**

I was unable to pull up any information on the topic 2024 Regional Transportation Funding Program to be discussed at this meeting. However, I'm aware that the City Council of the City of McKinney has requested funding for an odd tunnel park under Hwy 5. As part of my public comment, I am registering my vehement dislike of this project. I hope that someone denies funding for it. It is an answer to a non-existent problem. By no stretch of the imagination is it environmental justice for Eastside residents. It has hardly any public support in McKinney, even though Mayor Fuller continues to push it. As a matter of fact, in 2022, residents had an opportunity for public input. Four options were presented that I put in order of public approval:

1. A Klyde Owens-type park
2. Performing at grade improvements for \$100k
3. The tunnel park (officially the inverted park)
4. Doing nothing

Even though everyone liked the idea of the Klyde Owens-type park, they all knew it was too expensive. The runner up to the expensive option was to perform grade improvements. The tunnel park was the 3rd most popular--only a bit higher rated than doing nothing. Most comments suggested safety concerns, expenses and the fact that most residents on the East side cross Hwy 5 elsewhere. Regardless, the city is continuing to push what no one in the city wants. This option that no one wants will cost city taxpayers over \$15 million by the time it is done. Plus, the city has repeatedly said that safety and maintenance costs will escalate yearly over the preliminary \$2.5M. Two City Council members voted against it because city staff could not provide details of how they'd prevent homelessness and increased security risks in the tunnel area.

Additionally, mom-and-pop businesses will be taken by this project. Eminent domain for a vanity project. There is no environmental justice in this project. This project is pure vanity. It will connect the richest areas of one side of downtown with the richest and most gentrified area of the other side of downtown. Guess what they want to do with the areas that the lower-income areas of the East side actually cross Hwy 5? They want to provide inexpensive, at-grade improvements for them. Please see the summary of public input for McKinney 23-0291 - Summary of Online Survey (legistar.com) There are clearly other projects that are wanted and actually solve a problem that could use this money.

### **Ricky Garcia, Citizen**

I'm genuinely enthusiastic about the Everman Safe Streets project and its vital role in enhancing the safety of our children's school commute, especially in areas currently lacking proper sidewalks. The addition of new bicycle lanes and HAWK signals is a significant step towards ensuring a safer journey for kids biking to school.

In addition, I strongly support the Forest Hill Drive project. This initiative is crucial in connecting our communities with our schools, fostering a more interconnected and accessible environment. Additionally, the traffic signals included in the Forest Hill Drive project will not only improve our transportation system but also aid in our air quality goals. By reducing traffic congestion and encouraging biking, we're taking significant steps towards a healthier, more sustainable community. After all, ensuring the safety and well-being of our community is as vital for our future as enhancing our transportation systems.

The Everman Safe Streets project and the Forest Hill Drive project together are instrumental in building a safer, more connected and environmentally conscious community for our future generations.

**Greg Witte, Citizen**

I missed this meeting. Was there presentation material or perhaps a recording? Do you know when they may go out to select consultants for this work? Thanks for the help. I do appreciate it.

**Response by NCTCOG Transportation Department:**

Mr. Witte, Thank you for contacting the NCTCOG Transportation Department. We are having an online input opportunity this month, so you did not miss a meeting. All presentation material for our January topics can be found at [www.publicinput.com/nctcogJan24](http://www.publicinput.com/nctcogJan24), under the files tab.



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

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

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

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

In addition, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 127 new comments related to bicycle and pedestrian, roadway and transit conditions. You can view these new comments as well as past comments by visiting

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



## Air Quality

### Twitter –

1. North Texas could get up to \$500M in federal funds to improve air quality. Here's how <https://keranews.org/environment-nature/2023-12-19/north-texas-could-get-up-to-500m-in-federal-funds-to-improve-air-quality-heres-how> @NCTCOGtrans #regionalism — TARC (@txregionalism)



2. Give input on the Air Quality Improvement Plan for our region, including how dollars are spent, here are 4 opportunities: @NCTCOGtrans

1. NCTCOG Office  
616 Six Flags Drive  
Arlington, TX 76011  
Online: <http://publicinput.com/dfwaqip>  
By Phone: 855-925-2801 (code: 5303)  
Monday, 1/8/24, 6pm
2. Granbury City Hall  
116 W. Bridge St.  
Granbury, TX 76048  
Tuesday, 1/9/24, 6 pm
3. Fate City Hall  
1900 CD Boren Parkway  
Rockwall, TX 75087  
Tuesday, 1/16/24, 6pm
4. Hazel Harvey Peace Center for Neighborhoods  
818 Missouri Ave.  
Fort Worth, TX 76104  
Thursday, 1/18/24, 6pm — Cara Mendelsohn (@caraathome)

### Facebook –

1. Do you have feedback on ways to improve regional air quality? Join us next week at one of our upcoming public meetings:

Arlington & Grand Prairie Hybrid Meeting  
Monday, Jan. 8, 6 - 7:30 p.m. at NCTCOG (616 Six Flags Drive)

Granbury Open House  
Tuesday, Jan. 9, 6- 8 p.m. at Granbury City Hall (116 W Bridge street)

For more information about the DFW Air Quality Improvement Plan and future scheduled meetings, visit: [publicinput.com/dfwaqip](http://publicinput.com/dfwaqip) — NCTCOG Transportation Department



I believe using resources in places that are culturally opposed to your objective is foolish. Many states would actually use public transportation. In Texas, people drive to get to their mailbox, zero bike lanes and busy highways with no sidewalks or shoulders.  
— Tim Norton

2. A new year calls for new experiences and learning opportunities. This year we encourage you to learn more about initiatives that play a huge role in keeping our air clean in the North Texas region. Read more in our latest post on Clean Air Corner: <https://bit.ly/3SpXxR1> — NCTCOG Transportation Department



Texas is a superfund site. Let it go, it's a lost cause — Tim Norton

## **Email –**

### **1. Erich Friend**

Set up a phone number and email address (and advertise it well) where citizens can report vehicles that are spewing pollution.

If you receive a notification then send an official letter to the vehicle owner notifying them that they (may) have a problem with their vehicle's emissions.

If you receive multiple reports on a vehicle then require them to bring the vehicle in for testing (at their expense if it fails).

For vehicles that are reported 'rolling coal', the vehicle must be inspected for the exhaust system modifications that would facilitate that. If the exhaust system is found to have been modified, the license plates will have to be revoked, and the vehicle towed to a repair shop for correction at the owner's expense. Similarly, if 'DEF Delete' has been done to diesel powered vehicles, the owner will have to pay to have the DEF system reinstalled per factory specifications.

There needs to be better enforcement of vehicle emissions levels to keep the air breathable!

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

Thank you for taking the time to provide us with some valuable feedback about the Regional Smoking Vehicle Program (RSVP). We agree with you, more needs to be done to combat the prevalence of smoking vehicles on the roadway, especially those who do it on purpose and "roll coal."

To address some of your points, we have the RSVP hotline set up along with a website [www.smokingvehicle.net](http://www.smokingvehicle.net) that has instructions on how to effectively report a vehicle that has been spotted on a roadway smoking visibly from the tailpipe for more than ten seconds. Additionally, to spread the word about the program, we have run advertising campaigns around Dallas-Fort Worth (DFW) utilizing billboards, print, radio and even on the tail ends of Dallas Area Rapid Transit (DART) buses in Dallas. We will hopefully be able to run ads this summer, so keep an eye out for them.

If a person has been reported through our website or hotline, we send them an education letter in the mail, notifying them that something may be wrong with their vehicle since it was spotted smoking. We provide resources to them as well if there are available incentives or programs to help them repair their vehicle or even purchase a newer, cleaner one. We also have a website dedicated to informing the public about the importance of maintaining their vehicle to not only help save them money, but also to help keep our air clean: [www.ntxcare.org](http://www.ntxcare.org).

Our role is strictly one of education and awareness, we do not have the authority to cite, nor can we require they have their vehicles repaired. Law enforcement can cite if a vehicle is smoking excessively for more than ten seconds from their tailpipe, and we do remind the vehicle owners of this in the letter we mail.

Unfortunately, since there is no current requirement for diesel-powered vehicles to pass an emissions test in Texas, there is little that can currently be done to ensure that they are operating within the law and keeping their emissions components intact, though it is technically illegal to tamper with any gasoline or diesel vehicle emissions components.

The Environmental Protection Agency has a tampering flyer (attached) as well as a tip-line set up on their website: <https://echo.epa.gov/report-environmental-violations>.

Thank you again for reaching out to us, and we hope that this addresses your concerns and answers some questions you may have had. Please do not hesitate to reach out to us again in the future if we can assist you further.

### **Alternative Fuel Vehicles**

#### **Twitter –**

1. Congrats to @ElPasoTXGov @ @NCTCOGtrans which received \$15 million from Fed Highway Admin for EV charging, and \$15 million for the same plus \$70 million for hydrogen fueling respectively from Charging and Fueling Infrastructure Program of FHWA.  
[https://fhwa.dot.gov/environment/cfi/grant\\_recipients/?\\_gl=1\\*cgazma\\*\\_ga\\*ODg1MDM4MDEzLjE3MDQ5ODMwNDQ.\\*\\_ga\\_VW1SFWJKBB\\*MTcwNDk4MzA0Ny4xLjEuMTcwNDk4MzA4MC4wLjAuMA..](https://fhwa.dot.gov/environment/cfi/grant_recipients/?_gl=1*cgazma*_ga*ODg1MDM4MDEzLjE3MDQ5ODMwNDQ.*_ga_VW1SFWJKBB*MTcwNDk4MzA0Ny4xLjEuMTcwNDk4MzA4MC4wLjAuMA..) — Cyrus Reed (@cyrustx)

2. Federal Money to Pay for EV Charging Across North Texas - Government Technology - <https://goo.gl/alerts/iffhT15> @NCTCOGtrans #regionalism — TARC (@txregionalism)



### **Bicycle/Pedestrian/Sustainable Development**

#### **Email**

##### **1. Ricky Garcia**

I'm genuinely enthusiastic about the Everman Safe Streets Project and its vital role in enhancing the safety of our children's school commute, especially in areas currently lacking proper sidewalks. The addition of new bicycle lanes and HAWK signals is a significant step towards ensuring a safer journey for kids biking to school.

In addition, I strongly support the Forest Hill Drive Project. This initiative is crucial in connecting our communities with our schools, fostering a more interconnected and accessible environment. Additionally, the traffic signals included in the Forest Hill Drive Project will not only improve our transportation system but also aid in our air quality goals. By reducing traffic congestion and encouraging biking, we're taking significant steps towards a healthier, more sustainable community.

After all, ensuring the safety and well-being of our community is as vital for our future as enhancing our transportation systems. The Everman Safe Streets Project and the Forest

Hill Drive Project together are instrumental in building a safer, more connected, and environmentally conscious community for our future generations.

Consistency > Intensity

**Response by NCTCOG Transportation Staff:**

Thank you for your support of our ongoing projects along Forest Hill Dr. and our continuing efforts to improve the quality of life and safety for the citizens of Everman, Forest Hill and Fort Worth. If you have any questions or concerns regarding the Forest Hill Dr. project, please feel free to Jody Loza for any questions.

**High-Speed Transportation**

**Email –**

**1. Katherine Homan**

Is the project tied up with property acquisition?

**Response by NCTCOG Transportation Staff:**

Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. As proposed, the project is located predominantly within existing transportation right-of-way, within the I-30 corridor, substantially reducing the need for additional to purchase right-of-way for the corridor.

During the current phase of the study (Phase 2), specific properties that would need to be acquired for the project will be identified. However, acquiring the right-of-way is not a part of this phase of the study.

Following completion of Phase 2, future steps in advancing the project (including identifying an implementing agency and securing project funding) will be required.

**Roadways**

**1. Michael Oleson**

Even after years of construction, I-35W between approximately SR 170 south toward downtown Fort Worth remains clogged with traffic much of the day until I-820. This seems to be a correctable problem that should have been addressed early on. Approaching I-820 from I-35W, there is only one exit lane to I-820 which then feeds traffic to the West and East. Add an exit lane please.

**Response by NCTCOG Transportation Staff:**

Thank you for your comment concerning the Interstate Highway (IH) 35W/IH 820 interchange. I would suggest the Texas Department of Transportation (TxDOT) as your best source of information on future improvements yet to be constructed at the interchange. Our primary contact for that project has been Marty Stewart ([marty.stewart@txdot.gov](mailto:marty.stewart@txdot.gov)), and hopefully he can respond more directly to your concern over the limited ramp capacity to IH 820 from southbound IH 35W.

## Safety

### Facebook –

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



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

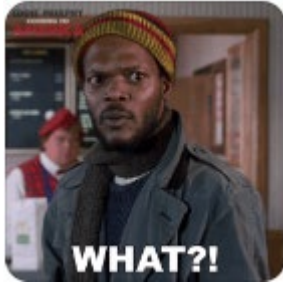
This should be a picture of a phone or something not kids. What are we supposed to do, tie them down and duct tape their mouth shut or stick them in the trunk. Make since people. — Brian Buckner

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



That's not a distraction. That's muscle memory. — Howard Acevedo





— Geovanie Calzada



— Scott Hernandez

I got so mad at a distracted driver that I rolled my window down and threw my beer at them. — Chris Polasek

Start with not allowing cops to have cellphones in their possession while on duty. — Cooper Gatewood

Take down all billboards along side every road. They are distracting. — Daniel Harrell

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



So we should assume that police departments are looking for even more revenue generations schemes that have nothing to do with safety. Got it! — Brian Tomlinson

if we arent meant to eat while driving, why are there cup holders and drive thrus? 🙄 im not eating no cold fries lol — Jorge A. Valentin

Would really like to see drivers have to requalify for the privilege to operate on the roads. It hasn't been long on the road for me but god, seeing someone merge onto the freeway at 35mph is just insane. — Joshua Olesiak

Eating a burger has never killed someone else. Let's replace that with women taking selfies while driving, people in general texting while driving. Never heard of a hit and run burger eater — Tony Porter

### **Instagram –**

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



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

Got it. get rid of the child — crossroads.angel\_001 (@crossroads.angel\_001)

Don't have children, noted. — kaye\_does\_art (@kaye\_does\_art)

Throw the kids in the trunk, got it — fazinorgrun (@fazinorgrun)

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



This is America, if I wanna eat my Quarter Pounder with cheese I fucking will — elfrijolabram (@elfrijolabram)



Mmm borger — blackleaf\_arts (@blackleaf\_arts)

I always have an alcoholic beverage with one hand and with totter on the steering wheel and I've played a lot of video games so I know how to get through traffic —boacmd (@boacmd)

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



What if im hungry — t.meador77 (@t.meador77)

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



I'm going to play Clash Royale™ and drive — rouxsauced (@rouxsauced)

if the ad can do it then i can do it — theloser4\_life (@theloser4\_life)

If all distractions are dangerous, why are billboard ads legal — thepenguinking27 (@thepenguinking27)

## **Email –**

### **1.Trish Donaghey**

= 4 miles S of Princeton. Very difficult at rush hour to turn L from this T intersection when oncoming cars are blocked by a hill on the N and they often travel 50+ mph!

Thank you for your attention to this matter before someone is killed there!

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

We appreciate your comment concerning a need for a traffic signal at the FM 546/FM 982 intersection. I've reached out to fellow staff for information on future plans at that location, and our most recent communication from the Texas Department of Transportation (TxDOT) indicates 1) design work for the intersection improvements will be completed by next month, and 2) construction work is tentatively expected to start in the summer/fall of 2025. Here are some additional contacts where you may be able to obtain additional information and/or get any follow-up questions addressed:

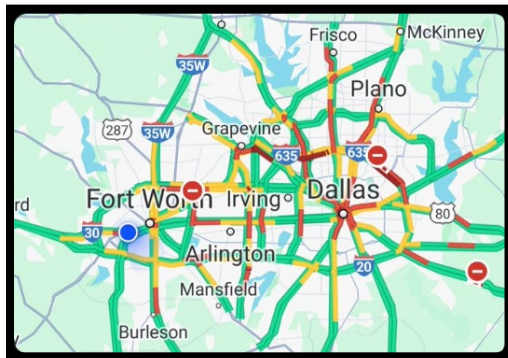
- Clarence Daugherty – Collin County Director of Engineering - 972.548.3728 – [cdaugherty@co.collin.tx.us](mailto:cdaugherty@co.collin.tx.us)
- Jennifer Vorster – Collin County Area Engineer, TxDOT – 972.542.2345 – [jvorster@txdot.gov](mailto:jvorster@txdot.gov)

Please feel free to contact us again if you have any follow-up questions/comments...but, hopefully TxDOT and/or Collin County may be in a position to address them more directly for this location.

## **Transit**

### **Twitter –**

1. If only there were some quality #TransitAlternatives to the daily highway gridlock...Imagine if @TxDOT & @NCTCOGtrans invested half as aggressively in transit expansion as they do in highway expansion, it might ACTUALLY make a difference. — Loren S. (@txbornviking)



For real. When I saw there was more money going to infrastructure, I got excited, foolishly thinking it would go to DART or TRE. — Bill (@sr71fan90)

FORT WORTH STAR-TELEGRAM

## RAPID GROWTH FUELS DEVELOPMENT IN THIS ONE-TIME FARMING COMMUNITY IN SOUTHERN TARRANT COUNTY

By Rick Mauch



Whoever coined the phrase “growth is inevitable” must certainly have had the city of Mansfield in mind.

And it would appear the city has no plans to stop growing.

“Our location, residents, and commitment to excellence, attract exceptional people, businesses, and partners,” Mayor Michael Evans said.

To support that statement, the city of 82,000 is among the fastest growing in North Texas. Compare that to 31,630 just after the turn of the century — or around 8,000 in the early 1980s. [Only four cities added more people](#) in the past year, according to the North Central Texas Council of Governments.

Projections show the population of this [former farming town in southern Tarrant County](#) to be around 120,000 a decade from now.

Of course, with all that population growth comes more businesses into town. Folks have their wants and needs, and, well, establishments tend to go where the most people are in order to meet those needs.

### Developments everywhere

A plethora of developments are springing up in Mansfield. After all, those folks coming to town have to have a place to live, stores in which to shop and businesses to meet their needs.

Among those on their way:

**Village at Southpointe.** Construction is anticipated to begin on this development in the second quarter of 2024 with completion in 2026. It will feature 800-1,000 multi-family units and include 80,000-100,000 square feet of medical office space, restaurant and retail space over 54 acres on the northeast corner of Lone Star Road and U.S. 287. Plans are to also include a focal plaza space and make it an entertainment destination. A boutique hotel is also being considered. It is anticipated the project will create around 637 new jobs and generate around \$65 million in property tax revenue over the next three decades.

**Castle Ranch.** City staff is still working through developer plans, but it could be online in the next three to four years. The development is near downtown Mansfield on West Broad Street. It will feature parks, walkable streets, a pedestrian path and will connect to the city's trail system. It will also be near an existing dog park and city park.

**Mansfield Innovative Community by Admiral Legacy.** This development will bring Class A-plus offices to Mansfield and is the start of the city's vision for an Innovation Corridor — the LINQ — along Heritage Parkway. The project will feature 240,000 square feet of office space on approximately 18 acres at Heritage and Regency Parkways. In all, a million square feet of master-planned community is set to be built in phases. It will include parks, trails, an innovation hub and corporate headquarters for Admiral Legacy. The project is slated to break ground in spring 2024, with the first phase and its Class A-plus offices opening by summer 2025.

**Geyer Commons.** Only recently announced, the city and the Mansfield school district have joined forces on this development, which will be built on the site of the Mansfield's first ball field at 605 E. Broad St. It will serve as the eastern gateway to historic downtown Mansfield and will include a mix of shops and restaurants in relocated and/or reconstructed historic homes, an artisan market, business incubator and other public spaces.

In November 2023, the two organizations met and voted to approved a property exchange where the city received the school district's property along Walnut Creek that includes Geyer Field, administration buildings, original Mansfield High School, historic Rock Gym, and additional developments, and Mansfield ISD received the city hall facility and additional property behind at 1200 E. Broad St.

## **Attraction**

While businesses and developers want to be included in Mansfield's growth, the city is doing its part to make deals more attractive. The city of Mansfield and Mansfield Economic Development Corporation work closely with developers for the perfect fit for a growing population, MEDC Executive Director Jason Moore said.

"While a majority of new developments require no incentives, some partnerships include collaborations to ensure Mansfield gets the best development for the community," he said.

Moore said these tools include 380 agreements, leasing partnerships, and more.

## **Give people what they want**

City officials noted that for years Mansfield residents have asked for a place to hang out with friends and play with their families. To that end, [High Five Entertainment announced](#) its plans to open a complex that will include bowling, entertainment, a restaurant, miniature golf, and more.

Residents have also asked for more places to shop and eat, so the city council has been focused on mixed-use properties that will bring unique retail and dining opportunities.

In short, the growth in Mansfield seems to be a long way from finished. But Evans said that doesn't mean the charm that made the city attractive to many folks is going anywhere.

"Mansfield has always been known as an exceptional hometown to live and raise a family," Evans said. "We are being proactive with our projected growth to ensure that reputation remains, but that our reputation expands to become a city that is a remarkable destination to work, play, and visit."

## TXDOT REDUCES SPEED LIMIT ALONG PRESTON ROAD IN PLANO, TEXAS

The new speed limit is 45 mph instead of 55 mph

By Matilda Preisendorf

This week, the Texas Department of Transportation (TxDOT) [implemented](#) a modification to the speed limit signs on Preston Road (SH 289) between Legacy Drive and SH 121.

The speed limit was adjusted from 55 mph to 45 mph following a comprehensive engineering study conducted by TxDOT. The prior speed limit of 55 mph was in effect for nearly 35 years, but due to safety concerns, the study recommended the reduction.

The city of Plano engineering staff concurred with this recommendation, leading to the approval of an ordinance by the Plano City Council on Sept. 26, 2023, to officially decrease the speed limit. This adjustment aligns with the Plano Police Department's commitment to fostering a secure environment that enhances the overall quality of life.

"Please help us get the word out about the new speed limit of 45 mph along Preston Rd between Legacy Drive and SH 121," [a statement](#) from the Plano Police Department said.

*Local Profile* [previously reported](#) that the North Central Texas Council of Governments (NCTCOG) found the number of traffic fatalities in Collin County increased by 51% in 2022.

According to [the report](#), fatalities were down approximately 6% in North Texas as a whole, but some areas such as Collin County became [more dangerous](#). Commissioner Duncan Webb said most fatalities occurred on U.S. 75, U.S. 380 and Preston Road, calling the spike "mind-boggling."

In 2022, Collin County witnessed a surge in the overall number of accidents, marking an 11.63% increase. This elevation in crash frequency positioned Collin County as the second-highest in terms of crash rate, with Wise County slightly surpassing it with a 12.44% increase. Collin County recorded a total of 13,820 crashes in 2022, reflecting a rise from the previous year's figure of 12,380 crashes.

[According to Sonya Landrum](#), program manager at NCTCOG, speeding has consistently ranked as the leading factor in traffic fatalities since data recording commenced in 2010. Driver-related crashes emerged as the second most significant contributor, experiencing the highest surge from 2021 to 2022.



## AS HOMES GO UP IN NORTHLAKE, CITY PLANS INFRASTRUCTURE STEP BY STEP

By Seth Bodine



*The Pecan Square neighborhood in Northlake is adding 3,000 homes to the area in a \$1.5 billion master-planned community. (Seth Bodine | Fort Worth Report)*

*Editor's note: This is part of a series looking into regional growth. Read part [one](#) and [two](#).*

David Rettig, mayor of Northlake, estimates a third of the town's population is brand new every year. At the peak of the town's development, he joked that you would see an additional three new homes a day and one new street a week.

"You'd get back to the corner of you know, say one of the neighborhoods, and there'd be an entire other street all studded out," Rettig said.

In 2020, Northlake was a town of 5,201 people according to North Central Texas Council of Governments estimates. Since then, the town population has doubled to 10,430, with a growth spurt of 18.7% between 2022-2023. The growth is fueled by new housing from nearby real estate developer [Hillwood](#), which is building a [\\$1.5 billion planned community called Pecan Square](#), totaling 3,000 homes, and more [than 4,000 homes with the Harvest development](#).

Rows and rows of “sold” and “available” signs sit by vacant lots in the Pecan Square development. Some streets are crowded with construction vehicles. Workers hammer materials together and bulldozers buzz near the construction sites.

Rettig believes the city will grow to 50,000 people. Housing, combined with the proximity to Alliance — and other cities and new schools in the area — is driving growth. Keeping up with that growth means maintaining a delicate balance of keeping up with the infrastructure necessary to facilitate quality of life and prioritizing projects given limited resources. While Northlake has six roads maintained by the Texas Department of Transportation in its area, saving the town money, there’s still a long list of projects.

“We can’t even begin to build all the roads that are needed,” Rettig said. “So we build the next one that we need ... the next stoplight, we push for that one. And then the next road, we push for that one.”

Northlake, which Rettig calls a bedroom community, doesn’t have a town hall yet. Staff work from a coworking space and in four offices leased for various departments. Its public works department offices in a cinderblock building with a tin roof and gravel parking lot.

“That’s part of our strategy,” Rettig said. “Wait on the expensive stuff, and build long-term financial stability for the town. Keep the tax rate low.”

Rettig estimates the city has to raise \$2,000 per every home that goes up. Buoying Northlake’s business base are industrial warehouses, about a third of which are from Hillwood. He estimates the city is looking at adding 30 million square feet in warehouses that can be used for manufacturing or distribution centers.

Despite the strategy of the city to balance growth with quality of life, residents such as David Owen, who has lived in Northlake since 2015, said he feels the city’s growing pains. Driving on some of the roads is like a bumpy roller coaster, he said. He worries what will happen if the city’s industrial base falls out over the years from a downturn. Like many small towns, he said, industry comes and goes.

“These warehouses are going to belly up or go down eventually,” he said.

Other residents, such as Alex Holmes, who plans on running for a council and precinct seat in Northlake, feels more hopeful about the town’s growth and the city’s plan to grow, called Northlake Next, which imagines the town in 2042.

“We moved into what felt like the first day moving on campus to college,” Holmes said. “Everybody was excited and wondering what’s going to happen and, now, we’re starting to see that kind of come to fruition.”

Looking forward, Holmes said traffic will definitely be the pain point going forward as the city works with TxDOT, and strives to maintain the look and feel of a rural town. She said she isn’t worried about industry fallout.

“That risk always exists,” Holmes said. “And we have had a really smart and thoughtful



development plan to offset as much of that risk as possible. Personally, it's not something that I worry about."

## DALLAS-FORT WORTH TO HOUSTON HIGH-SPEED RAIL: HURDLES REMAIN BUT SOME HAVE HOPE FOR 2024

Planners are hopeful that recent federal help may jump-start plans to build high-speed rail routes that would connect Fort Worth, Dallas and Houston.

By Zaeem Shaikh



*The approximate location of the proposed Texas Central Station for the Dallas to Houston route in Dallas on Friday, Dec. 22, 2023. (Juan Figueroa / Staff Photographer)*

Transportation planners in Texas are aiming to reignite the vision dating back to the 1980s of connecting the state's largest metro areas with high-speed rail.

Unlike the past, they may have [federal help on their side](#) this time.

In December, the U.S. Department of Transportation's Federal Railroad Administration [announced awards](#) of half a million dollars each to proposed high-speed rail corridors that would connect Fort Worth to Dallas and Dallas to Houston. The long-term vision for planners: carry travelers on a one-seat ride through the three cities in less than two hours.

The money from the [Corridor ID grant program](#) is largely set aside to develop a scope, schedule and cost estimate and pales in comparison to the overall costs to construct the routes. But planners and proponents of high-speed rail are hopeful that federal funding with help from the bipartisan infrastructure law can jump-start these projects.

“The selection of our Fort Worth to Houston corridor into FRA’s corridor identification program means the federal government has at least recognized that there is some merit in connecting the large urban areas of Dallas, Fort Worth and Houston together,” said Dan Lamers, the senior program manager for transportation planning at the North Central Texas Council of Governments.

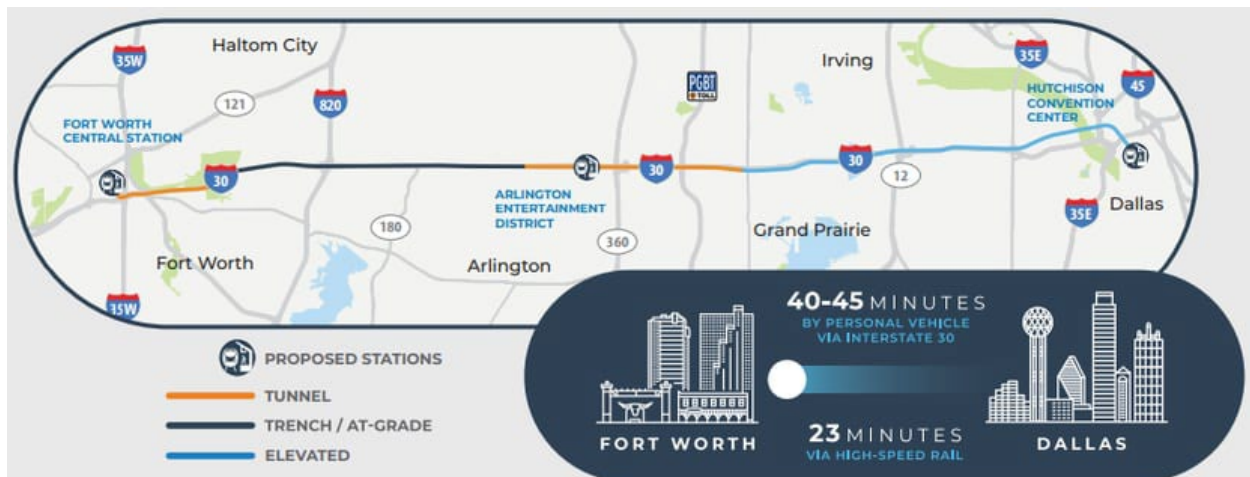
### The proposed routes

In the Dallas-Fort Worth area, the North Central Texas Council of Governments is leading the study for the corridor between the two cities and has proposed building a high-speed rail project along Interstate 30.

With a possible top speed of around 180 mph, planners project travel between both ends to take 23 minutes by high-speed rail with a stop in Arlington. The 31-mile drive from downtown Dallas to downtown Fort Worth can take up to an hour or more, depending on traffic.

The proposal has two underground stations: one in the southeast corner of downtown Fort Worth next to Fort Worth Central Station and another in Arlington’s entertainment district, according to Brendon Wheeler, the project manager for the corridor and program manager for transportation planning at the council.

Traveling into Dallas, Wheeler said, the route would move northeast from I-30 near North Hampton Road and travel along a Union Pacific Railroad alignment. From there it would head downtown, curve south and stop at an elevated station near Cadiz and Austin streets in the Cedars neighborhood, selected by Texas Central, the private company leading the Dallas to Houston project.



*NCTCOG's planned alignment for a high-speed rail between Fort Worth and Dallas along Interstate 30(North Central Texas Council of Governments)*

Amtrak [announced in August](#) it is exploring a partnership with Texas Central for a proposed route that would shuttle passengers from Dallas to Houston in about 90 minutes (the 220-mile drive between the proposed stations takes about at least three-and-half hours). The proposal, which has been in [development for a decade](#), calls for the use of Japan’s Shinkansen bullet trains that would largely travel along high-voltage transmission lines, with a stop in the Brazos Valley, between College Station and Huntsville.

The council of governments is in the process of completing its environmental review, as required by the National Environmental Policy Act. Lamers said they're hopeful it's cleared by the end of this year.

In 2020, the FRA approved Texas Central's project, issuing an [environmental impact statement](#).

Related: [Texas Supreme Court says company can use eminent domain for Dallas-Houston bullet train](#)

### **The reported benefits**

In planning documents, the council of governments has said high-speed rail can help meet increased travel demand as Dallas-Fort Worth grows over time. Project managers wrote they expect the region's population could rise from about 7.9 million ([according to the 2022 census](#)) to a little over 11 million people by 2045.

Lamers has said the nearby proximity of DFW International Airport to a high-speed rail system can make Dallas-Fort Worth "a hub of travel within the state of Texas." The route would turn an-hour commute by Trinity Railway Express, the commuter rail line between the cities, into about 20 minutes.

It would also add a transit option to Arlington, one of the [largest U.S. cities without a public mass transit system](#).

Texas Central has claimed its plan is estimated to reduce greenhouse gas emissions by over 100,000 tons per year, and its construction and operations would create thousands of jobs.

Related: [Amtrak partnering with private company to study and advance Dallas-Houston bullet train](#)

Andy Kunz, the president and CEO of the U.S. High-Speed Rail Association, said the new mode of transportation can help "decarbonize our transportation sector," reduce congestion and boost American manufacturing. In addition, he said it will also open up the opportunity for more people, referred to as super commuters, to live in one city and work in another.

"One high-speed rail line can actually open access to a million houses that are already affordable and already built," Kunz said.

What may have Amtrak interested in the Dallas-to-Houston corridor is the large population of the metro areas, the distance between them and the favorable terrain, said Allan Rutter, a senior research scientist and freight analysis program manager at Texas A&M's Transportation Institute.

"You've got two urban areas with relatively about 8 million each," Rutter said. "They're separated by a really sweet spot in terms of distance for high-speed rail and without the topographical challenges that other parts of the world, and certainly folks in California, have to work with."

### **The lingering challenges**

[Millions of private dollars](#) have been invested in failed D-FW to Houston rail plans since the late 1980s, but planners are hopeful federal support could help make it happen this time around. Still, there are several hurdles to clear.



The biggest question for either high-speed rail corridor is where the money will come from to make these projects a reality, Rutter said. The cost estimates from Texas Central have swelled over time, with its [most recent estimate at \\$30 billion in 2020](#), the *Dallas Business Journal* reported.



*The Shinkansen N700 Supreme train is the planned vehicle for Texas Central Partners' high-speed rail line from Dallas to Houston. (Courtesy / Texas Central Partners)*

The timeline for Texas Central's project is also unclear. An Amtrak spokesperson said the company is still exploring a "potential partnership" with Texas Central but has not yet entered into a formal agreement.

Lamers said the council hopes to tap into both public and private funds for development.

Both corridors also face questions regarding their alignment and potential land acquisitions.

Waller County Judge Trey Duhon said a new environmental assessment is needed for Texas Central's project given new ongoing development in the last three years, including in his own county, south of Dallas and northwest of Houston. Duhon is also the president of [Texans Against High-Speed Rail](#), a group of property owners, business owners and elected officials who have opposed Texas Central's project and have concerns about its use of eminent domain.

"We still have a lot of folks that feel very passionately about protecting their property — some of which has been in their family for generations," Duhon said. "So, we're still here. We've come this far; we're certainly not going to lay down now and we will continue to advocate for those property owners."

Texas Central's proposal has been hampered by delays as the company dealt with [tax troubles](#), a leadership exodus, the pandemic and pushback from property owners along the corridor. After the departure of its CEO and its board in 2022, it is now being managed by [Michael Bui](#), the senior managing director of FTI Consulting.

The federal Surface Transportation Board must also approve construction, and it has not yet received an application from Texas Central.

The council says in the Fort Worth to Dallas corridor, about 90% of the route travels through publicly owned land but some of it, particularly in Dallas, goes through private land. That could impact West Dallas residents along with development downtown.

Wheeler said the biggest constraining factors are where the Dallas station is located and how it is aligned. He added the proposal must use the station in the Cedars because it was approved for Texas Central's Project, and their goal is for travelers to have a "one-seat ride" from Fort Worth to Houston. The team has also looked at about 100 different alignments from "the I-30 and Loop 12 area all the way to downtown" to determine how to mitigate impacts, he said.

"We have to work within those design constraints and how to connect with that station, how to adjust with convention center plans and major existing development in downtown Dallas," Wheeler said.

It travels near development for the new [Kay Bailey Hutchison Convention Center](#) and Reunion Tower. Hunt Realty Investments, which owns Reunion, also [has plans for redevelopment](#) around the tower. Colin Fitzgibbons, the president of Hunt Realty, said in a statement the company supports moving the route "below grade," or below ground level, in Dallas "as has been committed to Fort Worth and Arlington already."

Dallas City Council member Omar Narvaez, who represents West Dallas, said in a statement that he is confident "we can work out any of the pending concerns." He's also part of the NCTCOG's [Regional Transportation Council](#), which helps guide the development of the plan.

Raúl Reyes Jr., the president of West Dallas 1 — an association of neighborhood groups — said he is concerned about whether planners will use eminent domain to take private property from residents in West Dallas, many of whom may not be able to purchase a new home. He hopes project planners can find a route that doesn't cross through the area or look for a way to provide opportunities to residents.

"Why don't you create an opportunity where this train stops in West Dallas?" Reyes said. "Because anytime that you make a train stop, there has to be some form of utility that comes with that ... retail, commercial, opportunities for employment, small business."

"They're going to have to hire someone to do what — to maintain it, to clean it," he added. "Those are the kinds of jobs that my community is readily available to immediately apply for."

## JUSTIN CHALLENGED WITH KEEPING SMALL-TOWN FEEL AS IT ADDS MORE HOUSES

By Seth Bodine

*Editor's note: This is the fourth story in a five-part series examining how Fort Worth's surrounding communities are tackling the region's economic boom. Read part [one](#).*

Mitch Waters, owner of Master Made Feeds, knows growth is coming to Justin.

The 71-year-old feed store owner used to have a location in Grapevine, but closed after the demand for animal feed dwindled. He still sees demand from farmers and ranchers at his store in Justin, but knows the city once filled with acres of land will become more occupied with houses.

"I don't see how it's going to be totally country five years from now," Waters said. "I don't know if it'll be like a Grapevine or Southlake, but it's going to be more crowded than it is now."

In 2010, Justin's population was 3,246 according to the U.S. Census. Since then, the population nearly doubled to 6,456, according to the North Central Texas Council of Governments, growing 11% between 2022-2023, according to the data. Justin Mayor James Clark estimates 8,000 homes are either platted, pre-platted or in development, and 24,000 people will come in the next 10 years.

Clark said the small-town feel attracts people, and Justin's proximity to nearby cities, such as Fort Worth, and Dallas Fort Worth International Airport make it a place someone can commute to work or travel.

"We're really in a great geographic location that people are able to kind of get outside of your kind of hustle and bustle of the cities, but still be within driving distance for employment," Clark said.

To keep up with growth, the city developed a comprehensive plan in 2022 based on resident feedback on what they want for the future of the city, Clark said. For instance, he said, the city set aside land where a new grocery store could be built. The city also is preserving "old town" Justin and new areas. The city also built water towers and above-ground water storage tanks to accommodate the new demand for water in the area.

One challenge is bringing in more businesses to carry the tax burden as the city expands its services and the population continues to grow.

"We're working diligently to entice additional investment and commercial properties here, to bring in services for our citizens, but also to help spread the burden of funding day-to-day operations of the city to business owners," the mayor said.

Clark said he recognizes not everyone is happy with the growth. He sees the changes in his own neighborhood.

"I live here, and I, for one, absolutely loved having land immediately next to my home, as a large

farm, with crops in the ground,” Clark wrote in a Facebook message. “There (are) now 750 homes coming, the first 12 are built, the first three have been sold and more are coming online fast. It is not what any of my neighbors or I wanted, but none of us could afford to purchase the land and let it sit there empty while we paid taxes on it.”

Lisa Cate has lived in Justin her entire life and served on Justin City Council for 14 years. She has seen the city change. She said the changes started when farmers started selling their land as property passed on to the next generation, but ultimately doesn't think growth is a bad thing.

“People are what keep small towns alive,” Cate said. “And so that's important to me.”



## HASLET: 'THE BIG CHANGE IS WE'VE REPLACED ALL THE COWS WITH PEOPLE'

By Sandra Sadek



*Haslet saw a 31% population growth in the past year, almost doubling its population. But a booming nearby industrial corridor has brought infrastructure and traffic challenges to its residents. (Sandra Sadek | Fort Worth Report)*

*Editor's note: This is the fourth story in a five-part series examining how Fort Worth's surrounding communities are tackling the region's economic boom. Read parts [one](#), [two](#) and [three](#).*

Haslet is at a crossroads.

Life in a town of just over 3,000 residents may seem peaceful and rural to an outsider. But for its inhabitants, the urban sprawl and demand of growing Fort Worth is touching their lives.

"The infrastructure is set up for it to be a bedroom community ... They're trying to catch up," said resident Tammy Leonard. "There's a lot to do because they grew the population without taking care of some of the other things that people that live in a bedroom community need."

Haslet, located just 16 miles northwest of Fort Worth, has become one of the epicenters of a rapidly growing presence of industrial parks and warehouses spilling over from the ever-expanding Alliance corridor.

The town's population nearly doubled between 2020 and 2023. With more economic movement than ever before circulating through the town's smaller country roads, Haslet is tasked with addressing that growth before it's too late.

"It runs right through the middle of us," said Haslet Mayor Gary Hulse. "Quality of life should be the ultimate goal for any of us. It's not just enough to build a bunch of houses ... All that takes planning and forethought."

### **‘This is our home’**

Leonard and her sister, Georganne Polizzo, have lived in Haslet for over two decades. On a windy December Wednesday afternoon, both women were already in the middle of Christmas preparations in Leonard’s 1930 home.

Originally from Keller, the sisters said Haslet provided the perfect balance between a more rural lifestyle while still being close to family.

“We considered it a drive coming from Keller because there was nothing over the railroad tracks on this side,” Leonard said.

But that rural life quickly started to fade, and many residents like Leonard and Polizzo lament the increased traffic. On the street in front of Leonard’s house, the traffic rush starts as early as 4 a.m., and it’s heavy.

“I stayed and I watched her kids this last weekend and it never stopped,” Polizzo said. “I was shocked.”

Mayor Hulsey, who has lived in Haslet since 1989, often describes the town’s change to second graders using simple terms.

“When I first moved out here, there were cattle, cows,” Hulsey said. “The big change is we’ve replaced all the cows with people.”

This is not the first time Haslet has been on the receiving end of economic growth. The town experienced its first minor population boom during World War II as war-related employment grew in nearby Fort Worth.

Today, Haslet’s main economic driver is Alliance’s Intermodal Hub, a facility that moves containers through various modes of transportation like road, rail and air. Here, companies like Amazon, FedEx Freight, Coca-Cola, Kraft, Volkswagen and even Williamson-Dickie use the town’s main roads to ship cargo to the rest of the region and even the country.

In 2021, Haslet’s population was just over 2,000 but could jump up to over 7,000 during the day, thanks to traffic coming through the town, according to U.S. Census data.

This has added massive pressure on the town’s streets.

“A lot of truck drivers and people who work in the warehouses or other businesses in the area will take U.S. 287, FM 156 and go north. FM 156 is a two-lane farmers market road and ... a very large percentage of it is all residential. I’ve got semi-trucks going up and down the road at 60 miles an hour,” Mayor Hulsey said.

Hulsey said it’s important for the city to work with employers based in the area to ease this impact.

“One of the messages I get with the industry when I have those opportunities ... is we have to learn to live together. This is our home,” Hulsey said.

### **‘Set the standard’**

While traffic remains a top concern among Haslet’s population, many residents would love to see more amenities and businesses spring up.

Leonard said Haslet has few family-friendly amenities, besides Haslet Community Park, such as sit-down restaurants or shops. Those amenities are part of the infrastructure that should come with the increasing number of homes being built.

“You want to build the families in order to keep the community strong,” she said.

According to the city’s 2020 long-term strategic plan, over 80% of Haslet’s land area is either agricultural or residential. Industrial represents 5% of the land and commercial hits just over 2%.

As Haslet continues to adapt, it must do so within its confined boundaries. Haslet is landlocked on all four sides by the city of Fort Worth. Because of that, cooperation between Haslet, Fort Worth and the many private employers is even more crucial.

“We are surrounded by all the explosive growth around here, which makes it even more challenging,” Hulseley said.

When it comes to making sure Haslet stays ahead of the work, city leaders have their work cut out for them. But Leonard said the community also has a role to play in ensuring the town’s success.

“Because the growth is so rapid, it is extremely important right now for marketplace businesses to step up and take a lead role and set the standard of what is acceptable in the community because the community is going to follow,” Leonard said.

Despite all these challenges, Hulseley still sees Haslet as the same bedroom community he saw when he moved in 1989 — just with fewer cows and more people.

“Yes, we have a lot of warehouses, things of that nature,” Hulseley said. “But the people that live in Haslet, I will say 99.9% of them don’t work in Haslet. Haslet has always been a bedroom community.”

## **SICK OF SEEING, SMELLING SMOG IN DFW? HERE'S YOUR CHANCE TO DO SOMETHING ABOUT IT**

North Central Texas Council of Governments seeks survey input

By Tahera Rahman

If you're sick of seeing and smelling smog in Dallas-Fort Worth, you've got a chance to say something about it.

The North Central Texas Council of Governments (NCTCOG) is working on a long-term and short-term air quality improvement plan for the region.

The group said it's all hands on deck right now for its short-term plan; they're hoping to get more neighbors [to take their surveys by the end of the month](#).

"We are now racing," said Lori Clark, director of the DFW Clean Cities Coalition at the North Central Texas Council of Governments.

The group has to submit their priority plan to the EPA by March to be able to get funding for their projects.

"What are the problems that you think we have in the region? What problems should we be working to address? And then based on those, we kind of have a sense of, well, these are the types of strategies that could be implemented that help fix those problems," Clark explained.

She said they especially want to hear from rural communities or ones that have been historically overlooked.

"We know that there are some neighborhoods in the region that have been a little bit left behind in terms of infrastructure investment," she said.

Feedback now helps prioritize projects.

"That public input helps us understand. Okay, well, from a data-driven perspective, we know that these are the major contributors to that pollution. But from the experience of residents living in the area, here are the things that they're feeling the impacts of the most, and then we try to layer those two things together," Clark said.

For example, that could be traffic changes to decrease car pollution.

"We can make the transportation system operate more efficiently through more congestion management and travel demand management, trying to reduce the amount of traffic or make traffic flow more freely," Clark explained.

Or cutting back on energy use in homes.

"Are there opportunities to do some weatherization improvements or to do other things improving insulation and whatnot that can help reduce those energy bills?" she said.

There are two surveys: One for the public and one for groups like cities, counties, or even private companies that might be executing some of these projects.

Clark said people can still provide input for the long-term plan, which is due in the summer of 2025. However, the short-term plan is important in order to get funding and start projects in 2025.

Clark said they're applying for grants for all the cities and counties they partner with and will distribute funds across the region for different air pollution projects.

She said although air quality in DFW is better than it was a decade ago, rapid population and economic growth have made things worse.

"The past couple of years have been a little challenging, and our ozone levels have ticked back up, which is the direction we don't want to go," she said.

Fort Worth neighbor and environmental activist Richard Pérez said even improvements in one neighborhood can improve air for others, and it's important to speak out about your concerns--it's what he and other neighbors did in response to gas emissions by nearby chemical plants.

He and others formed NorthSide Fort Worth Air, part of the [Fort Worth Environmental Coalition of Communities](#).

"It's more than just the smell. It actually takes your breath away," he said.

Pérez said they've been breathing a little easier for the past couple of years since bringing awareness to their problem.

"We've had some positive change here," he said.

That's why he encourages others to voice their air quality concerns in NCTCOG's surveys.

"When we stick our neck out, even if it's just our localized community, we're making a difference for everybody," he said.

[You can find the surveys here.](#)

## DALLAS GETS \$21.8 MILLION FEDERAL GRANT FOR ROAD SAFETY PROJECT

Martin Luther King Jr. Boulevard is getting a major upgrade, and the city of Dallas is contributing another \$5 million with the goal to improve pedestrian safety.

By Alex Boyer

**DALLAS** - A federal grant is giving the city of [Dallas](#) more than \$21 million to improve a major boulevard in an area that is often overlooked.

Martin Luther King Jr. Boulevard is getting a major upgrade, and the city is contributing another \$5 million with the goal to improve pedestrian safety.

According to the city of Dallas, MLK Blvd. has the highest rate of wrecks involving pedestrians in all of North Texas.

The goal of this multi-million dollar grant is to address those crash rates with a host of safety improvements.

"A connective artery in the heart of our city in bad need of repair, resulting in several injuries and fatalities over the years," U.S. Representative Jasmine Crockett said.

On Friday, Rep. Crockett presented city leaders with a check for \$21.8 million.



As outlined in the city's Vision Zero Plan, this award aims to reduce crash rates and increase pedestrian safety along MLK Blvd. and Cedar Crest Boulevard.

"This grant will greatly impact surrounding neighborhoods by increasing pedestrian and cyclist safety. Street lighting, accessibility for people with disabilities," Dallas City Councilman for District 7 Adam Bazaldua said.

According to safety experts, more than 7,300 pedestrians died in America in 2021, and three in four of them were during the hours between sunset and sunrise.

Street lighting is a key safety improvement.

Researchers have found related patterns looking at fatal collisions that occur in the weeks after clocks change for daylight saving time.

When the 6 p.m. hour abruptly changes from light to dark, for example, even as traffic patterns generally remain the same, that hour becomes abruptly more deadly, too.

"Public safety isn't just about police, public safety is also about you being able to walk up the street and not get hit by a car and killed," Dallas City Councilman for District 6 Omar Narvaez said.



## FORT WORTH WANTS EAST LANCASTER TO BE WORLD-CLASS, BUT SOME SAY PLAN IS THIRD-RATE

By Sandra Sadek



*East Lancaster Avenue has been the subject of several studies to revitalize the corridor and bring economic development opportunities and better transit options to the residents there. (Courtesy photo | Trinity Metro)*

A final decision about East Lancaster Avenue's redevelopment is up for City Council approval this month.

But for some East Fort Worth residents, the plan leaves them overlooked.

"It's not a very aspirational, inventive solution, quite frankly," East Fort Worth resident Daniel Haase said.

Since 2016, four studies on the East Lancaster corridor have been done, exploring ways to revitalize the once-vibrant area and use transit to steer economic growth. With construction expected to start in 2027, Fort Worth City Council is expected to receive a report on a proposed plan at its Jan. 9 work session and take a vote on Jan. 23.

Staff will highlight recommendations, including improvements to the transit route, as well as the roadway itself.

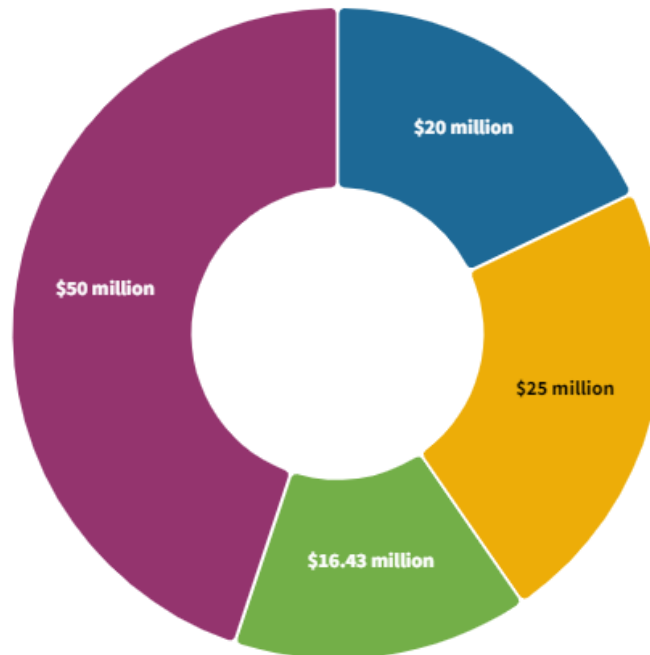


The project received [\\$45 million in funds](#) in summer 2023 from federal and state sources, which means the clock is ticking for construction to begin soon. In total, \$150 million has been secured for the overhaul of East Lancaster Avenue, which has a price tag of \$182 million.

### Funds continue to flow to support the revitalization of East Lancaster

In total, \$111.43 million has been allocated toward the project's \$182 million price tag.

■ RAISE Grant ■ Texas Department of Transportation's 2024 Unified Transportation Plan ■ City of Fort Worth  
■ Texas Department of Transportation's 2023 Unified Transportation Plan



Source: North Central Texas Council of Governments, Texas Department of Transportation

“The big ideas out of this are going to move forward,” said Kelly Porter, Fort Worth Transportation and Public Works assistant director for Regional Transportation and Innovation Division. “This feeds into the environmental process, which is the final ... before you go to construction. So this is different than just a vision document. This is really the implementation.”

### Roadway improvements

The redesign of East Lancaster from I-35W to Dottie Lynn Parkway is expected to improve safety by consolidating driveways along the avenue while enhancing traffic signals and making pedestrian and bicycle accommodations. Plans also will tackle open space and improve flooding issues.

These improvements were most recently brought to the public through the city of Fort Worth's [Eastside Transportation Plan](#).

Michael Morris, transportation director for the Central Texas Council of Governments, one of the partner agencies of the project, said some of the infrastructure improvements made on East Lancaster between downtown and Interstate 820 would be reminiscent of the work done along East Rosedale Street.

The Council of Governments has been working on redeveloping East Lancaster for 10 years, Morris said.

“We redid Rosedale. We wanted to send life into Texas Wesleyan University, which I think we accomplished, and see other economic development occur on East Rosedale,” Morris said. “We’re taking a similar more aggressive position on East Lancaster.”



Storefronts along Rosedale Street were improved after Texas Wesleyan University bought them. (Courtesy | Texas Wesleyan University)

The city is also recommending adding frontage roads or on/off ramps from I-30 to Bridge Street and Brentwood Stair Road. This is part of the Texas Department of Transportation’s future I-30 rebuild. While one of the options will keep the two roads at four lanes, the other option looks to reduce the roads to two lanes — one lane in each direction.

As part of the East Lancaster redevelopment, one of the city’s recommendations is to add two lanes on the section of Lancaster in the [Handley Wedding District](#). The idea sparked some pushback from tenants of the historical shopping district who worry about the impact on the area.

Jamie Holder, owner of [Creme De La Creme Cake Company](#) in the district, said people already speed through the area and have caused many accidents, some directly impacting the local businesses in the area. Adding more lanes would worsen this issue, she said.

“We really, really don’t want a six-lane highway going through our business district,” Holder said. “It’s basically going to turn into Cooper Street... it’s already bad.”

One of the businesses in the district, located at an intersection of East Lancaster, was hit by a speeding car, causing foundation damage to his building, Holder said.

In another incident, Holder’s bakery was barely spared.

“My shop windows, they missed me by — I mean, this is jumping a curb and hitting two light posts — maybe by just six inches,” Holder said.

The wedding district also worries about how the widening of the road will affect proposed plans for an urban village in Handley, Holder said.

“We want the traffic to slow down. We want people to be able to stop at our businesses and feel safe,” Holder said. “That’s what we’ve been hearing for 15 years: an urban village, we’re going to do an urban village. And Handley is the perfect spot for restaurants and coffee shops and mom-and-pop shops ... Do I think businesses are going to stay open? No, if there’s no parking and people don’t feel safe.”

Morris of the Council of Governments also disagreed with the addition of lanes in the Handley District, calling it “a ludicrous conversation.”

Porter, of the city transportation department, said the enlarging of East Lancaster to six lanes in Handley is not final and is instead contingent on TxDOT approval.

He encourages residents to remain engaged throughout the process to let TxDOT know as more public meetings are expected from the state agency in the spring.

“What we’re stressing though is regardless of what (TxDOT) do out there, this needs to be a high-quality, pedestrian-friendly, well-designed facility that creates a ‘to place’ and not a ‘through place’ for Handley that allows for that additional development on the southern part,” Porter said.

However, the Handley District tenants say they feel they don’t have much say in the matter.

“As a group, we kind of feel like it’s a chessboard, and everybody’s trying to move their pieces,” Holder said.

### **High-capacity transit**

For years, the idea of a bus rapid transit system was touted as the next-generation transit mode along the center of the avenue. However, those plans have taken on a [new approach](#).

Trinity’s Metro’s Route 89, also known as the Spur, is the agency’s busiest bus corridor and rides down Lancaster from downtown to Eastchase Parkway.

The bus route will continue to run along the curb and alongside the regular traffic as opposed to the median of the road in a dedicated lane. Instead, bus efficiency will be addressed using technology that times signals for maximum efficiency – similar to emergency vehicles.

“People are waiting for their transit, not at a bus stop but in air-conditioned businesses. They’re sitting in a coffee shop. They’re sitting in a lunch place. There’s technology in the coffee shop that says, ‘Next transit vehicle in three minutes,’” Morris said.

Other technological upgrades include [better broadband or WiFi access](#) along the corridor and improved bus platforms. Ultimately, the city and its project partners are hopeful that these improvements will help spur much-needed economic development in the area.

“Those are permanent improvements that signal to the market that these investments aren’t going anywhere,” Porter said. “We think that the type of world-class service we’re going to be

putting out there and the experience for people in the infrastructure to support it — we want to show the market that there's permanence.”

At an East Fort Worth Business Association meeting Jan. 4, Fort Worth Mayor Mattie Parker said she thought this curbside approach was the best alternative and described it as “a completely transformative project.”

“A lot of people in Texas focus on what we don't have in transit, and that's understandable,” Parker said. “But we have an advantage to learn from the mistakes of other large metro areas and create a transit system that works for a sprawling city.”

However, some residents worry this marks a missed opportunity.

“We're taking the least objectionable path, and we'll probably get some economic benefit out of it, but there are all kinds of studies to show how Bus Rapid Transit can be transformative,” Haase said.

Trinity Metro's Chad Edward, executive vice president of strategy, planning and development, said the agency is looking forward to working with the city and TxDOT to see how the corridor will develop.

Porter emphasized the improvements made to the transit line in East Lancaster will still make the route more “metro-like.”

“Although we're calling it tech-based rapid transit, (Bus Rapid Transit) comes under many names, and it can run at the curb,” Porter said. “This is still considered a form of rapid, premium transit.”

The proposal put forth for East Lancaster also looks at extending the current line to Dottie Lynn, allowing for eventual connections to [Arlington's VIA](#) on-demand system. A future extension to the new [Trinity Lakes Station](#) is also a possibility.

Porter said this option, compared to another one that considered taking the route up to Handley-Ederly, will be easier to construct and be less disruptive to existing communities.

“This creates a really first-of-its-kind regional system and connectivity for Fort Worth to get to other places in the region,” Porter said.

### **TxDOT's legacy**

East Lancaster Avenue, also known as State Highway 180, used to be the main thoroughfare connecting Fort Worth to Dallas. It ran from Washington, D.C., to Los Angeles.

The construction of I-30 in 1957 siphoned a majority of the traffic from that road and, with it, business to the local restaurants, motels and shops along the avenue.

Many former highways in Texas found themselves in a similar situation — struggling to bring in new life and purpose to its corridor.

However, because several of these roads are still owned by TxDOT, major changes made to the road must be approved by the Texas Transportation Commission, which governs TxDOT.

In 2012, the city of San Antonio was looking to take control of the Broadway corridor. A voter-approved project in 2014 would have widened sidewalks, removed a traffic lane in each direction, created bike lanes and upgraded landscaping in the area.

However, a 2022 3-1 vote by the Texas Transportation Commission [stopped the city](#) from acquiring the roadway despite a signed letter beginning the transfer process in 2014. TxDOT said that reducing lanes there would not help address congestion. [Redevelopment plans there have stalled](#).

While Fort Worth is not looking to acquire East Lancaster from TxDOT, the San Antonio case has underscored what could happen if Fort Worth asks to remove too many lanes along the corridor.

“I’m not going to waste two years of my life debating this with a commission,” Morris said. “It’s not critical. We can build a very nice six-lane thoroughfare street that exists today, that has destination and so on and so forth. There’s no reason to get into a convoluted debate with the commission.”

A resolution supporting the four proposed alternatives will be up for a vote at the Jan. 23 City Council meeting. A complete Eastside Transportation Plan that includes economic and land-use components will be presented to council for adoption in the summer of 2024.

“The council will approve (these proposals) and say we’re giving this to TxDOT as part of our locally preferred alternative so they can take and consider it in their full design,” Porter said.

As a new vision nears for the historic corridor, Morris said he believes all those involved with the decade-long plan have delivered what was sold to residents years ago.

“It always was this comprehensive transportation vision, and I don’t think those elements have changed,” he said.

For residents like Haase, the plan may fall short of some promises, but he remains optimistic that the new changes coming to East Lancaster will improve the area regardless.

“It never hurts to get a new and improved roadway with contiguous sidewalks and the other improvements that we’ll see,” Haase said. “There’s no question we will benefit. We just could benefit so much more.”

*Editor’s note: This story was updated Jan. 8 to clarify the date Interstate 30 was completed in Fort Worth.*

## AIR QUALITY WORKSHOP SCHEDULED FOR NEXT REGIONAL TRANSPORTATION COUNCIL MEETING

By Colby Farr

Dallas-Fort Worth's [Regional Transportation Council](#) is scheduled to hear a presentation on the region's air quality during a Jan. 11 meeting.

### The gist

Staff from the [North Central Texas Council of Governments](#) are slated to present an hourlong workshop tying together air quality and transportation initiatives, according to the meeting agenda. Staff will highlight regional, state and federal efforts related to air quality, including ozone attainment status across the region.

The workshop will be composed of five different sections:

- Update on the state implementation plan
- Update on federal particulate matter standard
- Results of greenhouse gas emission inventory
- Dallas-Fort Worth Air Quality Improvement Plan
- Federal highway greenhouse gas performance measures

The workshop comes after NCTCOG reported 50 exceedance days during the 2023 ozone season. One exceedance day means one or more air quality monitors in the region measured ozone levels averaging above 70 parts per billion, the federal standard.

### Get involved

The council will meet at 1 p.m. Jan. 11 at 616 Six Flags Drive in Arlington. A livestream of the meeting is accessible via the council's [website](#).



DALLAS MORNING NEWS

## FEDERAL GRANT TO PAY FOR ELECTRIC VEHICLE CHARGING STATIONS ACROSS NORTH TEXAS

Money is part of the Biden administration's plan to expand the nation's charging infrastructure.

By Joseph Morton



EV charging stations at Cinemark Movies 12 in Grand Prairie, Texas. (Irwin Thompson/The Dallas Morning News)(IRWIN THOMPSON/Staff Photographer)

WASHINGTON – The federal government is putting up another \$15 million to help fill gaps in [North Texas electric vehicle charging infrastructure](#).

The Federal Highway Administration grant to the North Central Texas Council of Governments is to install up to 100 public EV charging ports in the 16-county Dallas-Fort Worth region, U.S. Rep. Colin Allred, D-Dallas, announced Tuesday.

The five-year grant is intended to expand EV charging access in underserved areas. Another \$70 million grant will be used to build up to five hydrogen fueling stations in the state, Allred announced.

"Texas is already a leader in energy, and our infrastructure must meet the needs of emerging technologies so we can keep growing our economy and creating jobs," Allred said.

About 1% of the 25 million vehicles registered in Texas are EVs, although those figures omit some fleet vehicles, the North Central Texas Council of Governments said.



The number of EV charging stations in Texas has been climbing and now tops 3,400, [based on state figures](#). But that is still a fraction of the more than 12,000 devices available in the state to gas up internal combustion engine cars and trucks.

While the number of places to plug in an EV has been rising, advocates for greater access say disparities are growing.

“The private sector is leading the charge, as they should, in the big picture, but if you look at the map, frankly, there are areas that are getting left behind,” said Lori Clark, a senior program manager for the North Central Texas Council of Governments and director of [Dallas-Fort Worth Clean Cities](#), an initiative that aims to clean up the air in North Texas.

Rural communities and urban locations with multifamily housing typically have limited access to charging, and Clark said the first year of the project will include gathering public input about where charging ports are most needed.

Electric vehicle adoption has been [hampered by consumer concerns](#) about running out of juice mid-trip, a lack of charging stations and the higher price tag compared with traditional gas-powered vehicles.

Overcoming those concerns and promoting electric vehicle usage is key to President Joe Biden’s plans to reduce U.S. greenhouse gas emissions driving climate change. Biden has pushed financial incentives to help make the vehicles more affordable, incentives that were recently made available as point-of-sale discounts.

New restrictions on the source of battery components have trimmed the list of models eligible for the incentives, however, and [many auto dealers have complained that growth in consumer demand for EVs slowed last year](#).

Biden has [backed major spending to build out the charging network](#), including billions in the landmark bipartisan infrastructure law. His goal is to build a national network of at least a half-million public chargers by 2030.

Texas is already getting more than [\\$400 million over several years to build large charging stations every 50 miles along its interstates](#).

“That will take care of our interstates, but there’s so much of the region that is not within one mile of the interstates,” Clark said.

The 100 new ports from the federal grant are expected to include a mix of charging speeds and will be installed over the next five years, focusing on areas where there are no charging stations within a reasonable driving distance.

“This is a major shot in the arm,” Clark said. “In some of these rural communities, in particular, in some of the underserved areas, there’s not really been any electrified transportation investment yet, and so there’s the potential for transformation with just a little bit of investment to get things jump started.”

There’s also a need to bolster access in urban communities where many residents don’t have access to a garage to plug in an EV.

“We know that EV ownership for residents of multifamily properties is particularly challenging, if you don’t have a dedicated parking space or a dedicated garage,” Clark said. “And so what are the strategies that we could do in terms of building infrastructure in close proximity to high concentrations of multifamily?”

The \$70 million grant for hydrogen fueling stations is aimed at replacing diesel long-haul trucks with a cleaner option.

The plan is to have five fueling stations: one each in Dallas, Fort Worth, Houston, San Antonio and another one along Interstate 35 between San Antonio and DFW.

Both grants require a 20 percent match from the private sector.

## **2024 OUTLOOK: SEE WHAT'S IN STORE FOR PLANO THIS COMING YEAR**

By Winston Henvey, Star Local Media

The Plano community has a lot to look forward to in 2024, including new developments, school facilities, chamber programs and more. Learn more about incoming projects below.

### **City of Plano**

In 2024, the city of Plano anticipates significant progress on some key development projects: Collin Creek, Beacon Square, and Haggard Farm, according to City Manager Mark Israelson. The city also expects to see new projects come forward from Willow Bend Mall and the Moore Farm.

“Our citizens have expressed support for the asphalt overlay,” Israelson said. “In 2023 we had a few delays in adding overlays, but we expect to add more than 15 miles of overlay throughout the city. Parker Road, Hedgcoxe, Parkwood, Independence will all have large sections addressed with the overlay.”

Lasting 10-15 years, asphalt overlays currently being installed throughout Plano are slated to save the city around \$10 million, compared to full street replacement, Israelson said.

Throughout the year, city staff will begin working with a citizen committee to plan for a 2025 bond referendum, allowing the city to fund major infrastructure projects through bond sales.

“The city understands we have a lot of construction happening simultaneously around the community,” Israelson said. “We look forward to wrapping up some existing projects and moving on to other areas of need. We are working to try to minimize disruption while making sure we take care of the infrastructure in Plano.”

The city is actively monitoring a regional transit study through the North Central Texas Council of Governments, which has the potential to reshape transit in the entire North Texas Region, Israelson said.

The city is also undergoing a strategic planning initiative, referred to as the fiscal road map. This aims to give the city a five-year plan to continue growing the services it provides.

### **Chamber of Commerce**

In 2024 the Plano Chamber of Commerce aims to kick off a new strategic plan, initiating additional programs under its newly formed 501c3 organization, The Plano Works Leadership Foundation, and unveiling a new website on Jan. 18, President and CEO Kelle Marsalis said.

“The new programs will impact our business community and residents through increased exposure to opportunities to grow our workforce, reduce barriers for minority-owned small businesses and deepen our engagement with our elected officials and policy impacting our community,” she added.

The chamber also plans to kick off its second cohort of its minority-owned small business accelerator program, Plano United Business, and to utilize a capital campaign to fund its foundation for even more community impact.

## **Plano ISD**

In 2024, Plano ISD aims to continue providing a safe, welcoming environment and the best educational experience for students, the district said.

“We are also working to further assist students, staff and families by offering additional resources and educational opportunities,” the district added.

One of the key initiatives Plano ISD is looking forward to is the opening of the district’s new Welcome and Enrollment Center. The [district recently broke ground on this center](#) in December.

Plano ISD said in a press release that the 11,000-square-foot center, located at 6210 Mapleshade Lane in Dallas, will provide Plano ISD families with enhanced wraparound services in multiple areas to promote student success in an efficient, caring and accessible manner strengthening family, school and community partnerships. Services will include:

- Student services (enrollment, transfers, notarization of district documents)
- Connection to community resources and counseling
- Family engagement

### **Community and social services**

- Clothes closet
- Food pantry
- Homelessness/families in transition support
- Mobile enrollment/education lab
- Diversity liaison
- Health fairs

### **Health and wellness**

- Screening of immunization records for school enrollment
- On-site immunizations for Plano ISD students that qualify

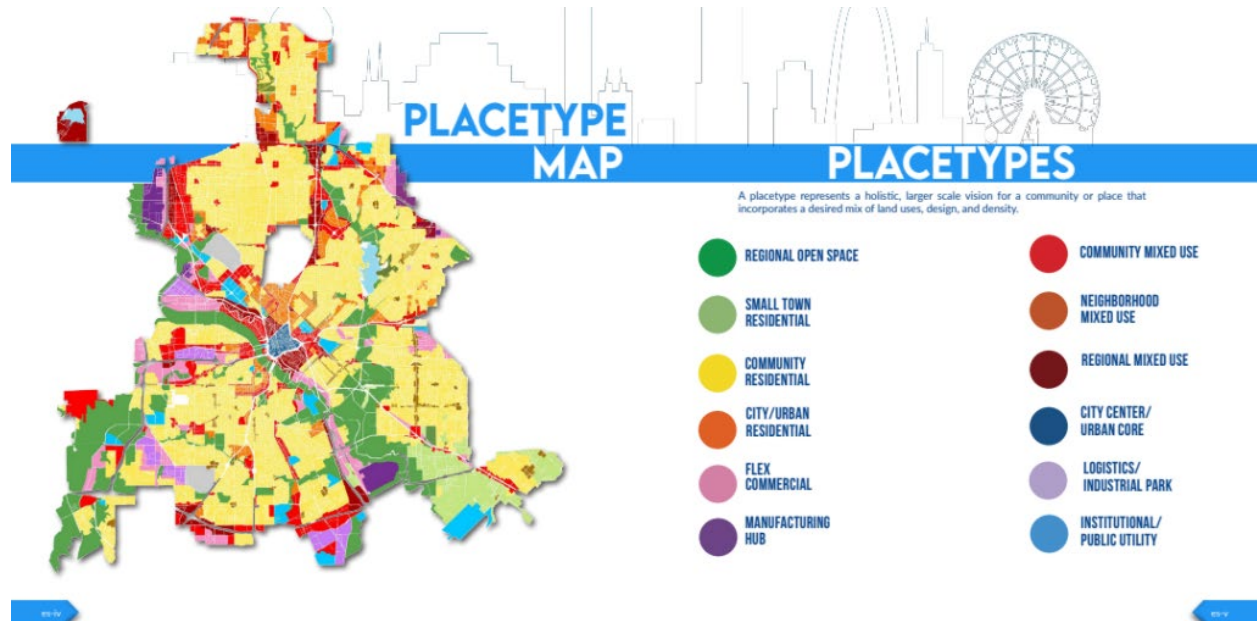
Plano ISD will launch its new [Plano Wildcat Collegiate Academy](#) (WCA) in the 2024-25 school year. In partnership with Collin College, this academic experience will provide students from across the district an opportunity to earn both an associate degree and a high school diploma in four years, the district said. The WCA is one of multiple academy programs available to Plano ISD students.

“Our marquee projects from the 2022 bond election include major renovations at Plano Senior High and a new building at Haggard Middle School, renovations at both Plano East and Plano West senior high schools and the new career and technical education center,” said Zoheb

Hassanali, Plano ISD's assistant director of communications. "Other projects from the bond include security additions as well as enhancements at our campuses to benefit our athletes and provide accessible playgrounds at our elementary schools. The new career and technical education center is now in the planning phase. We are collaborating closely with various stakeholders to lend their voices and expertise to this effort."

## FORWARD DALLAS DRAFT PLAN PROPOSES ACCESSORY DWELLING UNITS 'BY RIGHT' CITYWIDE

By April Towery



*ForwardDallas placetype map*

The Dallas Comprehensive Land Use Plan Committee spent six hours during a workshop Jan. 9 reviewing the draft ForwardDallas plan line by line. While the committee cleaned up clunky language and typographical errors — and had some intense discussions on things like housing density — what may have been most revealing were the public comments from Dallas residents.

Several people addressed the “CLUP” to say they’re not happy with the [draft plan](#) that will guide future land use over the next 20 years. Specifically, they took issue with a policy statement that accessory dwelling units can be allowed by right in single-family neighborhoods.

A use “by right” is permitted in a zoning district and is therefore not subject to special review and approval by a local government. The policy statement outlined in the comprehensive plan is “100 percent” subject to review by the Zoning Ordinance Advisory Commission, City Plan Commission, and ultimately the City Council, officials pointed out during Tuesday’s meeting.

An updated ForwardDallas [draft plan](#) and [placetype map](#) were released on Dec. 11. The CLUP voted at the Jan. 9 workshop to send the draft to the City Plan Commission for review. The Dallas City Council is expected to adopt the document in June.

Virtual ForwardDallas roundtable discussion meetings are scheduled from 6 to 7 p.m. [Jan. 16](#) and from noon to 1 p.m. [Jan. 19](#).

**Residents Say ForwardDallas Draft Plan ‘Destroys Neighborhoods And Neglects Southern Dallas’**

About a dozen residents weighed in on the draft plan, and many took issue with the lack of a single-family residential “placetype” and the suggestion that ADUs could infiltrate their neighborhoods.



### Community Residential placetype

Resident Greg Estell said the plan appears to be about 25 percent complete and not ready for any action by the CLUP other than “reset your timelines.”

“Driving density using a blunt-force approach of by-right development of duplex, triplex, fourplex, and accessory dwelling units in single-family neighborhoods rings favorably only to developers,” Estell said. “It’s lazy policy.”

District 14 resident Melanie Vanlandingham said the plan should address specific and focused planning areas where the [North Central Texas Council of Governments](#) shows the expected influx of 300,000 residents will go: far southeast, far east, and northwest Dallas.

“This ‘density everywhere’ mantra only continues developers’ focus on hot real estate areas and is completely inequitable for Southern Dallas,” Vanlandingham said. “Is the city turning its back again on the southern sector for another 20 years? The matrix needs a single-family residential placetype, allowing ADUs by [Board of Adjustment] permit only, as it is now, separate from ‘community residential.’ Allowing three-story multiplex buildings of four or 10 units or even more right next to single-family homes everywhere is entirely unacceptable.”





### City/urban residential placetype

The plan incentivizes “bulldozing single-family neighborhoods, replacing them with wildly incompatible units,” Vanlandingham added.

Other residents expressed similar sentiments, but Vanlandingham, a landscape architect, didn’t mince words. It’s not about affordability but rather it’s an “assault on existing homeowners,” she said.

“[It] replaces multigenerational homes with expensive studios and one-bedrooms that may have actually less density,” she said. “And those Millennials wanting to return to or stay in Dallas, they want single-family homes, not mini-studios.”

District 14 resident Ed Zahra suggested that because the “blanket ADU mandate” is a zoning change, all 257,000-plus single-family homeowners must be notified and public hearings held to determine acceptance.



## OVERVIEW+ PURPOSE

## PLAN? PURPOSE

### WHAT IS FORWARDDALLAS?

ForwardDallas is a long-range future land use vision that guides how and where the city grows over the coming decades and describes how to achieve that vision. The plan is rooted in five overarching themes that serve as the foundation for the Plan's goals, objectives, and actions steps.

### WHY UPDATE THIS NOW?

The previous iteration of the land use plan was approved by the City Council in 2006. During the ensuing 17 years, the city of Dallas has undergone rapid and significant growth. By revising our land use plan, we aim to envision new ways of utilizing and designing spaces in Dallas that offer equitable access to resources, reinforce the strengths of our communities, and foster continued growth as a thriving city accessible to all.

### WHAT THIS IS NOT

ForwardDallas is not a regulatory document or a silver bullet for all public policy. It informs decisions about zoning and development. Issues like crime or education are indirectly related to ForwardDallas and the plan can help raise awareness of community priorities that need to be addressed outside of the planning process.

### WHY IS THIS IMPORTANT?

A comprehensive land use plan is a planning tool that outlines how land within a particular area will be used, developed, and managed over time. It can be important for several reasons:

- It can help to ensure that the communities are developed to meet the needs and desires, such as affordable housing, parks, and other amenities.
- It can attract new businesses, industries and support economic growth, by providing a framework for development and zoning regulations.
- It can protect the environment and preserve natural resources by identifying areas that are sensitive to development and need protection.
- It can assist in infrastructure planning for transportation, water, and other services to support growth and development.
- It can provide a transparent and public process for planning and decision-making.

### ROLE OF A FUTURE LAND USE PLAN



### LEGAL BASIS

#### City of Dallas:

"The purpose of this comprehensive plan is to promote sound development of the city and promote public health, safety, and welfare. The comprehensive plan sets forth policies to govern the future physical development of the city [and serve] as a guide to all future city council action concerning land use and development regulations, urban conservation and rehabilitation programs, and expenditures for capital improvements."

#### Texas Local Government Code

The Texas Local Government Code, Section 213.005, states that municipalities may have comprehensive plans.

Section 211 provides that zoning regulations must be adopted in accordance with the comprehensive plan.

### HOW WILL IT BE DONE?

Comprehensive land use plans are implemented through various tools and resources. They establish the future land use guidance, and the zoning implements the vision laid out in the plan. One of the primary implementation tools is zoning. Zoning changes can be made by property owners or initiated by the City.

Implementation also occurs through the City's Capital Improvements Program, which allocates funding for projects including parks, streets, and utility connections.

#### RELATIONSHIP TO OTHER PLANS

The ForwardDallas Comprehensive Land Use Plan is part of suite of citywide adopted plans that should be used in concert to advance City goals. It provides overarching context and guidance for smaller area planning efforts including future neighborhood and corridor plans. Completed area plans are adopted as components of the ForwardDallas Comprehensive Plan. They advance the citywide vision, while providing the opportunity for more fine-grained input with the local community. The smaller area plans keep ForwardDallas current and dynamic over time.

### HOW TO AMEND THE PLAN?

Plans should be adaptable documents and include an amendment process that provides an opportunity to propose, as part of the public process, changes, or updates to the plan to address emergent economic or social trends or reflect new city plans and policies. Changes to the plan may occur through two different processes:

- Annual tracking by staff to assess and report progress from implementation efforts, newly adopted City policies, or from zoning requests resulting in changes to the future land use vision for an area.
- Adoption and incorporation of smaller area plans, including neighborhood and corridor plans, into the citywide plan.

After adoption of this plan, it is recommended that the city formalize a process for reviewing and updating, if necessary, the entirety of its comprehensive land use plan every ten years. The city should also consider completing a mid-cycle report of the plan five years after its adoption date to evaluate progress and maintain relevancy to the community, appointed and elected officials, and City staff.

## ForwardDallas overview and purpose

Evelyn Mayo, representing [Downwinders at Risk](#), expressed concern about environmental justice, noting that the commercial flex placetype allows for warehousing as a primary land use along the Trinity River Corridor south of downtown.

"We propose removing this land use from the placetype or, at a minimum, making it a secondary land use," Mayo said.

Jim Schermbeck referenced Southern Dallas' [Joppa](#) as "per capita, perhaps the most polluted neighborhood in Dallas, precisely because public policy made it so."

"It should now be public policy to provide proportional relief," Schermbeck said. "Joppa should be off limits to industry of any kind."

## Comprehensive Land Use Plan Committee Members Talk Housing, Density, And Affordability

It was clear the [CLUP committee members](#) heard the comments about accessory dwelling units and industrial/warehouse uses. The panel spent a considerable amount of time talking about air quality and impervious surfaces, then shifted to housing.

Chief Planner Lawrence Agu facilitated the meeting and presented the draft plan, incorporating numerous revisions as suggested by the committee.

Committee member Deborah Carpenter questioned language that suggested the loss of affordable housing coexisting with an excess of older housing stock. An anti-displacement or anti-gentrification toolkit is needed, Carpenter said.

“To me, the document comes down very heavily on pro-new construction,” Carpenter said. “It seems that the priority is to bring down the price of new housing, however you can, but by doing that, it seems to me that we’re negatively impacting preserving naturally [occurring] affordable housing.”

CLUP member Maureen Milligan pointed out that there’s not a pressing need to redevelop older areas like [Swiss Avenue](#) because people really want to live in those homes. Historically disinvested communities where homes have not been adequately maintained are vulnerable to real estate investors, she said.

“I would suggest adding ‘equitably preserve and increase attainable housing options’ because those homes that people are in right now and are well-maintained are the source of our affordable housing,” Milligan said.

CLUP Chair Brent Rubin agreed that tools are needed to preserve naturally occurring affordable housing — and more discussion is needed on how best to accommodate increasing housing needs and affordability.

“There are a wide range of opinions on this,” Rubin said. “We heard from a few people ... who think we need to stick with our single-family zoning as it is and that’s the best tool to preserve, possibly with some additional overlay elements and things like that. We hear from people at the opposite end of the spectrum who say, ‘Let’s get rid of single-family zoning.’ And we have a range of opinions in the middle saying infill, vacant lots, corner lots, corridors. There is a wide spectrum of opinion.”

ForwardDallas does not call for a specific solution to the future of single-family neighborhoods, Rubin added.

“I’m convinced that single-family areas will continue to exist after we adopt ForwardDallas,” he said. “But it opens up the conversation to look at potential options for accommodating density to potentially address some of these issues relating to housing availability and affordability and preservation of naturally-occurring affordable housing. The only thing I see as a very strict policy call that we make here on density is we do call for ADUs by right, citywide.”

And that’s the *only* specific policy implementation called for in ForwardDallas, Rubin pointed out.

“Otherwise, all of this missing middle piece that we’re looking to potentially integrate in the middle of neighborhoods, on the edges of neighborhoods, is a much more detailed and complex policy conversation that this document only facilitates,” he said. “It doesn’t ultimately make the call on those questions. Allowing ADUs by right in single-family areas will have to go through appropriate measures including ZOAC and CPC.”

## INTERNET IS ABOUT TO GET A LOT FASTER IN SOME FORT WORTH NEIGHBORHOODS. HERE'S THE PLAN

By Harrison Mantas

It's about to get a lot easier to get high speed internet in Fort Worth.

Dallas-based Sprocket Networks is about to begin work on a roughly 300-mile fiber optic cable network that will extend high-speed internet to areas of the city where it's not already readily available.

The Fort Worth City Council approved a \$7.5 million contract in October 2023 to have [Sprocket build and operate the network for 34 years](#), according to city documents. The work is being paid for with funds from the American Rescue Plan Act, and a grant from the North Central Texas Council of Governments.

The city also plans to pay Sprocket for maintenance and exclusive use of the network for a period of 34 years, according to the city's contract. Fort Worth will pay roughly \$3.6 million per year for usage rights and \$134,415 annually for maintenance and operation.

The total contract is expected to cost \$125.8 million, according to city documents.

It's not clear exactly which neighborhoods will get access to the network first. The city has set up a website for the so-called "Fort Worth Fiber" network where [residents can sign up for the wait list](#).

"We believe that everyone should have access to affordable, high-speed internet, and we are committed to bridging the digital divide in our community," said Sprocket Networks president Will Gibson in a city press release.

Mayor Mattie Parker pointed to the importance of high speed internet to increasing economic opportunity and closing the digital divide between the haves and have-nots.

"The internet is essential for education, employment and economic development, and we are grateful for Sprocket Networks' investment in our city," Parker said in the press release.

Fiber optic internet uses glass cables and light to send data up to five times faster than the best high-speed cable internet network.

Sprocket Networks's [most expensive plan is \\$50 per month](#) and offers user 1 gigabyte of upload and download speeds, according to its website. That's enough power to download a two hour movie in 10 seconds, and can support as many as 10 devices at once without slowing down.

Prices for plans on the network will range from \$30 to \$195 per month, according to the city's contract. The \$195 per month plan will cover internet speeds of up to 8 gigabytes.

FORT WORTH REPORT

## LG OPENS FIRST U.S. ELECTRIC VEHICLE CHARGER FACTORY IN FORT WORTH

By Seth Bodine



*LG Electronics opened its first electric vehicle charging manufacturing factory in Fort Worth on Jan. 12. (Seth Bodine | Fort Worth Report)*

LG Electronics announced it is opening its first U.S. electric vehicle charger factory in Fort Worth at a ribbon-cutting ceremony with city and company officials.

A 100,000-square-foot plant powered entirely with green energy will have the capacity to produce up to 12,000 charging units a year. LG has already been distributing consumer electronics and home appliances for the past 30 years in Fort Worth, and employs more than 300 workers.

Company officials say the opening of the factory is an attempt to meet the demand for hundreds of thousands of chargers as electric vehicles become more popular. A record 1.2 million people bought electric vehicles in 2023, according to [estimates from Cox Automotive](#).



Thanks to a flood of federal dollars, state and local governments are starting to [add charging infrastructure](#) as well. The North Central Texas Council of Governments recently [received \\$15 million](#) from the federal government to install public charging stations across the region.

Alec Jang, president of the LG Electronics Business Solutions Company, said charging stations make sense for the company.

“The EV charger business is a growth engine for LG’s future, supporting the company’s transformation into a smart solutions company,” Jang said. “LG will leverage the reliability and uncompromising quality of its chargers, maintenance services and vertical sales capabilities with the goal of becoming a leader in the EV charging business around the world.”



*Fort Worth Mayor Mattie Parker speaks to an LG employee about a charging station during a ribbon-cutting event Jan. 12, 2024, in far north Fort Worth, at Alliance. LG estimates it can make up to 12,000 chargers a year in the factory. (Seth Bodine | Fort Worth Report)*

Two “levels” of chargers will be produced at the factory. The first line of chargers will enable 11 kilowatts of output power, according to the company release, and can be mounted on a wall or with a stand. The larger, gas-pump sized “Level 3” charger, expected to be produced next year, will provide charging up to 175 kilowatts and have a LCD touch-screen display.

A “Level 3” charger, depending on the car, can charge up to 80% in 30 minutes, Dennis Carter, LG director of sales for EV charging, said.

“You’re gonna really see those on fleets,” Carter said. “So any buses, any fleet applications where they’re trying to charge up their vehicle at a fast rate along the corridors at fueling convenience sites.”

Currently, the new EV facility employs more than 40 local residents, and promises dozens of jobs with the new plant. LG did not provide the exact number of new employees, or their annual salaries, but did say they will hire process technicians, supply chain management and quality assurance positions.

Robert Sturns, Fort Worth’s director of economic development, called the plant opening exciting. No incentives were given to the company to make the deal happen, he said.

Fort Worth Mayor Mattie Parker praised the company’s decision to locate its charging station plant in Fort Worth. She said the conversation about adding more charging stations within city limits remains ongoing.

“Interestingly, land use policy will need to include charging stations in a way that’s never been before,” Parker said. “So I think it’s kind of an open question right now.”



## **TEXAS TO RECEIVE \$70 MILLION FOR HYDROGEN FUELING STATIONS; HOUSTON SELECTED FOR CLEAN HYDROGEN HUB**

In an ambitious move towards sustainable energy, Texas municipalities are in line to receive a \$70 million federal investment to aid in the construction of **hydrogen fueling stations**. These stations, aimed at facilitating medium and heavy-duty freight trucks, are set to be established in the major cities of Houston, Dallas-Fort Worth, Austin, and San Antonio. The initiative, rooted in the reduction of emissions in the transportation sector, is a significant stride towards curbing the 30% of all U.S. emissions currently attributed to this sector.

### **Funding the Future of Clean Energy**

The funding for these prospective hydrogen fueling stations comes from the **Charging and Fueling Infrastructure Corridor Program**. This program forms part of the larger Infrastructure Investment and Jobs Act (IIJA) that received the backing of Congresswoman Lizzie Fletcher and Congressman Colin Allred. Both representatives have made their stances on smart energy policies evident, advocating for Texas's role as a leader in the realm of emerging fuel technologies, including hydrogen fuel.

### **Hydrogen Hubs: The Next Step**

In conjunction with the construction of the hydrogen fueling stations, Houston has been selected as one of seven locations across the U.S. for a Regional Clean Hydrogen Hub. Named the **HyVelocity Hub**, this development has been celebrated by Fletcher and Allred as a significant step towards embedding Texas in the narrative of hydrogen energy. This selection not only reinforces the state's commitment to clean energy but also promises to bring jobs to the state, further bolstering its economy.

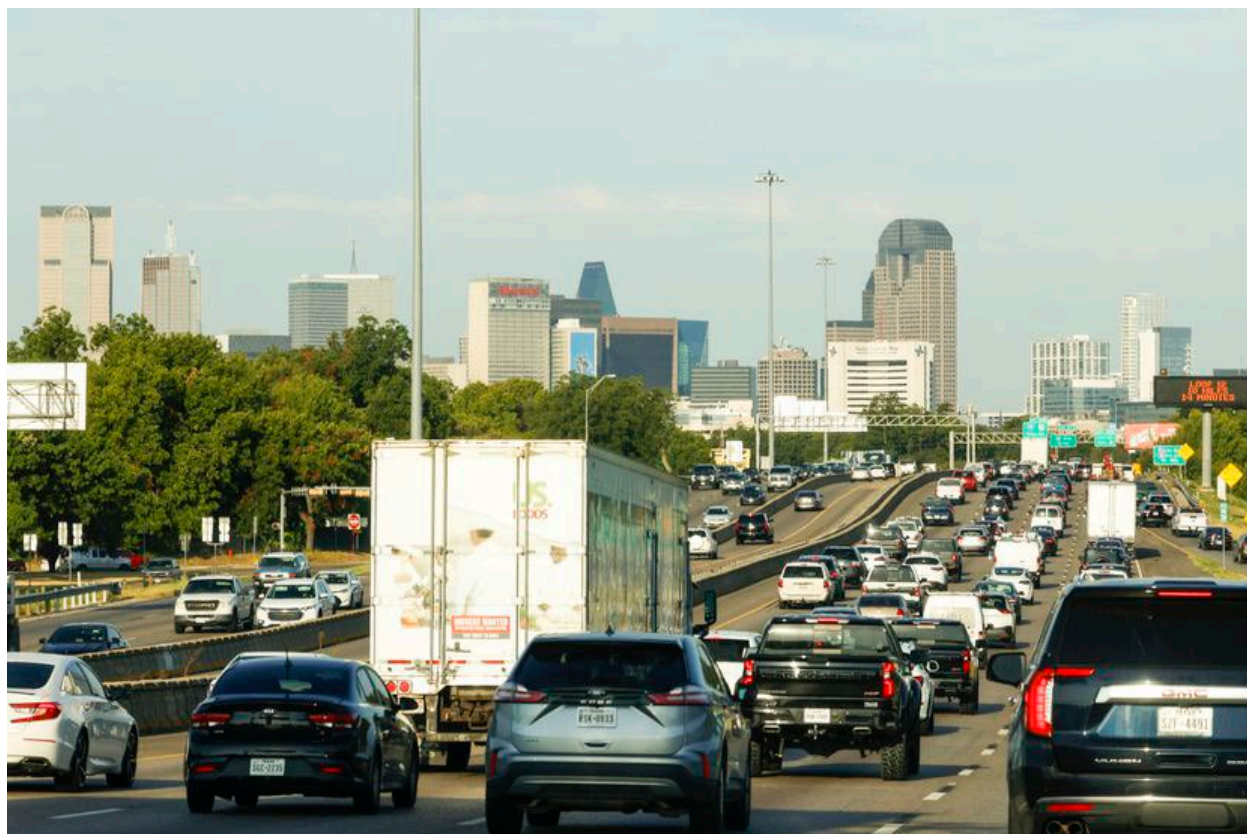
### **A Look at the Bigger Picture**

While the federal grant of \$70 million is a considerable investment in Texas's hydrogen fuel infrastructure, it is part of a bigger picture. The Biden administration has announced a \$623 million grant for alternative vehicle fueling infrastructure projects, including this \$70 million investment in Texas. This grant forms part of a broader \$2.5 billion program for EV charging infrastructure, aiming to make EV chargers accessible and reliable for American drivers. It also seeks to create jobs in charger manufacturing, installation, and maintenance, demonstrating the interplay between sustainable energy and the economy.

## AI-POWERED TRAFFIC CONTROL ON I-30? A 'DIGITAL CORRIDOR' PROPOSAL COULD MAKE IT POSSIBLE

The Dallas-Fort Worth corridor could integrate data from cities and TxDOT into a central hub for management.

By Amber Gaudet



Traffic travels along Interstate 30 West, one of the most heavily-traveled connectors between Dallas and Fort Worth.(Shafkat Anowar / Staff Photographer)

Imagine an ambulance traveling through Dallas city streets on its way to respond to an emergency and every light it encounters turns green, speeding its response along a map routed out precisely by artificial intelligence.

That's just one possibility the officials behind a proposal to create a regional technology corridor stretching from Dallas to Fort Worth envision.

Members of the North Central Texas Council of Government's Regional Transportation Council want to seek a \$10 million federal grant to fund the ambitious initiative. The money would be used to create a centralized hub for managing transit data, operations and digital infrastructure on Interstate 30 in Dallas-Fort Worth.

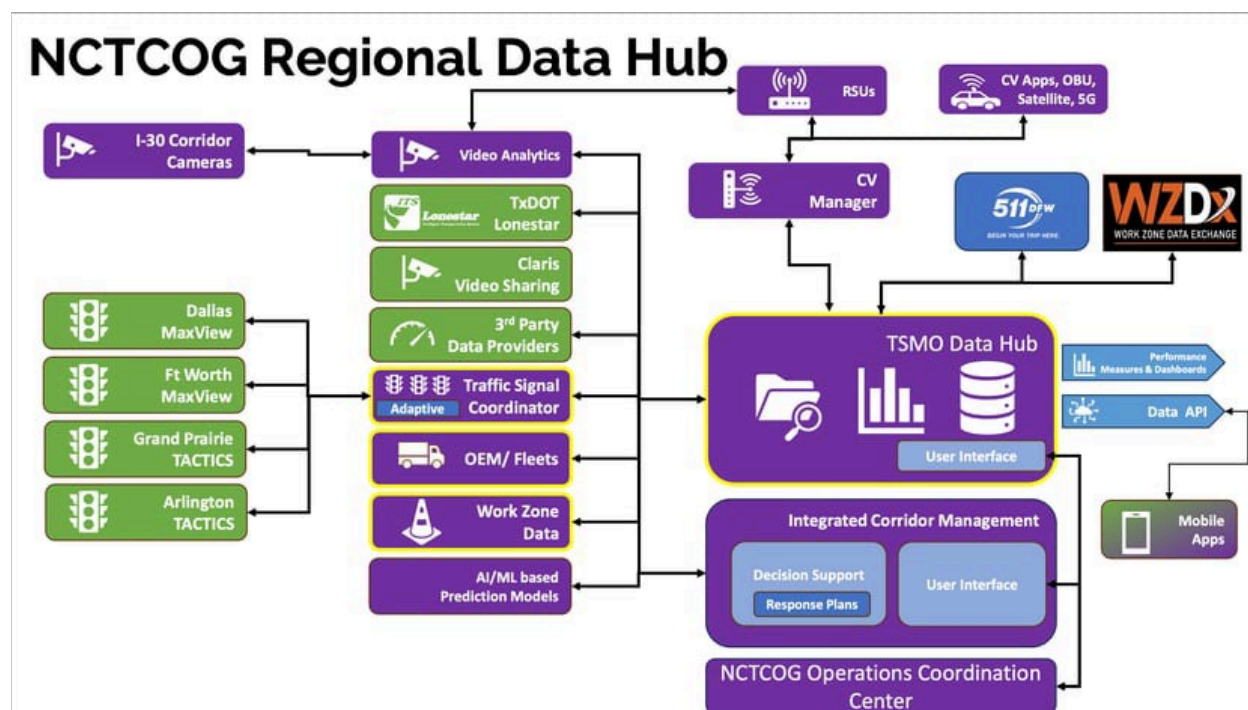
An additional \$6 million in regional toll revenue would also go toward the project, since the federal Advanced Transportation Technology and Innovation program requires a 20% match in local funds. The corridor would include the mainline freeway, frontage roads, managed lanes and 56 intersections traversing Dallas, Grand Prairie, Arlington and Fort Worth.

Cities have been [integrating technology](#) that would move them closer to regional transportation management for years. MaxView systems in Dallas and Fort Worth allow for advanced traffic signal control, while software in Grand Prairie and Arlington functions as a management hub for multiple city intersections.

A digital corridor, or “system of systems,” would gather real-time input from city-based centers such as these, along with data from field devices like highway corridor cameras, the Texas Department of Transportation’s traffic management system and work zone information. Fed into the central hub, that data could then be used to inform response plans and help motorists with trip planning by sharing traffic information with third parties like Google Maps.

“What we’re trying to do is operate this particular corridor like an integrated corridor so when crashes occur on it, the signals are adjusted, we can direct traffic off to the frontage roads – maybe a transit component as part of that – and we can help balance that demand as the scenarios change out there on the facility,” senior program manager Natalie Bettger told the council during a recent presentation.

Regional transportation director Michael Morris said he hopes the corridor would become the data “home for everybody” — including TxDOT, the North Texas Tollway Authority and cities in the region. It would also allow third-party companies like autonomous vehicle operators to create a single agreement for tech synchronization, rather than navigating a patchwork of traffic management centers.



*A visualization of the data hub that would support a regional transportation corridor on Interstate 30 if a proposal for federal grant funding is approved. (Screenshot)*

If approved, the project’s first phase could serve as a model for future corridors and for cities in the region to integrate advanced technology into traffic control, such as by clearing the way for response vehicles during an emergency using next-generation signaling.

“I know you’re an ambulance, I know where you get off on the freeway, I know you’re headed to this particular emergency room — we’re going to send all those signals green so you don’t have anything to worry about,” Morris said.

Similar traffic signal technology could be used by bus drivers to essentially create a dedicated transit lane without taking up more physical road space, according to Morris.

Projects aimed at using technology to improve road safety, reduce traffic delays and omissions, optimize multimodal system performance and integrate transportation information are eligible for the federal ATTAIN program, which will select five to 10 projects to fund at up to \$12 million each.

The proposal goes before the North Texas Council of Government’s executive board for approval Jan. 25 and before the group’s [surface transportation technical committee](#) Jan. 26. Grant applications are due Feb. 2.



## FORT WORTH WANTS TO LIGHT MORE FIRES IN PARKS NEAR POPULATED AREAS. HERE'S WHY

By Haley Samsel



*A member of Fort Worth's prescribed fire team lights the hillside on fire at Chisholm Trail Park in southwest Fort Worth, on Jan. 11, 2024. Onlookers at the top of the hill participated in a workshop promoting the benefits of prescribed burns in residential settings. (Rachel Behrndt | Fort Worth Report)*

Flames engulfed patches of prairie at southwest Fort Worth's Chisholm Trail Park, surrounded by apartments, homes, a skate park and a nearby high school. Drivers slowed to watch what appeared to be a massive response by firefighters and city staff.

But, as the "PRESCRIBED BURN AHEAD" signs indicated, the Jan. 11 fire was anything but accidental. Months before men began torching grass for ecological and wildfire prevention benefits, Jared Hall and Jared Wood were planning what the burn would look like — as well as the weather and nature conditions necessary to make it happen.

"There's so much science that goes into it now that it takes months and months of planning to pull something like this off," Wood, natural resources manager for the Fort Worth Nature Center & Refuge, said. "It's not anywhere close to: 'Hey, today's sunny and feels good. Let's light a match.'"

Historically, prescribed fire on public view has been rare in Fort Worth, with most burns taking place within the boundaries of the Fort Worth Nature Center & Refuge or, more recently, on a [1.5-acre prairie](#) owned by the Fort Worth Botanic Garden.

The “Jareds” — affectionately nicknamed by Rob Denkhaus, the nature center’s executive director — are taking steps to change that. In addition to [hosting a workshop](#) and live fire at Chisholm Trail, their team submitted prescribed fire permit requests for Casino Beach Park, Rolling Hills Tree Farm, the nature center and the botanic garden.

The Casino Beach burn, near Lake Worth, was completed just before Christmas. Other burns at natural areas are planned between [now and February](#), depending on appropriate weather and logistics. On-site staff [take measurements](#) of wind speed, temperature, humidity and other factors to ensure the safety of the surrounding area.

“We’re not just lighting fire all over town just to do it,” Hall, the natural resources manager for Fort Worth’s parks department, said. “We have sensitive resources that we’re really trying to use the right tools to best manage so they’re not just sitting there. Invasive species have been a big, big issue in a lot of our areas, and that’s what we’re trying to combat and prevent.”

### **After moving at a ‘snail’s pace,’ burns have wide-ranging support**

Nature center staff [have set fires](#) to remove thick thatch buildup and add nutrients back into the soil since about 1980, Denkhaus said. Sometimes known as “controlled burns” or “planned fires,” prescribed burns can be designed to reduce invasive species, help endangered species recover, or reduce the amount of natural fuel for potential wildfires, according to [the National Park Service](#).

That ecological reasoning has long been clear to Denkhaus and his staff. But it was decidedly less popular among city officials concerned about using fire to prevent fire, he said. Federal policies also encouraged [suppression of all fires](#) for most of the 20th century.

“Societally, we’ve gone from Smokey the Bear, all fires are bad, to managed fires can be useful, and the all-fires-are-bad attitude has created these problems and amplified our problems,” Denkhaus said.

Over several decades, Denkhaus and other nature center leaders pushed for more prescribed burns, citing training opportunities for firefighters and reduction of [catastrophic wildfires](#) like those seen during the 2011 drought.

Prescribed fire now has support from the fire department and politicians like Fort Worth City Council member Jared Williams, who holds a Ph.D. in environmental science and science education. Williams, who did not immediately return a request for comment, spoke at the Jan. 11 workshop and supported the Chisholm Trail burn in his district, Denkhaus said.

“The city of Fort Worth’s natural resource management program moved along at a true snail’s pace back in the day, but now that snail is sprinting,” he said. “It’s exciting to see things happen that have been discussed in the natural resources world for Fort Worth for 30-plus years.”

### **Adding strategies, resources to the parks department’s ‘toolbox’**

The need for prescribed fire and other science-based approaches to natural resource management has risen with Fort Worth’s focus on [purchasing open space](#) for preservation,

Wood said. Voters approved a [\\$15 million bond](#) for open space acquisition back in 2022, but Hall and Wood are among only a few staff members focused on managing the properties.

“What is one person going to accomplish on these thousands and thousands of acres spread out across five counties now?” Hall said. “That’s been the big thing. How are we going to take care of this long term?”

Hall is hopeful that Mark McDaniel, the city’s [first greenspace champion](#) before he was named [deputy city manager](#) this month, will help get the ball rolling on long-term planning and fundraising for more positions like his.

Fort Worth also seeks to forge a path for other cities, organizations and private landowners to follow when it comes to prescribed burns. The sold-out workshop, hosted over two days in mid-January, attracted dozens of people interested in bringing the land management technique to their own backyards.

As the North Texas program director for the [Texas Land Conservancy](#), Amber Arseneaux primarily works with landowners who want to protect their land from development.

Prescribed burns can be intimidating without an educational background in the importance of fire in managing prairies and grasslands, she said. The cost of hiring professionals to conduct the fire and obtain liability insurance is also a factor, Arseneaux said. Learning from Fort Worth staff and the experts they brought in will help her determine a path forward for landowners interested in prescribed burns.

Members of Fort Worth’s prescribed fire team lights the hillside on fire at Chisholm Trail Park in southwest Fort Worth, on Jan. 11, 2024. The burn is part of the city’s focus on expanding prescribed burns to parks near populated areas. (Haley Samsel | Fort Worth Report)

“We’re not in a position with what we do to lead our own burns, but now we have access to a network of people who know what they’re doing and who also have resources to send us to other people if we need them,” Arseneaux said.

While burns will probably get the most publicity, community members will notice Fort Worth parks staff taking other actions that go beyond “just mowing and weeding” in the coming years, Wood said. The parks department previously had a big toolbox with only a couple tools in it, Denkhaus said.

“We’re adding tools to that toolbox, fully equipping and allowing us to do better ecological management, but also more efficient, more economical, and more long-term management over wider landscapes,” he said.

Hall pointed to an upcoming partnership with the Texas A&M Forest Service to remove invasive species, like privet, from Love Circle Park through mulching, chemical treatment and potential prescribed fires. The city could also see funding from a [federal air quality improvement plan](#) being developed by the North Central Texas Council of Governments.

Whatever the path forward is, it’s important to slow down and pick the right strategies for Fort Worth, Wood said.

“We spent many, many years building up to this and it’s getting really exciting right now,” Wood said. “But we also are always challenging each other to move slow, think this through and



review all the scientific types of approaches so that whoever comes after us has something sound to work with."

## **CITY OF CARROLLTON HOPES TO BEGIN DUDLEY BRANCH TRAIL CONSTRUCTION THIS YEAR**

By Arianna Morrison, Star Local Media

During a Carrollton City Council meeting on Tuesday, Jan. 9, City of Carrollton Director of Engineering Jonathan Wheat provided council with a project update on the Dudley Branch Hike and Bike Trail.

The Dudley Branch Trail was placed on the City of Carrollton's adopted trail master plan in 2004 and was included in the city's bond referendum in 2013. In 2016, the project was included in the North Central Texas Council of Governments (NCTCOG) funding selection.

On Dec. 12, 2019, the city held its first public meeting on the Dudley Branch Trail and main concerns included that trespassing was encouraged on private drives and the removal of trees along the greenspace. On March 25, 2021, the city held a second public meeting and let the community know that fencing with gates would be included in the project to prevent trespassing and the trail would meander in order to save trees.

On Oct. 12, 2021, the project came before council in a work session and allowed staff to review alternative meandering routes with fences. On March 7, 2023, council approved eminent domain for easements for the Dudley Branch Trail project.

At Tuesday's meeting, staff received guidance from council on a final design on the fence alignment for the trail. Four fence design options were presented to council during the work session, which are as follows:

- A 5' offset connected to existing fences, impacting 27 trees at \$176,800 for 1350 feet of fence
- No offset connected to existing fences, impacting 20 trees at \$164,000 for 1320 feet of fence
- 5' offset from the property line, impacting 32 trees at \$260,000 for 1900 feet of fence
- No fence, impacting no trees at no cost

With gates, city-owned gates cannot be privately locked and there was a request for one gate per driveway.

Council recommended that staff move forward with the first option of a 5' offset connecting to existing fences and said that gates are an option and it's up to the homeowner whether they want one. Council also recommended to staff that they come back to the next city council meeting with the process for redesign, which some council members are in favor of.

Moving forward, staff will work with TxDOT to review final plans, which Wheat said will take one to two months, and the city will also purchase land from CFBISD where a section of the trail runs through.

The deadline to begin construction on the Dudley Branch Trail is Aug. 2024 in order for the city to avoid a loss of \$3 million in funding.

## DALLAS SETS AMBITIONS ON DOWNTOWN HIGH SPEED RAIL HUB

By Pablo Arauz Peña

Dallas transportation officials are considering an [ambitious plan](#) for up and coming railway projects in the region that envisions a city center where passengers can connect with existing railways across North Texas, like light rail and streetcars, and — someday — take a high speed train to Fort Worth or Houston.

### What the plan says

At a meeting of the Dallas Transportation and Infrastructure Committee on Tuesday, assistant city manager Robert Perez laid out the comprehensive, but tentative plan. It includes the city's coordination with ongoing initiatives including the [Kay Bailey Hutchinson Convention Center](#), efforts to [expand street cars downtown](#) and the region's [ongoing high speed rail endeavors](#). The plan would also revitalize the heavily underused Eddie Bernice Johnson Union Station.

"If you go looking you look at the union stations or the train stations in other cities, you'll find mixed use developments that are out to include hotels, to include retail to include bars. It really is a destination in itself in those other cities," Perez said. "You'll see a whole other vision that we could potentially produce here in Dallas."

A high speed rail station in South Dallas' Cedars neighborhood has already been approved by federal officials in a recent environmental study. What's also new is a proposed "people mover," or elevated walkway, that would be built over I-30 connecting the different elements — the high speed rail station to EBJ Union Station, the convention center and ultimately the rest of downtown and the region.

"You're on the heels of something that I don't think exists in the United States," said Michael Morris, transportation director with the North Central Texas Council of Governments.

The overall vision is just a rough sketch of what could be — a vibrant railway hub that could change the fabric of the city's core.

### What elected officials are asking

Committee members followed the presentation with questions as some are still wondering if the high speed rail projects are ever going to take off.

"I'm at this point thinking it's not going to happen in my lifetime," said District 12 council member Cara Mendelsohn. "Is it urgent for us to consider Dallas to Fort Worth, when we don't know if Dallas-Houston is ever going to happen?"

Morris responded that Amtrak is already "full speed ahead" in conversations with officials in Washington about implementing the Dallas to Houston leg of the line. Just last month, the Federal Railroad Administration awarded \$2 million in grants for [proposed railway projects in the state](#).

Meanwhile, the [Regional Transportation Council](#), represented by various North Texas elected officials, is about to conduct an environmental study of the Fort Worth to Dallas leg of the line, which [may include a station in Arlington](#).

But with a gain there's also a loss — District 1 council member Chad West asked Morris about the valuable downtown real estate that the city could lose in the railway's alignment.

"A fair question would be, what additional density is gained by having a high speed rail station?" Morris responded. "Because I think the answer is, you actually get more economic development, greater use of land, taller buildings, than you would otherwise."

Committee chair Omar Narvaez reminded members that Dallas was built on a railroad. In fact, it was Dallas' original founder John Neely Bryan who [envisioned the city as a rail destination in 1873](#).

"High speed rail was probably a pipe dream 20 years ago," Narvaez said. "It's kind of interesting to see, you know... a little over 100-something years later, that it's all about rail again for us and we do just got to get it right."

No timeline was set on when the high speed rail hub would break ground. The committee expects to hear a more detailed plan on the rail hub vision in March.

DALLAS MORNING NEWS

## DALLAS-FORT WORTH MUST CLEAN UP ITS DIRTY AIR

The North Central Texas Council of Governments is developing a strategy to reduce ozone pollution.

By Dallas Morning News editorial



*A haze settles across Dallas as traffic moves on U.S. Highway 75 from near the Mockingbird Lane area to downtown Dallas (top) on January 3, 2014. CityPlace tower stands in the foreground (center right), north of downtown. The North Central Texas Council of Governments is drawing up an air quality improvement plan. (Nathan Hunsinger / Staff Photographer)*

Ozone levels in North Texas have steadily improved in the last 20 years, yet they've still exceeded federal standards. As a result, the Dallas-Fort Worth area today is [one of the top 25 most ozone-polluted](#) metro areas in the country.

That's why an air quality improvement plan being drawn up by the North Central Texas Council of Governments is such an important endeavor.

Funded by a \$1 million grant from the U.S. Environmental Protection Agency, the plan aims to recommend ways regional governments can work together to reduce the unhealthy levels of ozone and other pollutants in North Texas air. If the plan is aggressive enough, the council could receive a slice of a \$4.6 billion pie the EPA plans to dole out nationwide to help implement clean air strategies.

It's worth recalling why we should all care about any of this. Breathing ozone-polluted air can make good lungs bad and bad ones worse. It can cause a host of respiratory problems,

aggravate existing ones and is especially bad for children and the elderly. The risks of these health problems are particularly high on the kind of hot, sunny days common to North Texas.

The Dallas-Fort Worth area meets federal standards for all pollutants regulated by the EPA except ozone. But the council of government wants to “create a roadmap for the region to improve air quality, protect public health, and reduce impacts of extreme weather events” by reducing not just ozone but also a long list of other pollutants.

It expects to have its strategy finalized by March 1 and is holding a series of public hearings seeking feedback on its draft. That document proposes hundreds of emission reducing measures, many of them centered on planes, trains and automobiles.

They include the usual suggestions of reducing the number of old diesel trucks on the road, promoting less idling of cars, and adding local rebates for consumers to switch to electric vehicles, for example.

Some of the strategies are more unusual, such as installing cool roofs on government or commercial buildings by either painting them white or planting vegetation on them. Others are already being tackled by some cities, such as establishing more parks and green spaces and planting trees known for large carbon storage capacity.

Homeowners can help the cause by doing more than switching to LED lightbulbs. They can band together to negotiate lower rates for renewable energy sources, and local governments can develop weatherization assistance programs for residents, the draft suggests. Such programs would help homeowners make their houses more energy efficient by installing better insulation or updating heating and cooling systems.

No one strategy will improve the region’s ozone pollution. But hundreds of them implemented together for a sustained period surely could. We applaud the council of governments for its work in coordinating the local efforts to make our air cleaner and safer, and we hope the EPA sends some of its federal grant money this way.



## FORT WORTH AREA LOOKS TO SCORE TRANSIT WIN AHEAD OF 2026 FIFA WORLD CUP

By Sandra Sadek



*AT&T Stadium will be hosting several matches during the 2026 FIFA World Cup and is in the running for the final game. (Sandra Sadek | Fort Worth Report)*

Fort Worth area agencies are getting the ball rolling on transit initiatives in preparation for the upcoming 2026 FIFA World Cup.

Regional officials, led by the [North Central Texas Council of Governments](#), have been in [conversation since early 2023](#), exploring both traditional and novel modes of transportation to get visitors to AT&T Stadium in Arlington to watch the biggest sporting event in the world.

While preparations are still underway, some investment options have been identified.

In Fort Worth, those World Cup-related transit investments include upgrades to the [Trinity Railway Express](#) CentrePort Station such as rider amenities and improved signage. It also includes TRE train replacements and upgrades. This effort will be led by the [Dallas Area Rapid Transit](#), which co-owns TRE with [Trinity Metro](#) and is seeking \$30 million in grant funding to accomplish it.

The Council of Governments is also looking to coordinate with the [Texas Department of Transportation](#) to add dedicated bus lanes on area highways.



Chad Edwards, executive vice president of strategy, planning and development, said the dedicated lanes will help move people throughout the region more quickly. He also expects some charter buses to be used to transport visitors between certain points.

“It’s just working with TxDOT to kind of convey the importance of the bus lanes,” Edwards told the Fort Worth Report. “I think they understand at a certain level, but then it’s really, ‘All right, how do you manage it? How do you enforce it?’ I mean, there’s a lot of other questions there than just, ‘Let’s do a lane.’”

Agencies are also looking at enhanced TRE rail service that would provide Sunday service and additional trains to accommodate service during this period.

Other investments considered include integrating transit passes into an app to facilitate the purchase of passes, enhancing bus service in downtown Fort Worth, lengthening service times and increasing the frequency of bus routes connected to the Stockyards and Cultural District, as well as changing TEXRail and TRE service to 30-minute intervals all day.

Rich Andreski, president and CEO at Trinity Metro, told Trinity Metro’s board of directors on Jan. 16 that the agency is ready to roll out the red carpet for visitors but with a caveat.

“We’re prepared to do that. What we are not prepared to do is take resources dedicated here to our community and reassign them to serve an event in Arlington,” Andreski said. “We are certainly open to conversation, but our first priority is serving our customers here in Fort Worth.”

The Council of Governments told the Fort Worth Report that as FIFA announces more details — including whether the region will be hosting the final match, the World Cup’s Referee Headquarters, the International Broadcasting Center and a Fan Festival — there may be more transit components that need additional investment.

Beyond transit upgrades to accommodate the massive number of visitors who will be in attendance in 2026, officials are on a fast-moving schedule when it comes to improvements to the entertainment district. In September 2023, the Council of Governments and the city of Arlington agreed to [swap \\$17.5 million previously reserved](#) for improvements along Randol Mill Road to improve streets, sidewalks and signage around the stadium.

Trinity Metro’s Chad Edwards told its board of directors that transit agencies are considering a reservation system to note the number of people who plan to use the system and therefore manage the number of vehicles, buses and rail that will be needed.

He said each game could be the size of a Super Bowl.

Officials previously told the Fort Worth Report they were not worried about managing the large volume of visitors during the sporting event, pointing to [past transportation plans](#) for other events in Arlington’s entertainment district such as Wrestlemania.

The city will also be hosting the 2024 Major League Baseball All-Star Game in July.

At this time, Arlington remains the largest city in the United States [without mass public transit](#). Instead, Arlington has looked at more innovative transportation methods to get residents around such as a [rideshare-like program called Via](#).

## IN DALLAS, A FORTHCOMING FREEWAY LID PARK REUNITES AN INTERSTATE-BISECTED COMMUNITY

By Matt Hickman



*View of Southern Gateway Park's first phase, including its playground and escarpment feature, looking toward downtown Dallas. Image courtesy of HKS and SWA for the Southern Gateway Public Green Foundation*

Although it does have a celebrated park built directly over a major freeway, Dallas cannot claim bragging rights as the first city to create one. (Per the Federal Highway Administration, Seattle maintains that distinction with its aptly named Freeway Park, which opened in 1976.) Since debuting in 2012, the OJB Landscape Architecture–designed [Klyde Warren Park](#), which spans a below-grade section of the Woodall Rogers Freeway to unite the downtown Dallas Arts District with the fast-growing Uptown district, has served as an exemplar of infrastructure-topping parks that (re)connect freeway-sundered neighborhoods while generating new open public space for recreational and cultural pursuits.

Beginning in 2025, Texas's interstate-tangled third-largest city will be able to boost *two* freeway-lid parks with the planned first-phase completion of Southern Gateway Park. Designed by the Dallas offices of HKS and SWA with Pacheco Koch, the new park will cover a section of I-35E between Ewing and Lancaster avenues adjacent to the Dallas Zoo. Capping 5.5 acres of freeway and extending to Marsalis Avenue when fully completed, Southern Gateway Park will stitch together long-severed sections of Oak Cliff, a sprawling patchwork of communities colloquially referred to simply as South Dallas and originally developed as a separate township, before its annexation in 1903. Like far too many interstate construction projects initiated during the mid-20th century, I-35 bisected a historic Black community in the southeast of Oak Cliff, taking with it property and prosperity.

“In following years, lack of capital investment and adequate services contributed to generational poverty, social isolation, environmental injustice, and economic despair for much of southern Dallas,” summarizes SWA in a statement, adding that this “park with a purpose” is an opportunity to “knit historic Oak Cliff back together and to create a physical connection and public space that drives equitable community revitalization and economic mobility.”

As notes April Allen, a longtime Oak Cliff resident who serves as president and CEO of the nonprofit [Southern Gateway Public Green Foundation](#), this is what sets Dallas’s next freeway-deck park apart from its celebrated predecessor. “Klyde Warren Park has been a runaway success, but what’s different about our project is the community that we’re in,” she says. “We’re really about reconnecting a neighborhood that was divided by the interstate system.”

Work on the \$82 million first phase of Southern Gateway Park kicked off last November, following the completion of the deck structure by the Texas Department of Transportation as part of a multiphase reconstruction/widening project along I-35E. Like Klyde Warren Park, it is being executed through a public-private partnership.

With construction on the initial 2.8-acre section of the park under way, Allen hopes it will be aspirational for similar projects in more preliminary stages seeking funding from the U.S. Department of Transportation’s first-of-its-kind [Reconnecting Communities and Neighborhoods Grant Program](#). “We feel like we’re kind of the poster child for the program,” says Allen. “There are a lot of other communities looking at grant funding for planning purposes at this stage, but, in terms of actual construction, we are, to my knowledge, the furthest along for a project located in a historically under-resourced neighborhood impacted by the freeway system.” (Late last year, the North Central Texas Council of Governments applied for a total of \$95 million in grant funding through the program for the second phase of Southern Gateway Park, along with three other freeway-lid park projects.)

What can be expected when the first phase of Southern Gateway Park opens next year? The design, guided by an equitable development plan with vital input from the community, references the unique topography of Oak Cliff through undulating-pathway-laced landforms dotted with mature trees. Locals will recognize that the design echoes the area’s signature geographic feature, a craggy limestone escarpment. The park “visually matches the neighborhood, its vegetation and topography,” says Chuck McDaniel, lead designer and founding principal of SWA’s Dallas studio.

Within this rolling interstate-blanketing landscape, the design team packs in myriad amenities: a terrace-topped restaurant and retail building tucked beneath a manmade hill, water features, a wide public promenade cutting diagonally through the park, and flexible gathering and performance spaces, including a sprawling open lawn and a stage pavilion. On the south side of the park will be the first part of a destination playground, which will double in size with the completion of phase two. Play equipment is being built from natural materials, going for what McDaniel calls “a playhouse-in-the-woods notion, as if the children themselves cobbled it together in the ravine.”

There are also plans for features throughout the park that relay the history and culture of Oak Cliff, including what Allen calls an “Oak Cliff Walk of Fame” on the main promenade, where the names of notable community members would be engraved in bronze pavers, complete with QR codes that will lead to biographical information about them online. There’s also the potential for a public art program, although details of that have yet to be ironed out.

Along with Southern Gateway Park's primary role as a community-unifying green space in a pocket of Dallas starved of walking-distance public parks, there are hopes that, like Klyde Warren Park, it will serve as a catalyst for economic growth.

"The community felt that a deck park was very equitable—it's new ground that everybody can celebrate," says McDaniel. "And it was really refreshing on our end to think that this could become something that local residents would rally around."

## AI-fueled traffic control? 'Digital corridor' proposal could make it possible

By AMBER GAUDET

Staff Writer

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Imagine an ambulance traveling through Dallas city streets on its way to respond to an emergency and every light it encounters turns green, speeding its response along a map routed out precisely by artificial intelligence.

That's just one possibility the officials behind a proposal to create a regional technology corridor stretching from Dallas to Fort Worth envision.

Members of the North Central Texas Council of Government's Regional Transportation Council want to seek a \$10 million federal grant to fund the ambitious initiative. The money would be used to create a centralized hub for managing transit data, operations and digital infrastructure on Interstate 30 in Dallas-Fort Worth.

An additional \$6 million in regional toll revenue would also go toward the project, since the federal Advanced Transportation Technology and Innovation program requires a 20% match in local funds. The corridor would include the mainline freeway, frontage roads, managed lanes and 56 intersections traversing Dallas, Grand Prairie, Arlington and Fort Worth.

Cities have been integrating technology that would move them closer to regional transportation management for years. MaxView systems in Dallas and Fort Worth allow for advanced traffic signal control, while software in Grand Prairie and Arlington functions as a management hub for multiple city intersections.

A digital corridor, or "system of systems," would gather real-time input from city-based centers such as these, along with data from field devices like highway corridor cameras, the Texas Department of Transportation's traffic management system and work zone information. Fed into the central hub, that data could then be used to inform response plans and help motorists with trip planning by sharing traffic information with third parties like Google Maps.

"What we're trying to do is operate this particular corridor like an integrated corridor so when crashes occur on it, the signals are adjusted, we can direct traffic off to the frontage roads — maybe a transit component as part of that — and we can help balance that demand as the scenarios change out there on the facility," senior program manager Natalie Bettger told the council during a recent presentation.

Regional transportation director Michael Morris said he hopes the corridor would become the data "home for everybody" — including TxDOT, the North Texas Tollway Authority and cities in the region. It would also allow third-party companies like autonomous vehicle operators to create a single agreement for tech synchronization, rather than navigating a patchwork of traffic management centers.

If approved, the project's first phase could serve as a model for future corridors and for cities in the region to integrate advanced technology into traffic control, such as by clearing the way for response vehicles during an emergency using next-generation signaling.

"I know you're an ambulance, I know where you get off on the freeway, I know you're headed to this particular emergency room — we're going to send all those signals green so you don't have anything to worry about," Morris said.

Similar traffic signal technology could be used by bus drivers to essentially create a dedicated transit lane without taking up more physical road space, according to Morris.

Projects that use technology to improve road safety, reduce traffic delays and omissions, optimize multimodal system performance and integrate transportation information are eligible for the federal ATTAIN program, which will select five to 10 projects to fund at up to \$12 million each.

The proposal goes before the North Texas Council of Government's executive board for approval Thursday and before the group's surface transportation technical committee Jan. 26. Grant applications are due Feb. 2.



# AT&T to host 2026 World Cup Final? FIFA to announce final match soon

KERA | By [Kailey Broussard](#),  
[Sandra Sadek | Fort Worth Report](#)

Published January 18, 2024 at 3:18 PM CST

AT&T Stadium in Arlington is one of the many venues selected to host games during the 2026 FIFA World Cup. It's also a top contender for the coveted final game of the sporting event.

British media reports claim Arlington's AT&T Stadium will hold the 2026 FIFA World Cup final game, but officials said they haven't received the memo — nor any time frame for the official announcement.

"FIFA hasn't made a formal announcement," said Gina Miller, vice president of media and communications with FC Dallas, which heads up planning in North Texas. "We have not been told when the match venue announcement can be expected."

Susan Schrock, spokesperson for Arlington city government, said the city has not received an update, either.

North Texas is considered a top contender for the final, along with MetLife Stadium in East Rutherford, New Jersey.

An announcement from FIFA regarding the location of the event's final match was first expected in September 2023 before being pushed back to the end of the year.

New Jersey Gov. Phil Murphy [told NorthJersey.com](#) on Jan. 18 that he believes the announcement will come in a "matter of weeks."

The wait for finalized game schedules, as well as the fate of the coveted final game, have left planners in host cities upset with FIFA, according to the [New York Times](#). Officials told the Times anonymously that the delay has made planning for games and securing partnerships difficult.



Improvements in Arlington's entertainment district as well as transportation modes around the region have already been identified in preparation for the event. This includes [reallocating \\$17.5 million](#) in local funds from the city of Arlington for upgrades around AT&T Stadium, as well as [transit investments](#) to move people to and from different venues.

Michael Morris, transportation director for the North Central Texas Council of Governments, told [Arlington City Council in November](#) that FIFA asked him to work with other host cities on their transportation plans. Morris assured the sports authority they would, but only if Arlington lands the final game.

AT&T Stadium is also a proposed venue for the [2027 Women's World Cup](#) as part of a joint U.S.-Mexico bid if selected by FIFA.

[AT&T to host 2026 World Cup Final? FIFA to announce final match soon | KERA News](#)

# Freezing rain could fall in Dallas-Fort Worth this weekend

BY DAVID MONTESINO  
[DMONTESINO@STAR-TELEGRAM.COM](mailto:DMONTESINO@STAR-TELEGRAM.COM)

Another blast of Arctic air Thursday night [will push temperatures to sub-freezing levels](#) — bottoming out in the low 20s to low 30s — throughout the Dallas-Fort Worth region, according to the National Weather Service Fort Worth office.

An atmospheric disturbance over the Central Plains is pushing this next round of frigid Arctic air into Texas. [Know the dangers of frostbite](#) while outside.

“Elevated winds are expected once again during the morning hours in response to the tightened surface pressure gradient, and will confine wind chills to the teens and single digits,” Fort Worth meteorologist [Allison Prater writes on the NWS website](#). “Bundling up during the morning commute and continuing outdoor and indoor winter precautions would be wise through the end of the week.”

Temperatures throughout the region will warm up by Friday afternoon, peaking in the 30s and low 40s, the NWS says.

Most of the Central and North Texas region [endured frigid temperatures in the teens](#) and were dusted with snow to start the week, with [many homes experiencing power outages](#) as untested power equipment kept up with demand. Damage from the passing winter weather was minimized because Monday was a federal holiday with schools already closed and many staying home. Many Texas towns [woke up to a beautiful winter morning](#).

## RAIN EXPECTED IN NORTH TEXAS TO START NEW WEEK

As yet another cold front moves east from West Texas, temperatures overnight Sunday will dip below freezing. The NWS forecast shows rain falling sometime Sunday night, which turns to freezing rain if it overlaps with the sub-freezing air. Fortunately for North Texas, a warming trend starting by midnight Sunday and rain will melt the ice by Monday morning.

“While most precip will fall as rain, there is a 20% chance of freezing rain across far North Texas Sunday night and early Monday morning,” Fort Worth meteorologist David Bonnette writes on the NWS website.

Rain totals for the region is expected between 1.25 to 2.25 inches for the period from Sunday to Friday next week. Eastern Central Texas, including areas closer to the Gulf Coast, are expected to see almost 3-4 inches. The steady rain do not pose flood threats to the area, the NWS forecast says.

*David Montesino: @dmontesino*

# New push for High-Speed Rail with a Dallas Transportation Hub connection

Top North Texas Transportation Planner says there is new momentum for high-speed rail.

By [Ken Kalthoff](#) • Published January 17, 2024 • Updated on [January 17, 2024](#) at 7:03 pm

There's a new push in Dallas to accommodate High-Speed Rail service to Houston and Fort Worth.

The century-old Eddie Bernice Johnson Union Station could become a surface transportation hub to help connect other modes with the planned high-speed rail terminal that would be nearby.

Dallas City Council Members heard the latest plans this week.

"This is really exciting that we get to be the center of where high-speed rail is really going to launch," City Council Member Omar Narvaez said.

It all depends on actually moving forward with the Dallas to Houston high-speed rail project announced years ago that was to have been constructed with entirely private money and Japanese technology.

That dormant project received new life last year when US passenger rail provider [AMTRAK](#) announced it was stepping in to partner with high-speed rail firm [Texas Central](#).

"I think clearly there's a lot of momentum," North Central Texas Council of Governments regional transportation director Michael Morris said.

Among the top reasons, Morris said AMTRAK has boosted attention for the Houston leg so NCTCOG has renewed earlier plans for the Fort Worth leg.

"They and us recently won a corridor identification program with the Federal Railroad Administration. So, we are now both in a path to receive federal funds

from the Federal Railroad Administration,” Morris said. “We’re on a path for implementation going into the same station.”

That station for the Dallas to Houston service to be constructed south of I-30 in the Cedars neighborhood near Downtown Dallas already has the first level of federal approval, so Morris said the Fort Worth leg should connect at that location.

City council members were shown an animation of how an automated moving sidewalk could run under the incoming Fort Worth tracks to connect with a greatly renovated and expanded Eddie Bernice Johnson Union Station.

Union Station already serves:

- DART light rail trains and buses that travel throughout the Dallas area
- Trinity Rail Express commuter trains that use a different route to Fort Worth with many neighborhood stops
- A Dallas Oak Cliff street car that is planned for expansion through downtown Dallas
- Traditional AMTRAK passenger trains. A new AMTRAK service to Atlanta from Dallas is proposed in addition to existing routes.

All of this is also close to the new Kay Bailey Hutchison Convention Center that was approved by voters. The convention center has a heliport that could one day connect air taxis.

“It’s a tremendous opportunity for the City of Dallas to be a national leader and enter into an international state with regard to how high-speed rail can significantly change the economic density of buildings and growth that you see,” Morris said.

The Fort Worth high-speed rail leg calls for a station in Arlington which would also offer a connection with DFW Airport.

“It will make Dallas the hub and I think Downtown Dallas in the way it hasn’t been for a long, long time, so I think that’s exciting,” City Council Member Kathy Stewart said.

Amtrak passenger Raymond Green who was waiting for a trip to California at Union Station Wednesday said he supports all the plans.

"It's actually a pretty good idea, bring a lot more people into this side of town," Green said. "Amtrak is actually one of the better ways to travel to be honest. I like the legroom."

A man and wife visiting Dallas who declined to share their names said they do not like Amtrack service.

"I'm against government paying for it all. I think If it will support itself with the public paying for it, good deal. Private is the way to do it," the man said.

Federal Infrastructure money approved by Congress for big projects would be the difference in restarting the stalled Texas high-speed rail plan. Opposition to the plans remains strong in areas between Dallas and Houston.

Another concern with the Fort Worth leg arriving in Dallas comes from owners of the former Reunion Arena site that's adjacent to the planned Dallas stations.

A \$5 billion development is planned on that land and Morris said the owners do not want a train running through their site. They have requested that a subway be constructed to handle the incoming Fort Worth trains.

Dallas City Council Member Chad West has heard those concerns.

"It goes back to the real estate loss and I'm going to keep asking those questions," West said.

Morris said a goal has been continuous one-seat service from Fort Worth to Houston and linking the Fort Worth leg at the same height as the Houston leg makes a subway approach very difficult. Morris also said other nations with high-speed rail have experienced major increases in development around stations, enough to offset any loss of the narrow strip of land a rail path could take.

"Everyone now perceives this is getting closer and this is more real. So, now those remaining doubters are correctly asking questions to make sure this is the best that can be provided for the City of Dallas," Morris said.

A decision on the subway question will be necessary in the next several months to move forward with a final proposed path for the Fort Worth leg for the next steps of approval.



"We've got to get it right because we're going to be the leaders for the entire nation," Councilman Narvaez said.

Several Dallas City Council Members were still concerned about cost and verification that AMTRAK will pursue the Houston leg.

# TREC Community Investors selects Mill City as next focus neighborhood

**Grants, volunteering to go toward food insecurity, affordable housing, more**

By [Plamedie Ifasso](#) – Staff Writer, Dallas Business Journal  
Dec 14, 2023

The Real Estate Council has selected Mill City as the next neighborhood to focus its place-based investment strategy, an example of diverting resources into underdeveloped parts of Dallas.

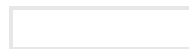
TREC Community Investors, the philanthropic arm of the influential Dallas-based professional organization, will seed economic development projects in the community located southeast of Fair Park with a \$1 million grant commitment over three years. The Dallas Catalyst Project: Mill City aims to address outdated infrastructure, food insecurity, affordable housing needs and a lack of community gathering space. Community Investors will partner with anchor organizations [Builders of Hope](#) [Community Development Corp.](#), Urban Specialists and the Mill City Community Association.

Projects already planned for the neighborhood include the remediation of at least 18 vacant lots, up to eight affordable single-family homes and an urban garden teaching farm. TREC members will also offer in-kind services, professional expertise and volunteer hours.

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The selection of Mill City as the new focus community concludes a nearly nine-month application and selection process that ended with a TREC member vote and board ratification in November. According to Sites USA, a provider of mapping and demographic tools to real estate professionals, [Mill City](#) has an estimated population of 2,190 and has 254 vacant lots that make up 22% of the overall land mass.

"The Dallas Catalyst Project is about more than just community revitalization," TREC CI Senior Director of Community Investment Felicia Pierson said in a statement. "It's about investing in the disinvested, energizing neighborhoods and changing residents' lives for a greater sense of community pride."

TREC CI launched its Dallas Catalyst Project in the Forest District, in South Dallas, in 2018. The organization completed 22 projects in the neighborhood including [a commercial kitchen](#), Southpoint Community Market, the renovation of several multifamily buildings and the restoration of the Kathlyn Joy Gilliam Museum and Learning Center. TREC CI and its community partners invested more than \$3 million in the community, in addition to contributing \$1 million in pro bono services and 3,300-plus volunteer hours.

"This is our fifth year with the Dallas Catalyst Project, and they have made a tremendous impact from helping a build a bike shop, the market, to helping us figure out how to do land acquisition for affordable housing (projects)," Chris Simmons, pastor of Cornerstone Baptist Church, previously said. "We just want to say how appreciative we are for the work of The Real Estate Council in helping us in the Forest District."

TREC shifted to its place-based strategy [when it became one of the first investors in Klyde Warren Park](#). The organization historically has had relationships with more than 250 nonprofits and used to collaborate with community partners on development projects across the city. But the direct investment into Klyde Warren Park shifted things.

"We felt it was important that we have a place-based strategy, and everything we do be focused on a place," TREC President and CEO Linda McMahon previously said. "That way over time, people can actually see the transformation. If you're doing a building here and a building there all over Dallas, it may have impacted that specific neighborhood for a while, but it's not really creating sustainable change in the area. So, that place-based strategy was really the evolution of our giving."

# No, funny highway signs in Texas are not banned, feds say

KERA | By [Megan Cardona](#)

Published January 19, 2024 at 5:00 AM CST

Funny highway signs are not leaving Texas roadways anytime soon — despite [numerous reports](#) to the [contrary](#).

When the U.S. Department of Transportation's Federal Highway Administration adopted its [latest traffic control manual](#) in December — which included a section on safety messages on changeable message signs — news publications and social media users shared the news that humorous or pop culture references on highway safety messages [would be banned](#) under the manual.

However, FHWA officials told KERA News [the manual does not ban humor](#) or popular culture references on changeable message signs.

“Rather, it includes a recommendation to avoid the use of humor and pop culture references in changeable message signs that may confuse or distract drivers,” a FHWA spokesperson said in an email.

Electronic highway signs are used by states and the National Highway Traffic Safety Administration for safety messaging campaigns.

The NHTSA has its share of quippy highway messages planned this year.

For the Super Bowl on Feb. 11, the primary highway message will be, “Fans don’t let fans drive drunk,” according to its [2024 calendar](#).

Planned Fourth of July messaging includes, “Drive High, Get a DUI” and “Drive Sober or Get Pulled Over.”

The Texas Department of Transportation has made its own share of light-hearted highway signs in recent years.

Signs like, “The eyes of TX are upon you, buckle up,” “Only Rudolph should drive lit,” and “All you need is love and a seatbelt” are some of the messages that drivers have seen on Texas highways since 2018.

The [San Antonio Report previously reported](#) that TxDOT uses the signs as a “clever and creative” way to grab the attention of drivers and reinforce good driving habits.

While the FHWA’s new manual is intended to be each state’s standard for traffic control devices within two years, federal officials said it’s up to state and local agencies to use good judgement on messaging.

A FHWA spokesperson said messaging should “convey a clear, simple message; command respect; and provide adequate time for proper response.”

The manual’s recommendation — and subsequent fuss — will not change TxDOT’s messaging approach.

“Our message board signs along Texas highways are a great tool to show important safety information to drivers,” Adam Hammons, TxDOT media relations director, wrote in a statement. “Every message we post includes a safety component and we will continue to do that.”

[No, funny highway signs in Texas are not banned, feds say | KERA News](#)

## HOW LONG BEFORE WE CAN RIDE A BULLET TRAIN TO FORT WORTH?

Forget Dallas to Houston for now. High-speed rail to Fort Worth is in motion, and the city of Dallas has lots of questions.

By Matt Goodman

The ambitious, often contentious project to bridge Dallas and Houston by high-speed rail has stolen the spotlight from the active notion of running bullet trains between the two largest cities in North Texas.

The North Central Texas Council of Governments, the entity responsible for securing state and federal funding for local transportation projects, is preparing to enter a planning phase to establish an alignment for high-speed rail between Dallas and Fort Worth, which would include identifying station locations and early conceptual engineering. The NCTCOG hopes to receive environmental clearance from the federal government by the end of this year, which would formally kick off the effort to fund the project. It has been studying the issue for a decade.

The Dallas City Council was briefed on the matter this week, during a meeting of the Transportation and Infrastructure Committee. Running trains 40 miles between Fort Worth and Dallas seems a far more likely, and forthcoming, outcome than building a line to Houston.

While the Houston route has been environmentally cleared, the private company that has acquired land to build the line, Texas Central Partners, [is in shambles](#). Amtrak is [now researching whether it wants](#) to partner with the organization and take the reins. Meantime, the line between Dallas and Fort Worth doesn't depend on acquiring much private land. That is what stirred up an organized opposition to the Houston route.

The NCTCOG says about 90 percent of the land along the likely Fort Worth alignment is in the public right of way, which means the tricky part is navigating existing infrastructure impediments such as highways, not negotiating land deals. Until the trains get to Dallas.

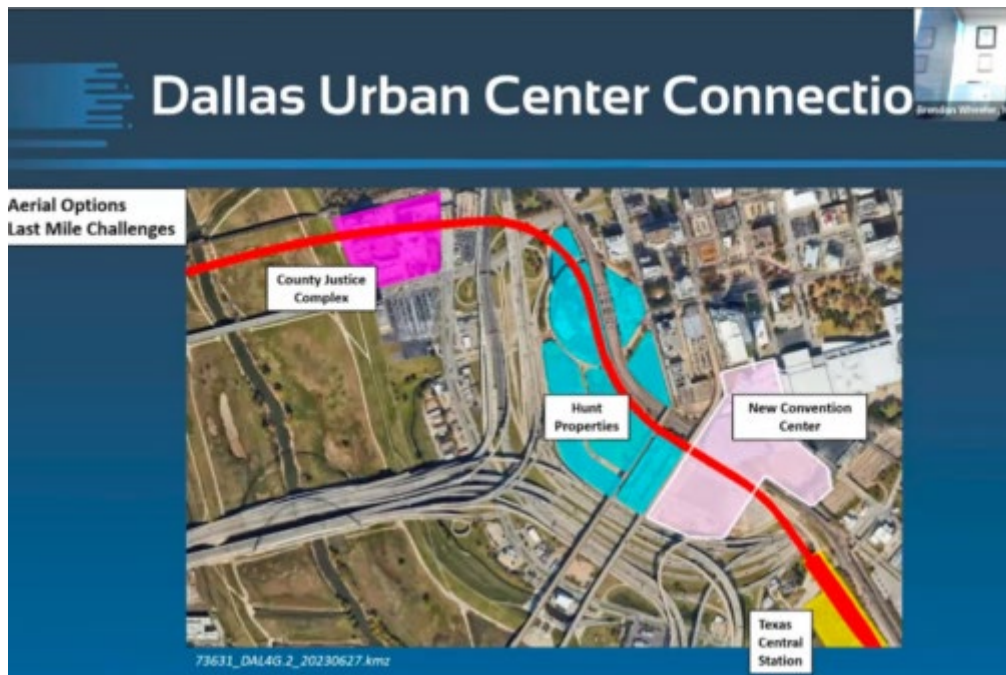
The existing plan is to run the line from downtown Dallas to downtown Fort Worth adjacent to Interstate 30, with a stop in Arlington. The NCTCOG anticipates that Fort Worth's and Arlington's stations would operate below ground so the route won't interfere with the freeways. (Arlington will also need to formally enter into an agreement with a public transit provider like Dallas Area Rapid Transit before being guaranteed a station.)

Trains would surface near West Dallas, as they head to a planned station in the Cedars, just south of downtown, which has already been approved by the federal government. The 10 percent of privately owned land lies mostly in Dallas. It is concentrated in the southwest corner of downtown, where nearly \$10 billion of public and private investment is expected in the coming years. If the trains run through the Cedars, the new convention center and [Hunt Realty's vision of towers](#) on its empty property below the Hyatt Regency and Reunion Tower will need to accommodate a new neighbor. (Or, more literally, a new house guest.)

The sticking point is how those trains get to the Cedars. For one, that station already has federal approval, and should the line to Houston ever materialize, an elevated route through downtown would provide a "one-seat ride" from the state's largest city all the way to Fort Worth. But the

station is planned to be about seven stories high, which is why the agency chose the rail to be above-ground in Dallas. This is where things get complicated.

The present alignment would surface near Hampton Road as it heads east, past the planned location of [Harold Simmons Park](#) in West Dallas. It would follow the existing Union Pacific line over the Trinity River. Brendon Wheeler, a program manager for the NCTCOG, [showed a slide to the High Speed Rail Alliance during a presentation last August](#) that depicted a line possibly traveling through the Dallas County Justice Complex before heading south through Hunt's property and the new convention center on its way to the Cedars.



The elevated station near Southside on Lamar is expected to rise 70 feet and the NCTCOG would prefer to have the trains pull right in, which has drawn concern from several members of the Dallas City Council in recent months.

“My sole issue is the loss of any contiguous land in downtown,” said Councilman Chad West, who represents North Oak Cliff. “When we lose open space in the city for economic development, housing, corporate campus relocations for a transportation item, whether it’s a new highway or even a train, which I support, I think we’ve got to take it seriously.”

Michael Morris, the transportation director for the NCTCOG, referred to the possibility of running an elevator from a subway station up to the taller platform, expressing concern that riders would grow frustrated with having to haul their luggage. “The loss of ridership in that situation will reaffirm the decision of three years ago that the best solution is to create a seamless connection,” he said. “You sit on your train for two minutes and keep going, but we’re reexamining that as requested.”







*A rendering of the proposed high-speed rail station in the Cedars. Texas Central Partners*

The city of Dallas, meanwhile, is looking to package the station with the existing Eddie Bernice Johnson Union Station and perhaps some sort of pedestrian transit mall that would zip riders and conventioners from the rail station to surrounding hotels and the convention center. The city views the wildly underused Union Station as a potential mixed-use hub, where Amtrak, the Trinity Railway Express, and DART would continue operating alongside bars, restaurants, and retail. City staff presented [Denver's successful redeveloped Union Station](#) as a comparison. As for the transit mall, staff showed Council an example of how Dubai links its rail to a shopping mall.

All of that, sans maybe the plans for EBJ Union Station, are renderings and drawings. The ultimate goal would be to go even further with high-speed rail, connecting not just to Houston but to Austin, San Antonio, and Laredo. But even Morris acknowledged that without the longer legs, a stub from Dallas to Fort Worth alone doesn't make much sense.

"It seems very unlikely we would want to build high speed rail between Dallas and Fort Worth if we did not have a leg that connected us to all the other Texas cities," he told the Council on Tuesday.

In the interim, the COG is holding its money tight. There are five other projects within the city of Dallas that Morris said were now on hold, "pending further discussion and resolution of this high-speed rail issue." Spokesman Brian Wilson notes that funding those projects "may be impacted by future funding for high-speed rail and other associated projects in or near downtown Dallas."

Those projects have little, if anything, to do with high-speed rail outside of how they are funded. Morris informed the Regional Transportation Council of their status last week. They include a \$5 million project to build parking near Interstate 45 and Martin Luther King Jr. Boulevard in South Dallas, adjacent to the Forest Theater. Another is a \$30 million cost overrun for what Morris called the "West Dallas Gateway," which would be a "complete street" project that runs from

Trinity Groves under the Union Pacific line to Main Street downtown. A \$20 million rebuild of Harry Hines and Mockingbird was included, as was a \$12 million pilot test to redesign Harry Hines to use AI and other technology that would trigger traffic lights for first responders heading to the Southwestern Medical District.

The fifth project was a \$10 million pedestrian-focused reconstruction of the area around downtown's Thanks-Giving Square, to coordinate with planned private improvements.

Mendelsohn, who sits on the RTC, said she interpreted the announcement "almost to be a threat."

"I'm not trying to threaten you. I just don't think we can have selective regionalism," Morris said last week. "I don't think we can say we're all together on this, then after 10 years of being all together we're no longer together on this." (The NCTCOG began studying the possibility of high-speed rail from Dallas to Fort Worth in 2014. It took three years to complete its first report.)

This entire situation shows the complicated manner by which major transportation projects get planned. There is an unbelievable amount up in the air over high-speed rail. Amtrak received a \$500,000 federal grant in December to continue researching the stalled high-speed rail project from Dallas to Houston. Transit watchers are skeptical. David Peter Alan, a longtime writer for *Railway Age*, [told Texas Monthly](#) that "half a million to study something is a pittance."

Texas Central received the same federal clearance the COG is seeking for the Fort Worth line in 2020, and Morris said that an approval from the federal Surface Transportation Board would permit construction to begin. But Texas Central appears like it will need help from Amtrak in order to build and operate it.

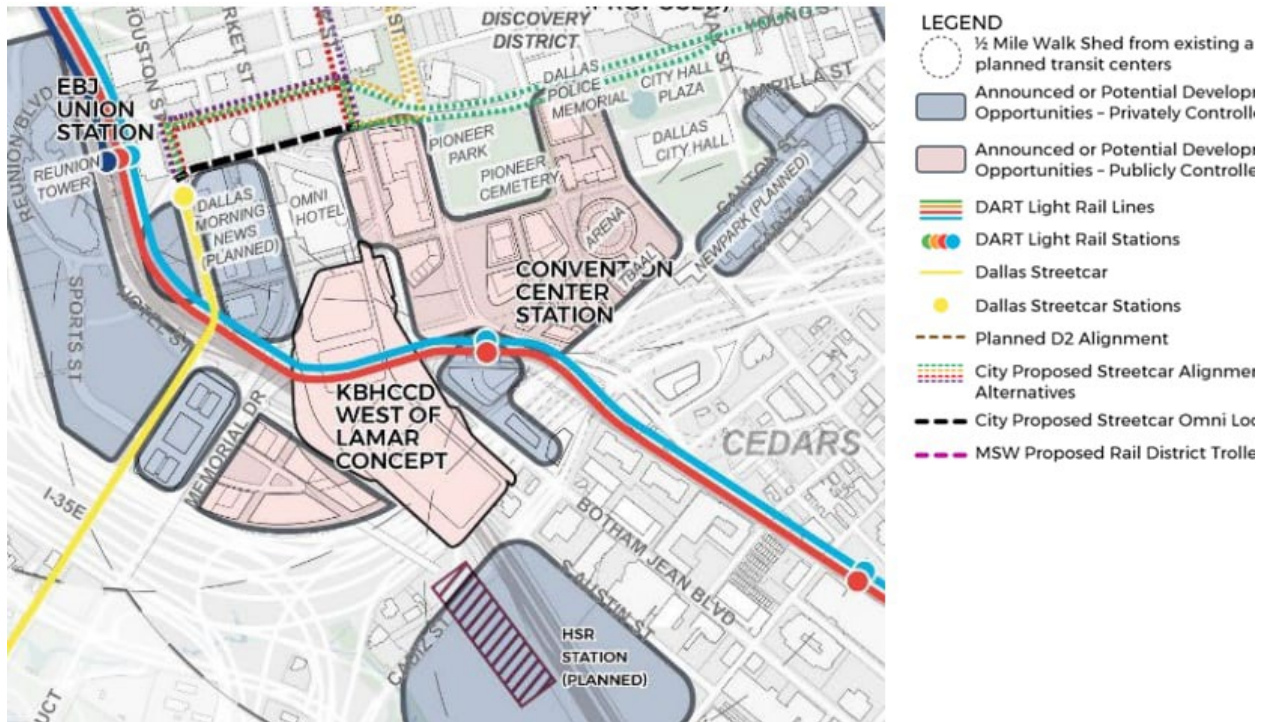
The most recent cost estimate for the Dallas-to-Houston project is \$30 billion. The COG's 2017 report estimated that it would cost \$11.3 billion to build high-speed rail to Fort Worth from downtown Dallas. Mendelsohn this week asked Morris whether it would cost \$12 billion to build the line, to which he responded, "it's nowhere close to what it costs to build between Dallas and Fort Worth."

There are a lot of questions suddenly facing the city of Dallas. First, the NCTCOG will have to study what it would take to tunnel high-speed rail beneath the city. As for city staff and the Council, they will have to weigh whether a bullet train to Fort Worth can coexist with the ambitious vision for a historically quiet corner of downtown that is suddenly very attractive.

## DALLAS TO FORT WORTH HIGH-SPEED RAIL HAS SOME PLANNING HEAD SCRATCHERS

A briefing to the City Council's transportation committee raised more questions than it answered.

Dallas Morning News Editorial



*A map of planned expansions to transit around the proposed Kay Bailey Hutchison Convention Center development. The planned high-speed rail station is marked south of the new Convention Center. (City of Dallas)*

The thought of high-speed rail in North Texas is exciting, but we aren't sure that we are having the public discussion we need about the planning that's taking place. And we are less sure that what's being proposed even at the drawing-board stage is what Dallas should accept.

Though a line from Fort Worth to Dallas has been kicked around by transportation planners at the North Central Texas Council of Governments for some time, last week was the first time it was discussed in a Dallas City Council committee. And the [briefing](#) to the transportation committee showed how unclear the project's progress is.

Planning has inched forward in the last few months. The Dallas-to-Houston section, which Amtrak is heading up, and the council of government's Fort Worth-to-Houston plan each received a [federal Corridor Identification and Development grant](#). But that \$1 million is a drop in the bucket for projects that cost billions. The council of governments is waiting on federal approval to begin a 12-month environmental study process that must precede fundraising and building.

Related: [High-speed rail: Should Dallas to Fort Worth be Texas' first route?](#)

Every part of the project is in its earliest stages, but the city needs to understand it now because the proposed Dallas station is set for the Cedars, a stone's throw from the new Convention



Center. That plan under consideration, meanwhile, designated that Eddie Bernice Johnson Union Station downtown should be a transportation hub, and that the land around it will be a mixed-use "Convention Center district."

So how do people get from the high-speed rail station in the Cedars to Union Station on the southwest side of downtown?

How about a walkway in the sky? That's what city and North Central Texas Council of Governments staff are proposing, an elevated walkway from the high-speed rail station to EBJ Union station over Interstate 30 and the levees, overlooking Harold Simmons Park.

If that's hard for you to visualize, you're not alone. Instead of a map or rendering, staff presented a video of a footbridge connecting a mall in Dubai to a metro station. Council members began questioning how the walkway would impact economic development and street activation in the Cedars, rather than focusing on the train itself.

Stakeholders in Dallas are also concerned that the train will travel 70 feet above ground downtown, while stations in Fort Worth and Arlington are going to be underground. The Dallas station is slated to be above ground because back in 2020 the Houston leg of the project got federal clearance for a station at that height in the Cedars.

Michael Morris, the council of government's director of transportation, said an underground option would be studied. [Forty-two other alignments](#) have been eliminated since 2020, and getting federal approval for the Dallas-to-Houston station was a laborious process, so it's unclear whether making it an option is realistic at this stage. Morris said that an underground station would have to be buried 17 stories deep, so how much it could really be considered is in serious doubt.

If this project goes forward, Dallas needs to ensure that it is designed in a way that integrates with the city. Having people carried along on a walkway seven stories above the city is not the sort of integration that makes sense. And having them carried out from the depths some 17 stories below is just unrealistic.

## CITY COUNCIL APPROVES EASTSIDE TRANSPORTATION PLAN, RESPONDS TO HANDLEY CONCERNS

By Sandra Sadek

In a first concrete step toward starting work to revitalize Fort Worth's East Lancaster corridor, City Council voted unanimously to adopt the locally preferred alternative for the [Eastside Transportation Plan](#).

This newest plan, the fourth one since 2016, highlighted recommendations such as transit route improvements and roadway modifications slated to spur economic development. However, the plan left [some area residents worried about proposed](#) work in the Historic Handley District.

Residents already voiced concerns during the Jan. 9 public comment council meeting, saying the project lacked transparency and the expansion of East Lancaster Avenue to six lanes in the Handley District would have a significant impact on the historic buildings in the area.

During the Jan. 23 meeting, some of those concerns were echoed once again. About 10 residents spoke at the City Council meeting, either supporting the plan in its totality or asking the city to reconsider some aspects of the plan, specifically outside of Loop 820.

"We just do not need to destroy things that are there and support things that just are not really helpful to us," said Judy Taylor, president of the Handley Neighborhood Association.

But for the majority of speakers — regardless of the concerns with the plan east of Loop 820 — this plan is the first tangible step toward seeing some change along East Lancaster.

"We feel that the concept ... is the best alternative for a world-class redesign that will revitalize and enhance the avenue and hopefully lead to increased economic development opportunities for the East Lancaster corridor," said Bill Schwennsen, board member for the East Fort Worth Business Association.

Although council took a vote that evening adopting the recommendations in the Eastside Transportation Plan, the final decisions for any work done along East Lancaster will come down to the Texas Department of Transportation, which owns the avenue also known as State Highway 180.

In fact, the public comment period is just beginning, said Lauren Prieur, director of transportation for the city of Fort Worth.

"We're very early on in this process. And that is why community engagement matters so much," Prieur said. "There's still time, more to be done and discuss on this corridor. As a team, we are focused on creating a walkable, place-oriented, traffic-calming, noise-mitigating and safer street."

Prieur said the proposed six-lane design for East Lancaster east of Loop 820, which includes Handley, will have to meet the environmental commitments that the city is requesting TxDOT and the North Central Texas Council of Governments respect while in their design process.

This includes staying within the existing right of way to preserve historic and cultural resources like the historic cemeteries, as well as the right of way between the railroad and the avenue. The goal is to accommodate future infill development in the Handley Historic District.

“(Council has) made it very clear that we will not be supporting six lanes,” Mayor Pro Tem Gyna Bivens said. “What I will ask you is, as engaged as you are this evening, stay engaged throughout the process because, as you heard, we’re at the beginning of it right now.”

Council member Chris Nettles, who sits on Trinity Metro’s board of directors alongside council member Michael Crain, said the transit agency is in full support of the plan as well.

The Eastside Transportation Plan is happening in conjunction with TxDOT’s work on [Interstate 30](#) and a regional plan for a [high-speed rail line](#) between Fort Worth and Dallas.

The overhaul of East Lancaster is priced at \$182 million and is now fully funded, from Pine Street to Interstate 820. Construction is expected to start by [2027](#).



## TEXAS DEPARTMENT OF TRANSPORTATION INVESTS \$100 BILLION: BRADLINK'S HELEN CALLIER SHARES STRATEGIES FOR DBE GROWTH

By Len Cal, Bradlink LLC

AUSTIN, Texas, Jan. 25, 2024 /PRNewswire/ -- Helen Callier, president of Bradlink LLC will serve as a panelist during a session at the Texas Department of Transportation Austin District (TxDOT). Bradlink, an industry recognized technical services firm and [DBE certified](#) firm, works on transit, transportation, and aviation projects in [Texas](#). This Information Sessions and Connections Event, scheduled on January 25, 2024, will be held at the TxDOT Austin District Headquarters and will present projects related to [TxDOT receiving an historic Unified Transportation Program \(UTP\) investment of \\$100 billion](#) to improve transportation in Texas.

The event's program is geared toward providing an avenue for TxDOT to meet with DBE and HUB Contractors. Also, with \$8.3 billion being invested in the TxDOT Austin District, Prime Contractors, representatives from the [Associated General Contractors of Texas](#) will be at this information session to meet and explore possible contracting with DBE and [HUB](#) firms.

With 20 years of proven industry experience as a subcontractor and prime in government contracting, [Bradlink](#) is a known leader in markets that engage DBE contractors.

"It's truly an honor to share tips with other small businesses on ways to use their DBE and HUB certifications to grow their business. TxDOT requires help from small businesses to meet growing demands on roads, bridges, and highways in the state. With 1300 people a day moving into Texas, now is a good time to consider TxDOT for growing your small business."

Leveraging the company's State of Texas HUB and DOT DBE certifications assisted Bradlink to be working currently as a prime on Austin ISD Bond Program, supporting key projects at Austin Bergstrom Airport, and providing construction scheduling on the Houston Airport System New Federal Inspection Services Building at Bush IAH as a sub to [Hensel Phelps](#).

"We are thankful for TxDOT inviting Helen Callier, our president to share words of wisdom to small businesses on ways to use their DBE certifications to grow. Texas is a great place to do business and there are millions of dollars at TxDOT to go after." **Moruf Jimoh, AAIA, Technical Manager of Bradlink LLC**

Bradlink's president, Helen Callier, who has been instrumental in building the company, expressed her enthusiasm for the event. She stated, "As we gather at the TxDOT Connections Event, I am excited to share insights with fellow entrepreneurs on unlocking the full potential of their DBE and HUB certifications. Small businesses play a crucial role in shaping the transportation landscape, and together, we can contribute to the growth and development of our great state. Texas offers incredible opportunities, and I look forward to empowering others to seize them with confidence and success."

Bradlink's president, Helen Callier, has been instrumental in building the company. In 2023, her influential expertise earned her a prominent spot on [page 49 of the SBA Small Business National Resource Guide](#), showcasing her as a thought leader in the industry.

## About Helen Callier

Helen Callier, B.S. Mechanical Engineering, Prairie View A&M University and graduate on the Goldmans Sachs 10KSB Program, is President of Bradlink LLC, a Technical Services firm and Founder of [PermitUsNow](#), an industry recognized building permitting and expediting firm headquartered in Texas. Recognized as [HBJ's Women Who Mean Business](#), SBA Women Business Champion, [former State of Texas Commissioner of Texas Department of Licensing and Regulation and](#) serving as Advisory Board Vice Chair for Tri-County Regional Black Chamber of Commerce and Advisory Board Member for [SubCUSA](#), Helen is known as a point guard in the business community. She is a regular blogger, a published author, dynamic speaker, and a valuable contributor in the business community and supporting Texans.

## About Bradlink LLC

Bradlink LLC, with offices in Houston, Austin and Dallas, Texas is a technical services firm that provides program management, building design, permit expediting, construction oversight, and facilities support services primarily to government agencies. Clients of Bradlink include the Houston Airport System, [JACOBS](#), ATKINS, Hensel Phelps, [Austin ISD](#), and the USACE.

Bradlink has received many business awards and recognitions including a recent MWDBE Firm of the Year from the Government Procurement Breakfast Forum and A/E Services Firm of the Year from the Regional Hispanic Contractors Association (RHCA).

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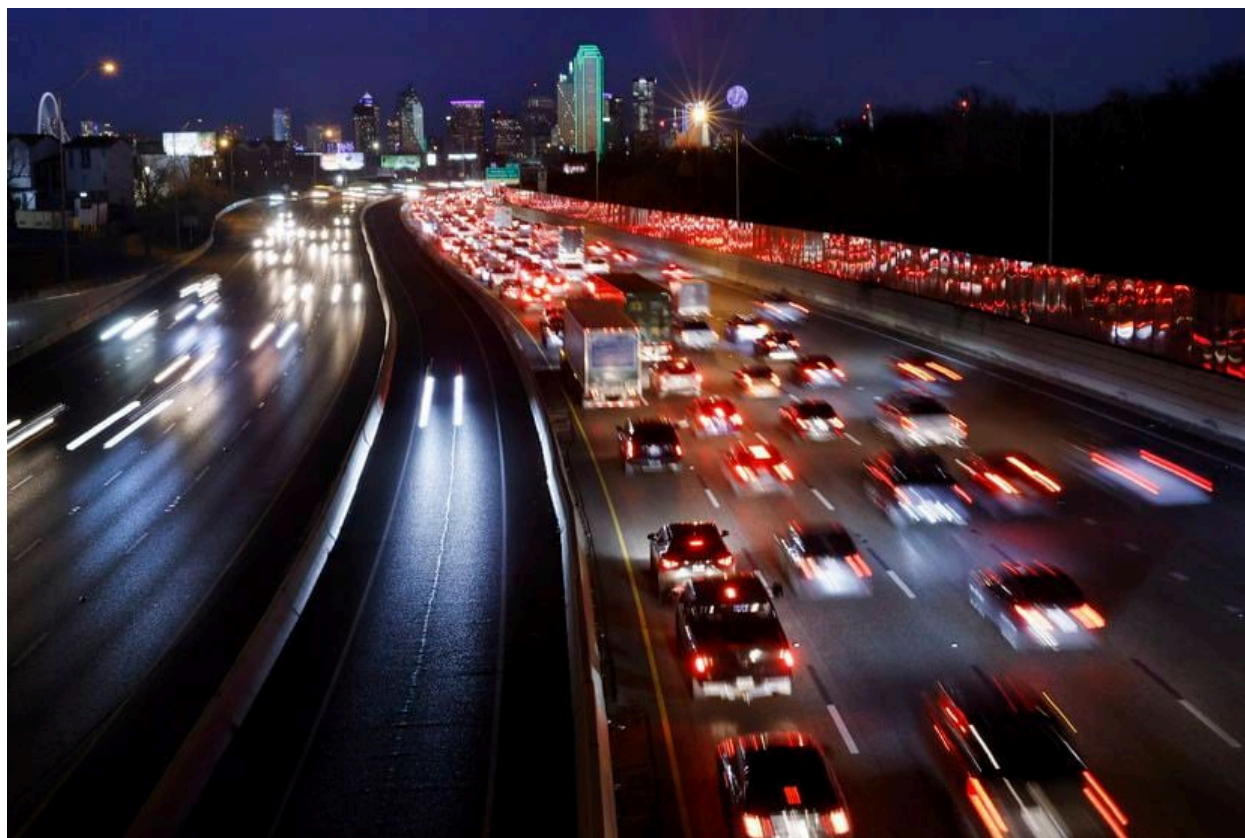
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DALLAS MORNING NEWS

## AI-MANAGED TRANSIT HUB PLAN FOR I-30 IS THE FUTURE OF COMMUTING

Ambitious initiative in North Texas is a step forward in regional transit coordination.

Dallas Morning News Editorial



*Traffic is backed up on eastbound Interstate 30 (right) as it approaches downtown Dallas, January 17 2024. Westbound and the HOV lane are pictured, left. The North Central Texas Council of Governments is planning a regional hub to manage traffic in the I-30 corridor and is seeking a federal grant. (Tom Fox / Staff Photographer)*

On average, North Texas commuters spend close to 70 hours in rush-hour traffic every year, according to a [recent study](#). No wonder we go gaga when we hear there is a technology initiative that can make our driving life easier.

[The North Central Texas Council of Governments](#) wants to create a transit data hub to manage operations and digital infrastructure on Interstate 30, the highway connecting Dallas and Fort Worth. The goal is that someday traffic lights managed by artificial intelligence can speed emergency responses or redirect traffic flow in case of emergencies.

We like the ambition of this plan, which wants to integrate data from the Texas Department of Transportation, the North Texas Tollway Authority and neighboring cities under the same hub. Regional collaboration yields better results.

For this purpose, the NCTCOG's Regional Transportation Council is seeking a \$10 million federal grant. The project would be also funded by \$6 million in regional toll revenue, reports our

colleague Amber Gaudet. The proposal is under approval process this week but is already a sign that transportation officials understand that regional integration is critical and automation is inevitable. A centralized hub to manage traffic information is a key part of this process.

Third-party companies like autonomous vehicle operators would also benefit from a single agreement for tech synchronization, instead of relying on a patchwork of traffic management centers. A self-driving car can communicate with traffic signals to help manage traffic flows, [according to some studies](#). We just need to get [those autonomous vehicles](#) to operate with absolute safety, but that's another story.

If this plan goes forward, the busy I-30 corridor will be the starting point for a larger initiative of managing traffic in Dallas and Fort Worth. Both cities have already been implementing [advanced traffic signal controllers](#) intending to have regional coordination in traffic management.

But getting from point A to B may take a bit longer. Dallas's traffic signals are notoriously old — at least 75% of signals are older than 25 years — and replacing them does not come cheap: \$375,000 each, according to one Dallas official's estimate.

Seattle is already using [AI to optimize traffic management](#) through Google's [Project Green Light](#). Stop-and-go traffic can be reduced by 30%, the company claims. This program is already being tested at 70 intersections in 13 cities around the world.

All of these point to a better future for traffic flows in our area. We only need to keep those lights working in intersections after it rains.

## **CLEBURNE, BURLESON MAYORS CALL FOR UNITY**

By Matt Smith

Both in conquering challenges and creating opportunity, togetherness is the key, Cleburne Mayor Scott Cain and Burleson Mayor Chris Fletcher said.

Both spoke at the Jan. 17 quarterly luncheon of the Johnson County Builder's Association.

"I remember when I first met Mayor Fletcher," Cain said. "It was at a Cleburne Railroaders game, and he asked me, 'What is this Burleson versus Cleburne thing?'"

"And I've got to say that Chris has been very instrumental in getting all of us to work together as a community."

With growth exploding throughout Johnson County, not to mention north Texas, now more than ever is the time for unity, Fletcher said.

"We've got to work together on this stuff," Fletcher said. "We have 200,000 people heading this way according to projections but the issue we have right now is that Johnson County acts like a collection of individual towns."

Cain agreed.

"If we want to compete with Fort Worth and Dallas when it comes to economic development opportunities, we've got to come together as Johnson County," Cain said. "If we don't, when those 200,000 people come, they're going to bring their way of life. So we need to work together to welcome growth but also to ensure that we keep our small town feel and character that we all love."

Both mayors spoke of opportunity as well as steps underway to increase partnership and unity between the county's cities.

"[Johnson County Judge Chris Boedeker] has really stepped up through calling for creation of a county transportation masterplan," Fletcher said. "That is going to be so valuable to us in planning for county growth."

Fletcher talked of the benefit of seeking out matching federal funds for county projects and the benefit of Burleson Councilwoman Victoria Johnson who now also serves as secretary/treasurer of the North Central Texas Council of Governments.

"They're the ones who tell TxDOT where to build," Fletcher said. "But they're also the ones who award federal funds."

Whereas Burleson is blessed when it comes to attracting business by the presence of Interstate 35W, the Chisholm Trail Parkway, which connects Cleburne and Fort Worth, has been a true game changer, Cain said.

"A game changer for the entire county," Cain said. "It starts with roads. If we have the right infrastructure and roads we have the chance of staying ahead of growth. Just go talk to Dallas and Carrollton to see what happens when you don't get your road first on that."

The Johnson County portion of the CTP will soon gain two more lanes, Fletcher said.

A trade school to be built off the toll road will employ 300 and train 5,000 students, Fletcher said.

The school, scheduled to open next year, will not only help train a local work force but also help attract industry to the county. That, in tandem with career tech opportunities available at Cleburne and Burleson high schools further increases such opportunities and possibilities, Cain added.

A website and podcast will help promote amenities and events in towns throughout the county, Fletcher said.

"That's very important," Fletcher said. "What we want to do is highlight what we have in the county. We have great towns, but we have a marketing problem. So we want to come together and help everybody out on this because it makes us all look good."

Cain and Fletcher stressed the importance of county towns working together not only to increase unity but also to find ways to increase efficiency, cut costs and save taxpayer dollars."

To the builders and other business owners at the luncheon, Cain emphasized that business is the primary economic driver.

"The chambers of commerce and the businesses drive our economy and communities," Cain said. "Government's job is to support and try to find creative solutions, but we need to understand that government is not the answer. It has a vital, important role, but it's all about business. You guys are the front line, literally the builders of our communities."

In answering audience member questions, Cain and Fletcher discussed the complex challenges of homelessness, water availability, bond and infrastructure issues.

Though challenges are many, so are opportunities, Cain concluded.

"It's a great day in Johnson County," Cain said.

## **NCTCOG TO PRESENT RECOMMENDATIONS TO IMPROVE TRANSPORTATION BETWEEN DOWNTOWN DALLAS AND FAIR PARK**

**Jan. 25, 2024** (Arlington, TEXAS) – The North Central Texas Council of Governments and community partners will host a public meeting to review draft recommendations of multimodal routes to improve transportation links between downtown Dallas and the Fair Park area at 6 p.m. Tuesday, Jan. 30 at the South Dallas Cultural Center.

The Dallas Central Business District-Fair Park Links Study focuses on multimodal transportation needs from downtown Dallas through Deep Ellum to Fair Park and examines how these important parts of the city are linked, including what combination of transportation choices may work best for the historic area.

Following public outreach last year, including stakeholder engagement and a September public meeting, initial recommendations were developed for roadway, freight, public transit and active transportation options that could better connect these areas. These draft recommendations will be presented at the public meeting for review and comment.

All residents, including those unable to attend the meeting, will have the opportunity to participate in an online mapping activity following the public meeting. This mapping activity will allow users to review the draft recommendations that will be presented at the meeting and provide feedback.

A major focus of this project and study is to reconnect the neighborhoods that were bisected during the construction of Interstate Highway (IH) 30 and IH 345. To achieve this goal, the study is considering new designs for these affected areas.

To participate in the online mapping activity, provide comments or sign up for updates on the Dallas CBD-Fair Park Links Study, visit [www.publicinput.com/fairparklinks](http://www.publicinput.com/fairparklinks).

For special accommodations due to a disability or for language interpretation, contact Amanda Wilson at 817-695-9284 or [awilson@nctcog.org](mailto:awilson@nctcog.org).

<b>Public Meeting Details</b>
6 p.m. Tuesday, Jan. 30, 2024 South Dallas Cultural Center 3400 S. Fitzhugh Ave. Dallas, TX 75210



## FORT WORTH CROSSING GUARDS GET A RAISE; COUNCIL MEMBERS WANT TO DO MORE

By Rachel Behrndt



*John Lyons works as a crossing guard for Parkview Elementary School at the intersection of North Beach Street and Longstraw Drive. He started working as a crossing guard in 2019. (Rachel Behrndt | Fort Worth Report)*

The only thing standing between [Parkview Elementary](#) students and eight lanes of oncoming traffic: crossing guard John Lyons.

Lyons, a retired police officer, lives four blocks away from the Keller ISD school and, for the past five years, has told anyone who asks just how much he loves his job.

“I don’t have any grandchildren, so this is a way for me to get my grandpa fix,” Lyons said.

Despite his best efforts to stop traffic, he can’t count the number of times either he or a child has almost been hit by drivers speeding through the intersection at North Beach Street and Longstraw Drive.

“I can hold up the stop sign — I use the flashlight when it’s a little dark, to try to get people’s attention — but, really, it’s up to these cars,” Lyons said. “If they choose to stop, great. If they don’t, it can get really dicey.”

The Fort Worth City Council voted last Tuesday to amend its contract with [All City Management Services](#) to increase hourly wages for crossing guards from \$12 to \$13.50. The company

contracts with the city of Fort Worth to provide crossing guards to more than 150 schools in 14 school districts.

[Find your nearest crossing guard here](#)

City Council members hope the wage increase will make it easier to fill crossing guard positions, as about 10% go unfilled regularly because of high turnover.

Under the new contract, the city will pay All City Management Services \$3.05 million annually. The company does background checks, training and payroll for the city's crossing guards. The city pays about \$7.53 in overhead for every billable hour crossing guards work.

"That is extremely high," council member Jared Williams, who represents parts of south Fort Worth, said.

Fort Worth plans to seek a new contract with lower overhead costs, which would allow the city to pay crossing guards even more. A request for proposals will be posted by the city soon, said Lara Ingram, a spokesperson for the Transportation and Public Works Department.

### **Fort Worth City Council wants to pay crossing guards more**

State law requires cities to employ crossing guards and maintain intersections, roads and sidewalks surrounding schools. Fort Worth's contract with All City Management Services used to be managed by the Fort Worth police department. In 2022, it became the responsibility of the city's Transportation and Public Works Department.

Rashad Jackson manages the program for the city. Keeping positions filled is especially challenging in north Fort Worth, where hourly wages tend to be higher, Jackson said. The roads there are also often underdeveloped, lacking traffic signals or sidewalks.

"We want to get that corrected by getting to a pay that is kind of fair across the board," Jackson said. "We've been behind ... but we are making steps to make sure that we're getting to a fair wage."

Crossing guards are funded through the [Crime Control and Prevention District](#), a special purpose tax district that funds crime prevention and intervention programs both internally and in partnership with local, registered nonprofits.

At a [November meeting](#) of the Crime Control and Prevention District, council members discussed the crossing guard contract that they eventually approved. Council members asked if the contract could be adjusted to provide crossing guards a \$15.45 hourly wage while maintaining the same annual cost to the city. According to All City Management Services, the change would have resulted in a loss for the company.

Council members also considered moving management of crossing guards within the city. The city began contracting with an outside management company in 2016 after the police department said it lacked the staff and time to manage the program internally.

By Mayor Mattie Parker's math, the city is currently paying \$1.5 million per year for a company to manage the program.

"For \$1.5 million, we could staff that and pay (the crossing guards) more money," Parker said.

Williams agrees that moving the program in-house could be the solution.

"I think it's really important that we're honoring our employees and making sure they're earning a wage that allows them to live in this city," Williams said.

The city did not have enough time to seek a new contract or move management of the program within the city, Ingram said. That process would take several months, she said. Terminating the contract would have left schools without crossing guards, she added. Instead, the city extended its contract with All City Management Services, which included the new hourly wage of \$13.50 per hour.

Lyons, the crossing guard, was present when council members approved the new contract. He supported the increase and asked for more help to keep kids safe on their way to school.

"Nobody wants to stand out in front of cars and try to do this job for \$12 an hour," Lyons told council members.



*John Lyons helps Parkview Elementary School students cross the street on Monday morning, Jan. 29. He uses a stop sign and flashlight to get motorists' attention. (Rachel Behrndt | Fort Worth Report)*

### **'Look at these kids as your own'**

A headstone and flowers mark where, in 2020, a motorcyclist was killed in a crash at Lyon's intersection near Parkview Elementary School. The crash took place during school hours, but kids were not in school at the time, as Keller ISD schools were closed during the COVID-19 pandemic.

"It reminds me every morning how deadly this intersection is," Lyons said.

He has many stories of near-misses and close calls while working as a crossing guard on North Beach Street. Once, he saved a child from getting hit by grabbing the handle of his backpack and pulling him backward seconds before a car sped through the intersection.

Rene Shamlin walks her child through Lyons' intersection every school day. She said she also has nearly been hit multiple times in four years. Lyons wants people to be aware of the dangers and pay more attention to pedestrians walking through intersections.

The city spends millions of dollars through its Safe Routes to School program, funded in part by the [North Central Texas Council of Government](#). The program builds and improves sidewalks, ramps, curbs and signage in neighborhoods around the schools.

As Fort Worth continues to grow south and north, the city is working to keep up, building schools to serve students in the rapidly growing [Crowley](#) and [Northwest ISDs](#).

There are several major roads next to schools in Williams' district, he said.

"This is a part of a larger priority to ensure we're investing in infrastructure that ensures our residents are safe," Williams said.

Despite the city's efforts to raise wages, most crossing guards apply for the job because they want to protect children in their community, Jackson said. The No. 1 thing motorists can do is be aware of their surroundings.

"Look at these kids as your own, and slow down," Jackson said.

Lyons stays involved with Parkview, a Title I school, outside of his job as crossing guard. He attends PTA meetings and school events, regularly receiving tokens of appreciation from parents who drop off gift cards, donuts and coffee. In 2023, he was named crossing guard of the year by All City Management Services, a title he wears proudly on his hat and lanyard.

But it's interactions with the kids that are Lyons' biggest reward, he said.

"That's what makes the job enjoyable," Lyons said. "I know I've gotten them across the street, they can get to school, get them across the street and get them home."

NBC DFW

## **FAIR PARK TO DOWNTOWN DALLAS TRANSPORTATION LINKS PROPOSED AT TUESDAY MEETING**

Regional planners moving out into neighborhoods from downtown freeway replacement plans

By Ken Kalthoff

Some really big changes are coming to the freeways on the southern and eastern ring of Downtown Dallas.

So, transportation planners are looking now at connections in those directions with links to Dallas Fair Park through the Deep Ellum and South Dallas neighborhoods in between.

This presentation with many options will be shown at the South Dallas Cultural Center, 3400 South Fitzhugh Avenue at 6 p.m. Tuesday, Jan. 30.

Regional Transportation Director Michael Morris with the North Central Texas Council of Governments said he has been thinking about Fair Park links for decades and now is the time to make it happen.

"We have a very extensive presentation to the public tonight on lots of different, thoroughfare street, transit, goods movement, bike-ped connections, Fair Park through Deep Ellum to Downtown. It's really exciting," Morris said.

Work underway now on Martin Luther King Boulevard is a sample of what may be much more common in the years ahead.

MLK is being reconstructed adjacent to the removal of the old S.M. Wright Highway 175 Freeway. That highway divided residential streets and replaced homes when it was first built.

At MLK and the old highway, a foundation called [Forest Forward](#) is working to restore and reopen the Forest Theater.

New surface streets will also be constructed adjacent to the new downtown freeways.

"As we redo freeways, we are really looking at how do we reconnect neighborhoods that were separated when the freeways were built back in the 50s and 60s," Dallas City Council Transportation Committee Chairman Omar Narvaez said.

Plans call for the entire I-30 Canyon to be expanded and rebuilt with a deck park crossing over it near a [new Kay Bailey Hutchison Convention Center](#).

The I-345 elevated freeway that separates downtown from Deep Ellum will be [depressed below grade level](#) with new cross streets above.

The new discussion on Tuesday is about extending the transportation links all the way to and around Fair Park.

"Our hope is to create a public sector investment in ground transportation that results in increased public and private sector investment in that part of the community," Morris said.

Business people in those neighborhoods welcome the investment to improve quality of life.



[Southside Steaks and Cakes](#) on Al Lipscomb Way is [a very popular spot](#) but the streets around it are not so great.

"You've got to find a lot of back ways because you just don't have a lot of easy access to the businesses that are here in South Dallas and Fair Park," restaurant owner Nicole Sternes said.

She said the transportation improvements planners have in mind could be exactly what the area needs to improve property values and bring more business but neighbors should have a say in what is done.

"It would raise property taxes and just a better way for even the locals to just get around," Sternes said.

The planners asked for comment at the Tuesday night meeting [and online](#).

## FEDERAL EV CHARGER FUNDING TO 'FILL GAPS' IN UNDERSERVED AREAS, DALLAS OFFICIALS SAY

The 16-county Dallas-Fort Worth region will receive \$15 million to build 100 public EV charging stations.

By Amber Gaudet



*Lori Clark, senior program manager of the Clean Fleet and Energy Program for the North Central Texas Council of Governments and DFW Clean Cities director, speaks Tuesday during a major funding announcement to expand the electric vehicle charging network and establish a heavy truck hydrogen fueling network in Texas. (Juan Figueroa / Staff Photographer)*

Millions in federal grant dollars will fuel the expansion of North Texas's electric vehicle charging network over the next five years — but it won't be just in affluent areas, local leaders promise.

Federal and local officials gathered Tuesday morning to celebrate the \$100 million in funding Texas is gaining from a Federal Highway Administration grant program. That includes \$15 million to install up to 100 charging ports at publicly accessible EV charging stations throughout the 16-county Dallas-Fort Worth region. The effort will be led by the North Texas Council of Governments in tandem with city and regional partners, including the city of Dallas.

Officials say it's an opportunity to bring EV infrastructure to "charging deserts" that have, up until now, been left behind.

"When we were studying all of this, we realized and noticed that there were no electric charging stations anywhere south of [Interstate] 30 here in the city of Dallas," said Omar Narvaez, Dallas City Council member and chair of its transportation and infrastructure committee. "Well, that's



no longer true. We now have them, we're gaining them, and we won't stop until we can make sure that every single historically divested neighborhood in the city of Dallas has access."

Most charging stations are built by private companies and [concentrated in urban shopping centers](#), airports and hotels where people tend to park for long periods. Rural and suburban areas, along with low-income neighborhoods, often lack access — more than 70% of public EV charging ports are in the top fifth of U.S. counties based on income, [one study found](#).

Concerns about a lack of charging access have also dampened electric vehicle adoption, with EVs representing only about 1% of registered vehicles in Texas. Initiatives like these would make the state more EV-friendly, with [another \\$400 million](#) going toward the installation of charging stations every 50 miles along most interstate routes.

Texas is one of 22 states receiving a combined \$623 billion in funds earmarked for advancing President Joe Biden's goal of expanding the network of alternative fuel options across the country.

The council of governments also received \$70 million to build up to five hydrogen fueling stations in the Texas Triangle, which includes Dallas-Fort Worth, Houston, Austin and San Antonio. The stations will create a hydrogen refueling network for medium- and heavy-duty freight trucks at existing Pilot Flying J truck stops along Interstates 10, 35 and 45.

That will allow hydrogen-powered trucks, currently only able to be operated in California and a few East Coast states that have fueling infrastructure, to operate on Texas roadways for the first time.

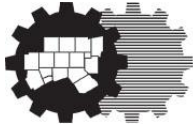
"Texas is really well suited to lead the deployment of hydrogen-powered heavy-duty trucks because of the volume of freight traffic here and the fact that there's extensive hydrogen production capacity in the region," said Carlos Monje, Under Secretary for Transportation Policy in the U.S. Department of Transportation.

Unlike EVs, hydrogen fuel is an alternative energy option that allows freight drivers to maintain the same efficiency they do now, taking only a few minutes to fuel up as opposed to hours of charging.

Projects like these are expected to bring jobs to the region as demand for alternative energy grows, officials say.

"This is creating a ton of jobs by growing the number of jobs in mineral extraction that are needed for EV batteries," Monje said. "Nationwide demand is growing for certified electricians for those EV chargers and [this is] supporting jobs in the automotive manufacturing space."

Exactly where the EV stations will be installed in the region will be determined later in the process. Public meetings will be held in communities where hydrogen stations are to be installed, with private companies investing at least 20% of project costs.



North Central Texas  
Council of Governments

**PRESS RELEASE**  
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## Texas High-Speed Rail Projects Receive Additional Planning Funds

Federal government includes Fort Worth-to-Houston project in Corridor ID Program

**Dec. 8, 2023** (Arlington, TEXAS) – High-speed rail from Fort Worth to Houston took another step forward Friday when the federal government announced the project has been included in the Corridor Identification and Development Program.

Up to \$1 million in additional planning funds will be provided for proposed high-speed rail service along the corridor, the Biden-Harris administration said.

The North Central Texas Council of Governments submitted the Fort Worth-to-Houston project (via Dallas), and Amtrak submitted a separate application for the Dallas-to-Houston line; both applications propose using the corridor that Texas Central received a Record of Decision on from the Federal Railroad Administration between Dallas and Houston. These were among seven high-speed rail projects nationwide awarded planning funding as part of the Corridor ID Program.

NCTCOG has been planning the North Texas line, which would run along Interstate Highway 30 from Fort Worth to Dallas, with a stop in Arlington, and connect to the Dallas-to-Houston project. Through the Dallas-Fort Worth High-Speed Transportation Connections Study, NCTCOG examined 43 potential alignments, with high-speed rail along the IH 30 emerging as the preferred method to connect people seamlessly from throughout the region to the planned Dallas-to-Houston route via a one-seat ride.

The DFW High-Speed Transportation Connections Study is set to move into a National Environmental Policy Act (NEPA) analysis, focusing on route alignment, possible station locations and potential social and environmental impacts.

NCTCOG is working with the Federal Transit Administration on final steps before the Dallas-Fort Worth corridor can advance to the formal NEPA process.

In addition to the planning funds, inclusion in the Corridor ID Program is considered an acknowledgement of the need to advance project development and explore partnership opportunities as well as positioning the project for future federal funding to support design and construction.

The Corridor ID Program is intended to help guide intercity passenger rail development throughout the country and create a pipeline of passenger rail projects ready for implementation, according to the White House.

**About the North Central Texas Council of Governments:**

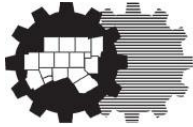
NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development.

NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered in the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 229 member governments including 16 counties, 169 cities, 19 school districts and 27 special districts. For more information on the Transportation Department, visit [www.nctcog.org/trans](http://www.nctcog.org/trans).

**About the Regional Transportation Council:**

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at [www.nctcog.org](http://www.nctcog.org).

###



North Central Texas  
Council of Governments

**PRESS RELEASE**  
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## **NCTCOG Seeking Public Input on Funding for Special Events, Other Planning Initiatives Starting Jan 8**

2024 MLB All-Star Game, 2026 World Cup among events coming to region

**Jan. 8, 2024** (Arlington, TEXAS) – NCTCOG is gathering public input online beginning today on a variety of topics, including special events coming to Tarrant County. Comments on the 2024 Regional Transportation Funding Program and the Dallas-Fort Worth Air Quality Improvement Plan will also be sought. Information about each topic will be posted online for review and comment at [www.publicinput.com/nctcogJan24](http://www.publicinput.com/nctcogJan24) until Feb. 6.

Arlington will host the 2024 Major League Baseball All-Star Game in July and has been named a host for the 2026 FIFA World Cup. The Regional Transportation Council recently took action to support transportation planning efforts related to these events as well as the “Wings Over Cowtown” air show, scheduled for April 2024 at the Naval Air Station Joint Reserve Base Fort Worth.

The 2024 Regional Transportation Funding Program is the culmination of NCTCOG’s efforts in evaluating funding requests from agencies in the Dallas Fort-Worth region. Staff members are proposing to award federal and regional funding to projects across North Texas.

The Dallas-Fort Worth Air Quality Improvement Plan is a regional plan created through the collaboration of local governments to improve air quality, protect public health and address extreme weather events. The development of this plan is supported through a grant from the Environmental Protection Agency’s (EPA) Climate Pollution Reduction Grants program.

Information and resources about Map Your Experience, the Regional Smoking Vehicle Program (RSVP), vehicle incentive and funding opportunities and Try Parking It will also be made available.

For special accommodation due to a disability, language interpretation or to request printed copies of the information, contact Jackie Castillo at 817-695-9255 or [jcastillo@nctcog.org](mailto:jcastillo@nctcog.org) at least 72 hours prior to the deadline. Reasonable accommodation will be made.

### **Public Input Opportunity**

Monday, Jan. 8 - Tuesday, Feb. 6, 2024

To Comment

Website: [www.publicinput.com/nctcogJan24](http://www.publicinput.com/nctcogJan24)

Email: [nctcogJan24@publicinput.com](mailto:nctcogJan24@publicinput.com)

Phone: 855-925-2801 (code: 2205)

Fax: 817-640-3028

Mail: P.O. Box 5888, Arlington, TX, 76005-5888

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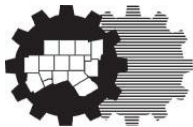
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###



North Central Texas  
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## **NCTCOG to Present Transportation Recommendations for Fair Park Area on Jan. 30**

Online mapping activity to open to residents Jan. 31

**Jan. 25, 2024** (Arlington, TEXAS) – The North Central Texas Council of Governments and community partners will host a public meeting to review recommendations to improve transportation options in the Fair Park area at 6 p.m. Tuesday, Jan. 30 at the South Dallas Cultural Center.

The Dallas Central Business District-Fair Park Links Study focuses on multimodal transportation needs from downtown Dallas through Deep Ellum to Fair Park and examines how these important parts of the city are linked, including what combination of transportation choices may work best for the historic area.

Following extensive public outreach last year, including stakeholder engagement and a September public meeting, initial recommendations were developed for roadways, freight, public transit and active transportation options that could better connect these areas. These recommendations will be presented at the public meeting for review and comment.

All residents, including those unable to attend the meeting will have the opportunity to participate in an online mapping activity beginning Jan. 31. This mapping activity will allow users to review the draft recommendations that will be presented at the meeting.

A major focus of this project and study is to reconnect the neighborhoods that were bisected during the construction of Interstate Highway 30 and IH 345. To achieve this goal, the study is considering new designs for these affected areas.

To participate in the online mapping activity, provide comments or sign up for updates on the Dallas CBD-Fair Park Links Study, visit [www.publicinput.com/fairparklinks](http://www.publicinput.com/fairparklinks).

For special accommodations due to a disability or for language interpretation, contact Amanda Wilson at 817-695-9284 or [awilson@nctcog.org](mailto:awilson@nctcog.org).

<b>Public Meeting Details</b>
6 p.m. Tuesday, Jan. 30, 2024
South Dallas Cultural Center 3400 S. Fitzhugh Ave. Dallas, TX 75210



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###

2024 Strategic Transportation Funding Program  
Draft Recommendations

Implementing Agency	City	Project Name/Facility	Limits	Project Scope	Fiscal Year <sup>1</sup>	Phase	Proposed Funding										Comments
							Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Federal Carbon Reduction Program (CAT 10)	Regional Toll Revenue (RTR)	RTC Local	State	Local	Other	Transportation Development Credits (TDC) <sup>2</sup>	Total Proposed Funding	
Coppell	Coppell	SH 121 Frontage Road	At Eastlake Drive	Construct right turn/deceleration lane to improve safety	2025	C	\$0	\$0	\$0	\$250,000	\$0	\$0	\$62,500	\$0	-	\$312,500	Dallas County RTR (Account 121 DA2) funding
							\$0	\$0	\$0	\$250,000	\$0	\$0	\$62,500	\$0	-	\$312,500	
Dallas	Dallas	Arapaho Road	At Dallas Parkway	Construct intersection improvements including modifications to the westbound left lane, pedestrian crosswalks, and installation of permanent traffic signals	2025	C	\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$300,000	\$0	-	\$1,500,000	Dallas County RTR (Account 121-DA2) funding
							\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$300,000	\$0	-	\$1,500,000	
Dallas	Dallas	Frankford Road	At Campbell Road	Construct intersection improvements including pedestrian crosswalks and reconstruction of existing traffic signals	2025	C	\$0	\$0	\$0	\$400,000	\$0	\$0	\$100,000	\$0	-	\$500,000	Dallas County RTR (Account 121-CC1) funding
							\$0	\$0	\$0	\$400,000	\$0	\$0	\$100,000	\$0	-	\$500,000	
Dallas	Dallas	Frankford Road	At DNT/Dallas Parkway	Construct additional lane on southbound Dallas Pkwy from DNT exit ramp; Construct right turn lane at southbound Dallas Pkwy at Frankford Rd; Improve geometry at northbound Dallas Pkwy at Frankford Rd by adding protective barrier and improve pedestrian infrastructure	2026	R	\$0	\$125,000	\$0	\$0	\$0	\$0	\$0	\$0	25,000	\$125,000	City of Dallas MTP Policy Bundle TDCs to be utilized in lieu of a local match; Funding contingent upon City approval of High-Speed Rail "One Seat Ride" concept and siting plans for future station
				2028	C	\$0	\$1,650,000	\$0	\$0	\$0	\$0	\$0	\$0	330,000	\$1,650,000		
							\$0	\$1,775,000	\$0	\$0	\$0	\$0	\$0	\$0	355,000	\$1,775,000	
Dallas	Dallas	Infrastructure Improvements in Proximity to Forest Theater	Bounded by IH 45, SM Wright, and Peabody Avenue	Construct public parking under IH 45, including lighting and electric vehicle charging stations; Construct intersection improvements at Martin Luther King Jr Blvd and South Harwood Street (enhanced crosswalks, closure of right turn "slip" lane); Construct landscaping/streetscaping enhancements in public right-of-way along S.M. Wright frontage road	2025	C	\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$0	\$0	-	\$5,000,000	Dallas County RTR (Account 121-DA2) funding; Staff proposes that no match be required as project is in an Environmental Justice community; Project facilitates first land use/transportation revitalization effort after S.M. Wright reconstruction completion; Funding contingent upon City approval of High-Speed Rail "One Seat Ride" concept and siting plans for future station
							\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$0	\$0	-	\$5,000,000	
Dallas	Dallas	West Dallas Gateway Project; On Herbert Street	Broadway Avenue to Commerce Street	Construct 0 to 4 lane grade separated roadway with sidewalks and bicycle lanes under the Union Pacific Railroad line	2026	C	\$0	\$0	\$0	\$30,000,000	\$0	\$0	\$26,992,106	\$0	-	\$56,992,106	Dallas County RTR (Account 121-DA2) funding; RTR proposed as design already being done to local standards; Local contribution paid by the City of Dallas (2012 Bond Program); Funding contingent upon City approval of High-Speed Rail "One Seat Ride" concept and siting plans for future station
							\$0	\$0	\$0	\$30,000,000	\$0	\$0	\$26,992,106	\$0	-	\$56,992,106	
Dallas	Dallas	Harry Hines Blvd	Within 1-mile radius around Southwest Medical District/Harry Hines Blvd	Update advanced traffic management system (ATMS) to accommodate and integrate signal preemption and cloud-based improvements to the City's signal system; Construct signal improvements to give emergency vehicles priority in the corridor	2026	E	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	400,000	\$2,000,000	Regional TDCs (Category 2) proposed in lieu of cash match; Funding contingent upon City approval of High-Speed Rail "One Seat Ride" concept and siting plans for future station
				2028	C	\$0	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$0	2,000,000	\$10,000,000		
							\$0	\$12,000,000	\$0	\$0	\$0	\$0	\$0	\$0	2,400,000	\$12,000,000	
Dallas	Dallas	Harry Hines Blvd	At Mockingbird Lane	Construct intersection improvements	2027	C	\$0	\$0	\$0	\$20,000,000	\$0	\$0	\$5,000,000	\$0	-	\$25,000,000	Dallas County RTR (Account 121-DA2) funding; Federal engineering funding already approved by the RTC for this project and proposed to be switched to RTR; Funding contingent upon City approval of High-Speed Rail "One Seat Ride" concept and siting plans for future station
							\$0	\$0	\$0	\$20,000,000	\$0	\$0	\$5,000,000	\$0	-	\$25,000,000	
Dallas	Various	Belt Line Road	At South North Lake Road	Construct right turn/deceleration lane to improve safety	2025	E	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	9,000	\$45,000	City of Irving MTP Policy Bundle TDCs to be utilized in lieu of a local match; Belt Line is within City of Dallas, but impacted neighborhood is located within City of Coppell and City of Irving
				2026	C	\$0	\$450,000	\$0	\$0	\$0	\$0	\$0	\$0	90,000	\$450,000		
							\$0	\$495,000	\$0	\$0	\$0	\$0	\$0	\$0	99,000	\$495,000	
Dallas	Dallas	Thanks-Giving Square Improvements	Specific limits to be determined	Construct roadway and pedestrian improvements to connect Thanks-Giving Square to AT&T Square and Klyde Warren Park	2029	C	\$0	\$0	\$0	\$10,000,000	\$0	\$0	\$0	\$20,000,000	-	\$30,000,000	Dallas County RTR (Account 121-DA2) funding; RTC funding is only for public sector improvements and is contingent on \$20 million contribution from Thanks-Giving Foundation; Funding contingent upon City approval of High-Speed Rail "One Seat Ride" concept and siting plans for future station
							\$0	\$0	\$0	\$10,000,000	\$0	\$0	\$0	\$20,000,000	-	\$30,000,000	
Dallas County	Various	Southern Dallas County Inland Port Local Government Corporation		Facilitate the establishment of a local government corporation designed to support economic development, housing, and transportation needs within the Dallas County Inland Port, including necessary study and coordination to develop long term finance plan	2025	I	\$0	\$0	\$0	\$0	\$1,800,000	\$0	\$0	\$0	-	\$1,800,000	Funding will cover first three years; Local partners will be responsible for identifying sustainable funding after that time; Would be programmed after the Collin County Federal/Local Partnership is finalized and the local funds are transmitted to NCTCOG to replenish the RTC Local pool
							\$0	\$0	\$0	\$0	\$1,800,000	\$0	\$0	\$0	-	\$1,800,000	

1: Funding may be shifted depending on financial constraints and/or project readiness  
2: TDCs are not cash and are not calculated in funding totals

2024 Strategic Transportation Funding Program Draft Recommendations																	
Implementing Agency	City	Project Name/Facility	Limits	Project Scope	Fiscal Year <sup>1</sup>	Phase	Proposed Funding										Comments
							Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Federal Carbon Reduction Program (CAT 10)	Regional Toll Revenue (RTR)	RTC Local	State	Local	Other	Transportation Development Credits (TDC) <sup>2</sup>	Total Proposed Funding	
Dallas County	Various	Sunrise Road	South of Belt Line Road to Ferris (South of Van Road)	Realign and widen 2 lane to 4 lane roadway	2027	C	\$0	\$0	\$0	\$8,300,000	\$0	\$0	\$0	\$0	-	\$8,300,000	Dallas County RTR (Account 121-DA2) funding; Project has been submitted for several past federal discretionary grants, but has not been selected (some applications still pending); RTC previously approved federal funding for pre-construction phases as part of the grant applications, which will be switched out for RTR funding; Local funds on pre-construction phases will serve as match to RTR funds
							\$0	\$0	\$0	\$8,300,000	\$0	\$0	\$0	\$0	-	\$8,300,000	
Dallas County	Various	Belt Line Road/Sunrise Road	Belt Line Road from Alba Road to East of Mason Road and Sunrise Road from Belt Line to South of Belt Line	Belt Line Road: Reconstruct and widen 2 lane to 4 lane roadway and replacement of bridge over Ten Mile Creek; Sunrise Road: Reconstruct and realign 2 lane roadway	2027	C	\$0	\$0	\$0	\$14,850,000	\$0	\$0	\$0	\$0	-	\$14,850,000	Dallas County RTR (Account 121-DA2) funding; Project has been submitted for several past federal discretionary grants, but has not been selected (some applications still pending); RTC previously approved federal funding for pre-construction phases as part of the grant applications, which will be switched out for RTR funding; Local funds on pre-construction phases will serve as match to RTR funds
							\$0	\$0	\$0	\$14,850,000	\$0	\$0	\$0	\$0	-	\$14,850,000	
Rockwall	Rockwall	Village Drive	Laguna Drive to Marina Drive	Reconstruct and widen 2 lane to 4 lane bridge over DGNO RR	2027	C	\$0	\$0	\$0	\$12,000,000	\$0	\$0	\$3,000,000	\$0	-	\$15,000,000	Rockwall County RTR (Account 121-RC1, 121-RC2, and 161-RC2) funding; Staff proposing RTR funds due to roadway not being on the federal-aid highway system; Staff proposes an exchange in which Denton County RTR funds are sent to Rockwall County in exchange for federal funds due to Rockwall's RTR accounts not having sufficient funding to cover this project
							\$0	\$0	\$0	\$12,000,000	\$0	\$0	\$3,000,000	\$0	-	\$15,000,000	
Rowlett	Various	Miller Road	PGBT/SH 190 Frontage Road to Glen Hill Drive	Reconstruct and widen 2 lane to 4 lane divided roadway (including replacing bridge over Lake Ray Hubbard)	2026	E	\$0	\$0	\$0	\$5,000,000		\$0	\$5,120,000	\$0	-	\$10,120,000	Dallas County RTR (Account 121-DA2) funding; Funds would pay for schematic level design to determine scope and feasibility of project; Local contribution to be paid by Dallas County (MCIP funds) and City of Rowlett (required 50% match to County funds)
							\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$5,120,000	\$0	-	\$10,120,000	
TxDOT Dallas	Dallas	IH 30	At Harwood	Construct pedestrian structure over IH 30	2027	C	\$0	\$0	\$0	\$30,000,000	\$0	\$0	\$27,000,000	\$0	-	\$57,000,000	Dallas County RTR (Account 121-DA2) funding; RTC has already committed \$6 million federal to this project as part of Reconnecting Communities grant application (funds to be switched to RTR); Staff proposes a partnership where the RTC covers the funding shortfall (\$30 million) on the deck substructure only and is repaid by the City of Dallas in exchange for participating on the West Dallas Gateway project; \$27 million already committed by the City of Dallas; Funding contingent upon City approval of High-Speed Rail "One Seat Ride" concept and siting plans for future station
							\$0	\$0	\$0	\$30,000,000	\$0	\$0	\$27,000,000	\$0		\$57,000,000	
TxDOT Dallas	Various	IH 35E	At Lake Lewisville	Construct new northbound bridge over Lake Lewisville	2029	C	\$0	\$0	\$0	\$75,000,000	\$0	\$0	\$0	\$0	-	\$75,000,000	Denton County RTR (Account 121-DE1) funding; Proposed partnership with Denton County to fund next increment of improvements on IH 35E
							\$0	\$0	\$0	\$75,000,000	\$0	\$0	\$0	\$0	-	\$75,000,000	
TxDOT Dallas	Various	US 75	Exchange Parkway to US 380	Add ITS fiber optic cable; Install additional CCTV	2026	C	\$2,000,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	-	\$2,500,000	Fills a gap in the ITS system
							\$2,000,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	-	\$2,500,000	
TxDOT Dallas	Various	US 67	Belt Line Road to Ward Road	Installation of new CCTV, DMS, and vehicle detection units	2026	C	\$1,540,000	\$0	\$0	\$0	\$0	\$385,000	\$0	\$0	-	\$1,925,000	Fills a gap in the ITS system
							\$1,540,000	\$0	\$0	\$0	\$0	\$385,000	\$0	\$0	-	\$1,925,000	
TxDOT Dallas	Various	Various	Various locations along IH 30, IH 35E, IH 35W, IH 45, SH 114, SH 183, and US 75	Install new dynamic message signs	2026	C	\$2,000,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	-	\$2,500,000	Fills a gap in the ITS system
							\$2,000,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	-	\$2,500,000	
Fort Worth	Fort Worth	Altamesa/Sublett	Anglin Drive to Dick Price Road	Construct 0 to 4 lane roadway with sidewalks	2025	E	\$0	\$0	\$0	\$0	\$0	\$0	\$4,480,000	\$0	-	\$4,480,000	Part of a proposed bond program partnership between the RTC and Tarrant County; Local contribution for engineering and right-of-way to be paid by Tarrant County; Local match for construction to be paid by Tarrant County (part of 2021 Tarrant County Bond Program)
					2027	R	\$0	\$0	\$0	\$0	\$0	\$2,800,000	\$0	-	\$2,800,000		
					2029	C	\$0	\$15,000,000	\$0	\$0	\$0	\$3,750,000	\$0	-	\$18,750,000		
							\$0	\$15,000,000	\$0	\$0	\$0	\$0	\$11,030,000	\$0	-	\$26,030,000	
Fort Worth	Fort Worth	Bonds Ranch Road	At Bus 287/BNSF/UP RR lines	Construct grade separation at Bus 287 and the BNSF and UP RR lines	2025	E	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000,000	\$0	-	\$6,000,000	Part of a proposed bond program partnership between the RTC and Tarrant County; Local funding for engineering to be contributed by Tarrant County (part of 2021 Tarrant County Bond Program); Other funding for construction is 10% contribution by Burlington Northern Santa Fe (BNSF); Local contribution for construction to be paid by City of Fort Worth and Tarrant County (anticipate at least \$2.5 million each with final amounts to be negotiated); Additional funding may be contributed by TxDOT and/or Union Pacific; Federal discretionary grant to be pursued for remainder of needed construction funding
					2029	C	\$0	\$20,000,000	\$0	\$0	\$0	\$2,000,000	\$5,000,000	\$5,000,000	-	\$32,000,000	
							\$0	\$20,000,000	\$0	\$0	\$0	\$2,000,000	\$11,000,000	\$5,000,000	-	\$38,000,000	

1: Funding may be shifted depending on financial constraints and/or project readiness  
2: TDCs are not cash and are not calculated in funding totals

2024 Strategic Transportation Funding Program Draft Recommendations																	
Implementing Agency	City	Project Name/Facility	Limits	Project Scope	Fiscal Year <sup>1</sup>	Phase	Proposed Funding										Comments
							Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Federal Carbon Reduction Program (CAT 10)	Regional Toll Revenue (RTR)	RTC Local	State	Local	Other	Transportation Development Credits (TDC) <sup>2</sup>	Total Proposed Funding	
Fort Worth	Fort Worth	Westport Parkway	High Mesa to SH 170 Frontage Road	Construct 0 to 4 lane roadway with sidewalks	2025	E	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000	Part of a proposed bond program partnership between the RTC and Tarrant County; Local contribution to be paid by Tarrant County (part of 2021 Tarrant County Bond Program)
					2027	R	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000,000	\$0	-	\$7,000,000	
					2029	C	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$1,250,000	\$0	-	\$6,250,000	
							\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$9,250,000	\$0	-	\$14,250,000	
Fort Worth	Various	Everman Safe Streets Project	Oak Grove Road from Everman Parkway to Forum Way; Everman Parkway from Oak Grove Road to Dan Meyer Drive; Shelby Road from Dan Meyer to Forest Hill Drive; Dan Meyer from Everman to Townley Drive; Townley Drive from Dan Meyer to Race Street; Race Street from Townley Drive to Enon Avenue	Construct various bicycle, pedestrian, and traffic calming improvements, including reduction of lane widths, protected bicycle lanes, sidewalks, crosswalks, and HAWK signals in proximity to 6 schools (Everman HS, Everman Academy HS, Daniel Powell Early Learning Academy, Roy Johnson STEM Academy, JW Bishop Elementary, Hommel Elementary)	2026	E	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	200,000	\$1,000,000	City of Fort Worth MTP Policy Bundle TDCs and regional TDCs to be utilized in lieu of a cash match; Policy Bundle TDCs and regional TDCs to be used for Fort Worth and Everman 50/50 split of funding match on engineering and construction.
					2028	C	\$8,300,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	1,660,000	\$9,300,000	
							\$9,300,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	1,860,000	\$10,300,000	
Fort Worth	Fort Worth	LTJG Barnett	At Naval Air Station Joint Reserve Base (NASJRB) Fort Worth East Gate	Construct second bridge at east entrance to NASJRB	2026	E	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	400,000	\$2,000,000	Regional TDCs (Category 2) to be utilized in lieu of a cash match; Department of Defense funding to be pursued for construction
							\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	400,000	\$2,000,000	
Fort Worth	Fort Worth	Meandering Road	Roberts Cutoff to SH 183	Construct 0 to 2 lane roadway with sidewalks	2026	E	\$0	\$0	\$0	\$400,000	\$0	\$0	\$100,000	\$0	-	\$500,000	Tarrant County RTR (Account 161-TC1) funding
					2028	C	\$0	\$0	\$0	\$2,400,000	\$0	\$0	\$600,000	\$0	-	\$3,000,000	
							\$0	\$0	\$0	\$2,800,000	\$0	\$0	\$700,000	\$0	-	\$3,500,000	
Fort Worth	Fort Worth	Bomber Spur Trail (Southern Section)	Camp Bowie/US 377 to Vickery Blvd	Construct shared use path	2026	E	\$1,125,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	225,000	\$1,125,000	City of Fort Worth MTP Policy Bundle TDCs to be utilized in lieu of a cash match
					2028	C	\$4,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	900,000	\$4,500,000	
							\$5,625,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	1,125,000	\$5,625,000	
Parker County	Weatherford	FM 730	US 180 to IH 20 Frontage Road	Construct 0 to 4 lane divided roadway, including a bridge over Willow Creek	2025	E	\$0	\$0	\$0	\$0	\$0	\$0	\$3,120,000	\$0	-	\$3,120,000	Part of a proposed bond program partnership between the RTC and Parker County; Local contribution for engineering to be paid by Parker County
					2029	C	\$0	\$10,000,000	\$0	\$0	\$0	\$2,500,000	\$0	\$0	-	\$12,500,000	
							\$0	\$10,000,000	\$0	\$0	\$0	\$2,500,000	\$3,120,000	\$0	-	\$15,620,000	
Parker County	Various	FM 5	At Bankhead Drive	Construct intersection improvements, including left and right turn lanes	2025	E	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	-	\$80,000	Part of a proposed bond program partnership between the RTC and Parker County; Local contribution for engineering to be paid by Parker County; ROW to be paid for using TxDOT ROW funds, which will include a local match.
					2026	R	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	-	\$60,000	
					2027	C	\$512,000	\$0	\$0	\$0	\$0	\$128,000	\$0	\$0	-	\$640,000	
							\$512,000	\$0	\$0	\$0	\$0	\$188,000	\$80,000	\$0	-	\$780,000	
Tarrant County	Forest Hill	Forest Hill Drive	Lon Stephenson Road to Shelby Road	Reconstruct and widen from 2 lanes to 4 lanes with signal retiming and intersection improvements	2029	C	\$0	\$20,000,000	\$0	\$0	\$0	\$0	\$0	\$0	4,000,000	\$20,000,000	Regional TDCs (Category 2) to be utilized in lieu of a cash match; Add construction funding for project that is currently being designed (TIP 21013/CSJ 0902-90-224, -225)
							\$0	\$20,000,000	\$0	\$0	\$0	\$0	\$0	\$0	4,000,000	\$20,000,000	
TxDOT Fort Worth	Various	RM 2871	IH 20 to US 377	Reconstruct and widen 2 lane rural to 4 lane divided roadway with sidewalks	2028	C	\$0	\$8,000,000	\$0	\$0	\$0	\$2,000,000	\$10,000,000	\$0	-	\$20,000,000	Part of a proposed bond program partnership between the RTC and Tarrant County; Local contribution to be paid by Tarrant County (part of 2021 Tarrant County Bond Program)
							\$0	\$8,000,000	\$0	\$0	\$0	\$2,000,000	\$10,000,000	\$0	-	\$20,000,000	
TxDOT Fort Worth	Weatherford	IH 20	Bethel Road to Main Street	Construct eastbound entrance ramp from Bethel Road; Construct westbound exit ramp to Bethel Road; Widen existing bridge over Tin Top Road	2025	E	\$0	\$0	\$0	\$0	\$0	\$0	\$3,040,000	\$0	-	\$3,040,000	Local funding to be contributed by Parker County for engineering; Funding contingent upon project being designed to prevent "throwaway" when the larger IH 20 corridor in the area is reconstructed
					2027	C	\$0	\$15,392,000	\$0	\$0	\$0	\$3,848,000	\$0	\$0	-	\$19,240,000	
							\$0	\$15,392,000	\$0	\$0	\$0	\$3,848,000	\$3,040,000	\$0	-	\$22,280,000	
TxDOT Fort Worth	Aledo	FM 1187	FM 5 to Aledo Iona Road	Reconstruct and widen 2 lane to 4 lane roadway with sidewalks	2025	E	\$0	\$0	\$0	\$0	\$0	\$0	\$3,380,000	\$0	-	\$3,380,000	Part of a proposed bond program partnership between the RTC and Parker County; Local contribution for engineering to be paid by Parker County; ROW to be paid for using TxDOT ROW funds, which will include a local match.
					2027	R	\$0	\$0	\$0	\$0	\$270,000	\$0	\$0	-	\$270,000		
					2028	C	\$0	\$19,152,000	\$0	\$0	\$0	\$4,788,000	\$0	\$0	-	\$23,940,000	
							\$0	\$19,152,000	\$0	\$0	\$0	\$5,058,000	\$3,380,000	\$0	-	\$27,590,000	

1: Funding may be shifted depending on financial constraints and/or project readiness  
2: TDCs are not cash and are not calculated in funding totals

2024 Strategic Transportation Funding Program Draft Recommendations																		
Implementing Agency	City	Project Name/Facility	Limits	Project Scope	Fiscal Year <sup>1</sup>	Phase	Proposed Funding										Comments	
							Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Federal Carbon Reduction Program (CAT 10)	Regional Toll Revenue (RTR)	RTC Local	State	Local	Other	Transportation Development Credits (TDC) <sup>2</sup>	Total Proposed Funding		
NCTCOG	Hurst	SH 10/Hurst Blvd	IH 820 to Bell Flight Blvd up to and including Southern Hurst City Limit	Develop economic development plan for the SH 10 corridor in Hurst to determine the best zoning and land use, reduce environmental impacts, and complement transit-oriented development at Trinity Lakes Station and review associated trail connections	2025	E	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	-	\$500,000	Funding is part of a partnership with Hurst on the Trinity Lakes TRE Station; City of Hurst has agreed to permit City of Fort Worth to provide water services to the station; Planning study needed to determine how to best develop land in Hurst adjacent to new Trinity Lakes station along SH 10	
							\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	-	\$500,000		
NCTCOG	Various	Flooded Roads Information Systems Project	Regionwide	Improve roadway safety by providing advance warnings to drivers/vehicles through mobile driving apps and connected vehicle systems; System will focus on alerting users of a high probability of water pooling, ponding, or flooding on roadway surfaces; Includes integration with existing regional flood detection systems and a needs assessment to determine where additional rain sensing infrastructure is needed	2025	I	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	400,000	\$2,000,000	Regional (Category 2) TDCs to be utilized in lieu of a cash match
							\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	400,000	\$2,000,000	
Trinity Metro	Various	New TEXRail Vehicles		Purchase 4 new passenger rail vehicles for TEXRail to enable expansion of service from existing T&P Station to Near Southside Station in the Fort Worth Medical District	2025, 2026	T	\$31,234,636	\$0	\$33,765,364	\$0	\$0	\$0	\$0	\$0	\$0	13,000,000	\$65,000,000	Regional TDCs (Category 2) and Trinity Metro MTP Policy Bundle TDCs to be utilized in lieu of cash match; As part of this partnership, Trinity Metro will provide \$7 million for associated rail yard improvements that are needed; Proposing to use the Western subregion's portion of CRP funds
							\$31,234,636	\$0	\$33,765,364	\$0	\$0	\$0	\$0	\$0	\$0	13,000,000	\$65,000,000	
DART	Various	Trinity Railway Express (TRE) Replacement Vehicles		Purchase 9 replacement vehicles for TRE	2025, 2026	T	\$0	\$30,000,000	\$0	\$0	\$0	\$0	\$60,000,000	\$0	-	\$90,000,000	\$90,000,000	Local contribution to be paid by DART (\$30,000,000) and Trinity Metro (\$30,000,000); CMAQ funding would be split between the Eastern and Western subregions, adhering to RTC-approved split of 31% for the West and 69% for the East; Additional federal discretionary grant funding to be pursued by DART and Trinity Metro
							\$0	\$30,000,000	\$0	\$0	\$0	\$0	\$60,000,000	\$0	-	\$90,000,000	\$90,000,000	
TxDOT Fort Worth	Various	CR 4668	At Bobo's Crossing	Reconstruct 2 to 2 lane roadway, including construction of bridge to elevate the roadway out of the floodplain	2027	C	\$0	\$12,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	2,400,000	\$12,000,000	Regional TDCs (Category 2) to be utilized in lieu of a cash match; Project to raise the roadway out of the 100-year floodplain; TIP 21094/CSJ 0902-20-232
							\$0	\$12,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	2,400,000	\$12,000,000	
TBD	Various	Railroad Crossing Safety Program	Specific locations to be determined	Construct railroad crossing improvements to improve safety	2026	C	\$0	\$0	\$0	\$10,000,000	\$0	\$0	\$2,500,000	\$0	-	\$12,500,000	\$12,500,000	Funding would be split between Western and Eastern Subregions, adhering to RTC-approved split of 31% for the West and 69% for the East; RTR funds would come from Eastern and Western Set Aside accounts; Local match would come from the local government(s) that individual projects are within
							\$0	\$0	\$0	\$10,000,000	\$0	\$0	\$2,500,000	\$0	-	\$12,500,000	\$12,500,000	
TBD	Various	Traffic Signal Equipment Standardization and Upgrade Program	Specific locations to be determined	Construct traffic signal improvements identified in regional traffic signal survey	2026	C	\$0	\$30,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	6,000,000	\$30,000,000	Funding would be split between Western and Eastern Subregions, adhering to RTC-approved split of 31% for the West and 69% for the East; Regional TDCs (Category 2) would be utilized in lieu of cash match
							\$0	\$30,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	6,000,000	\$30,000,000	
							\$52,211,636	\$202,814,000	\$33,765,364	\$224,800,000	\$2,300,000	\$16,979,000	\$182,674,606	\$25,000,000	32,039,000	\$740,544,606		

Funding Summary by Year (RTC Amounts Only)					
	CMAQ	STBG	CRP	RTR	RTC Local
2025	\$0	\$2,045,000	\$26,742,206	\$6,850,000	\$2,300,000
2026	\$38,899,636	\$64,575,000	\$7,023,158	\$45,400,000	\$0
2027	\$512,000	\$27,392,000	\$0	\$85,150,000	\$0
2028	\$12,800,000	\$38,802,000	\$0	\$2,400,000	\$0
2029	\$0	\$70,000,000	\$0	\$85,000,000	\$0
Total	\$52,211,636	\$202,814,000	\$33,765,364	\$224,800,000	\$2,300,000

West/East Split (RTC Amounts Only)				
	West	East	West %	East %
CMAQ	\$46,671,636	\$5,540,000	89.39%	10.61%
STBG	\$147,144,000	\$55,670,000	72.55%	27.45%
CRP	\$33,765,364	\$0	100.00%	0.00%
RTR	\$5,900,000	\$218,900,000	2.62%	97.38%
RTC Local	\$500,000	\$1,800,000	21.74%	78.26%
Overall	\$233,981,000	\$281,910,000	45.35%	54.65%

Notes: East's portion of CRP funds for 2022-2024 has already been programmed

1: Funding may be shifted depending on financial constraints and/or project readiness  
2: TDCs are not cash and are not calculated in funding totals



NCTCOG PRESENTATION

# 2024 STRATEGIC TRANSPORTATION FUNDING PROGRAM

REGIONAL TRANSPORTATION COUNCIL  
FEBRUARY 8, 2024



# BACKGROUND

- Over the past couple of years, numerous funding requests have been received from local governments and transportation agencies.
- These requests have been evaluated by staff for funding consideration.
- These proposed projects meet one or more of the Regional Transportation Council's (RTC) policies or improvements outlined in the Metropolitan Transportation Plan (MTP), implement outcomes of planning activities, and/or assist in reaching the region's federal performance targets.
- The following slides highlight a few of the major projects and partnerships that are being proposed.





# PROPOSED LOCAL BOND PROGRAM PARTNERSHIPS

- Recently, several jurisdictions have passed bond programs to fund transportation projects.
- Tarrant County and Parker County asked the North Central Texas Council of Governments (NCTCOG) to partner on projects of regional interest that are being funded in part through their bond programs.
- Tarrant County projects proposed for regional funding include:
  - Bonds Ranch Rd Grade Separation – \$20M Surface Transportation Block Grant (STBG); Matched with local funds
  - RM 2871 – \$8M STBG; Matched with Texas Department of Transportation (TxDOT) and local funds
- Parker County projects proposed for funding include:
  - FM 1187 – \$19.15M STBG; Matched with TxDOT funds
  - FM 730 – \$10M STBG; Matched with TxDOT funds
- Justification: Leverages local funding, enhances mobility and safety.
- Refer to the project table for a comprehensive list of projects being proposed through this partnership.



# PROPOSED SIGNAL AND RAILROAD CROSSING FUNDING POOLS

- Two programs are being proposed that would provide funds for projects that have come out of completed planning activities.
- Specific projects will be proposed to the RTC in the future.
- Railroad Crossing Safety Program
  - \$10M Regional Toll Revenue (RTR) funds
  - Matched with local funds from project sponsors
- Traffic Signal Equipment Standardization and Upgrade Program
  - \$30M STBG funds
  - Matched with regional Transportation Development Credits (TDC)
- Justification: Addresses safety, mobility, and air quality.



Source: Getty Images



# REGIONAL TRANSIT VEHICLES

- Dallas Area Rapid Transit (DART) and Trinity Metro have requested funding assistance for new and replacement vehicles for the Trinity Railway Express (TRE) and TEXRail lines.
- TRE Vehicles
  - Existing vehicles are nearing the end of their useful life.
  - Proposed Funding:
    - \$30M STBG
    - \$30M from Trinity Metro
    - \$30M from DART
- TEXRail Vehicles
  - New vehicles are needed to enable expansion of service to the Fort Worth Medical District.
  - Proposed funding:
    - \$31.2M CMAQ
    - \$33.8M Carbon Reduction Program (CRP)
    - Matched with regional and Trinity Metro's MTP Policy Bundle TDCs
- Justification: Addresses Transit Asset Management (federal performance measure).



Source: Trinity Metro



# CITY OF DALLAS PARTNERSHIP

- The City of Dallas and NCTCOG have been coordinating on a funding partnership for new projects and for additional funding to address cost overruns on existing projects.
- The following projects are being proposed<sup>1</sup>:
  - West Dallas Gateway/Herbert Street – \$30M RTR
  - IH 30 at Harwood Street Pedestrian Structure – \$30M RTR loan to be paid back over time
  - Harry Hines/Mockingbird Improvements – \$12M STBG, \$20M RTR
  - Thanks-Giving Square Improvements – \$10M RTR, but contingent on private sector contribution of \$20M
  - Forest Theater Infrastructure Improvements – \$5M RTR
  - Frankford at Dallas North Tollway Safety Intersection Improvements - \$1.775M federal
- Overall partnership is contingent on City of Dallas' approval of the “One Seat Ride” concept and Union Station siting plans for High-Speed Rail (projects will be added to the Transportation Improvement Program [TIP] once resolved).

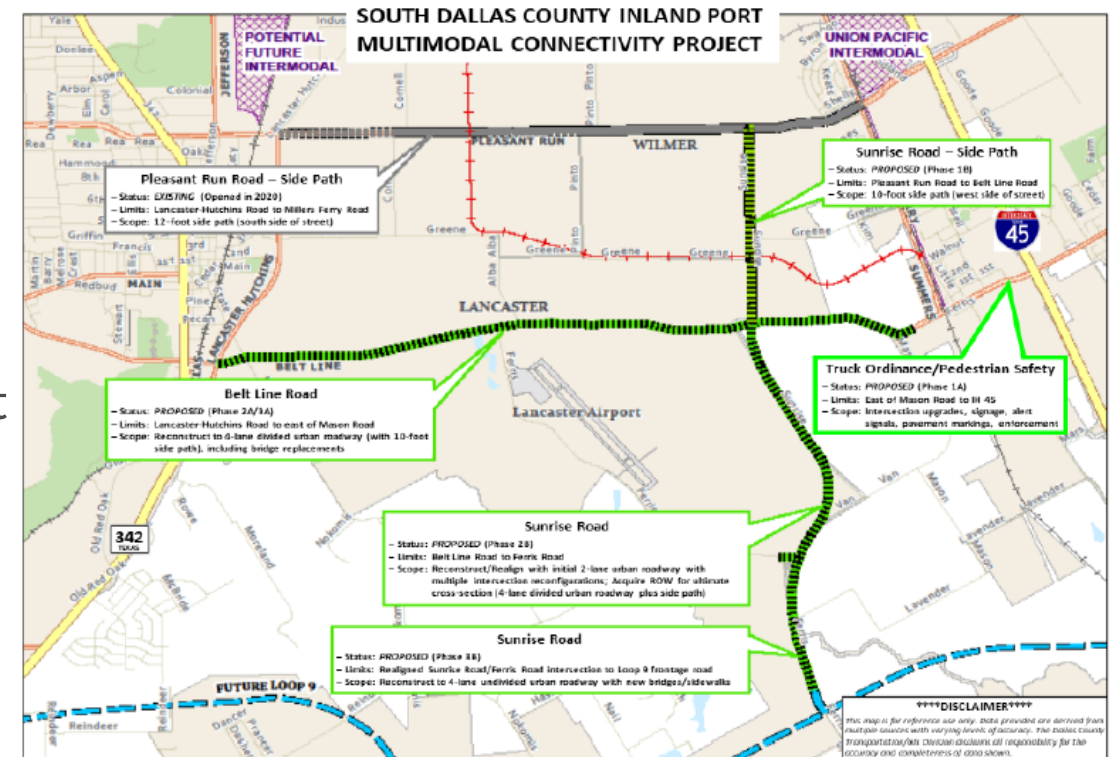
1: There is also a TIP modification request pending to increase funding and change federal funding to RTR for signals damaged in 2019 tornado





# DALLAS COUNTY INLAND PORT

- NCTCOG and local partners in Dallas County have been coordinating on funding for a series of improvements that would facilitate access to and from the Dallas County Inland Port.
- Funding is being proposed for a portion of those improvements.
- Location: Belt Line Road and Sunrise Road
- Proposed Funding:
  - \$23.15M Dallas County RTR
  - Matched with local funds
  - Change existing federal funding for pre-construction phases to RTR to expedite project
- Justification: Enhances freight access, safety, and bicycle/pedestrian connectivity
- Funding to establish an Inland Port Local Government Corporation is also being proposed



# CR 4668 AT BOBO'S CROSSING

- In recent years, flooding has been an issue at this location in Wise County.
- The RTC previously provided design funding for needed improvements.
- Scope: Reconstruct 2 to 2 lane roadway, including construction of bridge to elevate low water crossing out of the 100-year floodplain.
- Proposed Funding:
  - \$12M STBG
  - Matched with regional TDCs
- Justification: Addresses roadway safety and resiliency during major weather events.



Source: Wise County



# SUMMARY OF PROPOSED FUNDING (\$ IN MILLIONS)

Funding Category	Funding Amount	Funding Distribution (West)	Funding Distribution (East)
CMAQ	\$52.21	89%	11%
STBG	\$202.81	73%	27%
CRP	\$33.77	100%	0%
RTR	\$224.8	3%	97%
RTC Local	\$2.3	-	-
Non-RTC <sup>1</sup>	\$224.65	-	-
TDCs <sup>2</sup>	32.04	-	-
<b>Total</b>	<b>\$740.54</b>	<b>45%</b>	<b>55%</b>

1: Includes State, local, and private funding

2: Transportation Development Credits (TDCs) are not cash and do not count in total funding





# SUMMARY OF WEST/EAST FUNDING DISTRIBUTION (\$ IN MILLIONS)

- Since the last major funding initiative (COVID Infrastructure Program), funding has been awarded through TIP actions or other initiatives (e.g., DART and Fort Worth/Trinity Metro Partnerships).
- Additionally, pending cost overrun requests are not yet reflected in the calculation.

Funding Initiative	CMAQ & CRP		STBG	
	West	East	West	East
Approved Funding Since COVID	\$20.53	\$187.07	\$120.32	\$100.7
Strategic Transportation Funding Program (Proposal)	\$80.44	\$5.54	\$147.14	\$55.67
Pending Cost Overrun Requests	\$0	\$0	\$0	\$42.8
<b>Total Funding</b>	<b>\$100.97</b>	<b>\$192.61</b>	<b>\$267.46</b>	<b>\$197.4</b>
<b>Funding Distribution By Category</b>	<b>34%</b>	<b>66%</b>	<b>58%</b>	<b>42%</b>
<b>Funding Distribution (Including RTR)</b>	<b>West – 38%</b>		<b>East – 62%</b>	



# TIMELINE

Meeting/Task	Date
Public Involvement	January 2024
STTC Action	January 26, 2024
RTC Action	February 8, 2024

- For a comprehensive list of project recommendations, please reference the project listing



# PROPOSED ACTION

- RTC approval of:
  - Proposed 2024 Strategic Transportation Funding Program
  - Amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the project funding



# CONTACT/QUESTIONS



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# REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANT PROGRAM – FY 24



JEFFREY C. NEAL – SENIOR PROGRAM MANAGER

REGIONAL TRANSPORTATION COUNCIL (RTC) – ACTION ITEM – February 8, 2024

# NCTCOG Federal Grant Applications

## FY 23 Pending Announcements – Status Update

Grant Program	Application (Project) Name	Award Request	Status
Dept. of Energy/Transportation: "Ride & Drive Electric" Program	<b><i>Planning Resilient Electric Vehicle (EV) Charging in Texas</i></b>	\$ 1.5M	Selection expected <b>Feb 2024</b>
Multimodal Projects Discretionary Grant (MPDG) Program: INFRA/MEGA/RURAL	<b><i>1) INFRA – AllianceTexas Smart Port (Fort Worth) 2) MEGA – US 81/287 North Tarrant Reconstruction 3) INFRA/RURAL – Dallas County Inland Port (DCIP) Multimodal Connectivity</i></b>	1) \$ 80M 2) \$ 115.44M 3) \$ 45M	Selection expected <b>Feb 2024</b>
Reconnecting Communities and Neighborhoods (RCN) Program: Implementation Grants	<b><i>Bridging Highway Divides for DFW Communities:</i></b> <i>a) Klyde Warren Park – Phase 2.0 (KWP2.0) b) Southern Gateway Park – Phase 2.0 (SGP2.0) c) IH 30 Canyon: Dallas Heritage Village/Farmers Market "Tri-Deck" d) SH 5 McKinney – Lower 5 Plaza</i>	\$ 95M	Selection expected <b>Feb 2024</b>
EPA Diesel Emissions Reduction Act (DERA): National Grants Program	<b><i>North Texas Diesel Emissions Reduction (NTDER) Project</i></b>	\$ 3M	Selection expected <b>Mar 2024</b>
Strengthening Mobility & Revolutionizing Transportation (SMART) Grant Program	<b><i>North Texas Minimum Viable Unmanned Traffic Management Infrastructure</i></b>	\$ 2M (Stage 1)	Selection expected <b>Apr 2024</b>
Advanced Transportation Technology & Innovation (ATTAIN) Grant Program	<b><i>IH 30 Regional Technology Corridor &amp; Data Hub</i></b>	\$ 10M	Selection expected <b>Jun 2024</b>

**Post-submittal inquiries from USDOT received & addressed – usually indicates advancement to higher state of review.**



# FY 24 Local & Regional Project Assistance (RAISE) Program

## Solicitation Overview – Notice of Funding Opportunity (NOFO)

### Funding Availability\*

**\$75 Million**

Planning Grants

**\$1.425 Billion**

Capital Grants

**50% / 50%**

Urban / Rural Areas

### Cost Sharing (Federal)

**Up to 80%**

Urban Areas

**Up to 100%**

- a. Rural Areas
- b. Areas of Persistent Poverty
- c. Historically Disadvantaged

### Maximum Award\*

**\$25 Million**

– per Project (All)

**\$225 Million**

– per State ( $\leq 15\%$ )

### Minimum Award

**\$5 Million**

Urban Areas (Capital)

**\$1 Million**

Rural Areas (Capital)

**No Minimum**

Planning Grants

### Other Details

**FY 23 RCN “Reconnecting Extra”** projects with “recommended” overall merit rating & at least one “high” merit criteria score will automatically advance to FY 24 RAISE 2<sup>nd</sup> tier review analysis.

**Application Limit** = Three (3) per Lead Agency

For planning/budget purposes, NOFO provides application, award, obligation, & expenditure deadlines for **FY 24-26 RAISE funding**:

#### **FY 24:**

**Application Deadline – February 28, 2024**

**Award Announcement – June 27, 2024**

**Obligation Deadline – September 30, 2028**

**Expenditure Deadline – September 30, 2033**

#### **FY 25:**

Application Deadline – January 13, 2025

Award Announcement – June 28, 2025

Obligation Deadline – September 30, 2029

Expenditure Deadline – September 30, 2034

#### **FY 26:**

Application Deadline – January 13, 2026

Award Announcement – June 28, 2026

Obligation Deadline – September 30, 2030

Expenditure Deadline – September 30, 2035

### Applicant Eligibility

1. State / Territorial Government (*or political subdivision*)
2. Metropolitan Planning Organization (MPO)
3. Local / Tribal Government (*or political subdivision*)
4. Public Agency / Chartered Authority
5. Public Special Purpose District (*including Port*)
6. Multi-Jurisdictional Group of Above Entities

**BIL – Bipartisan Infrastructure Law**

**RCN – Reconnecting Communities & Neighborhoods Grant Program**

### Project Eligibility

1. Highway, Bridge, or Road (*Title 23*)
2. Public Transportation (*Chapter 53 of Title 49*)
3. Passenger / Freight Rail / Intermodal
4. Port Infrastructure (*incl. inland / land ports of entry*)
5. Airport Surface Transportation (*pt. B, subtitle VII, Title 49*)
6. Stormwater Improvement (*aquatic species habitat*)
7. Tribal Surface Facility (*vested Federal title / maintenance*)
8. TOD / Non-Motorized / Mobility On-Demand

**\* Current NOFO only includes BIL funding/requirements. If FY 24 Appropriations, or other subsequent Acts, provide extra funding or significantly alter requirements, USDOT will release amended NOFO.**

# FY 24 Local & Regional Project Assistance (RAISE) Program *(cont.)*

## Candidate Project List & Details – DRAFT

PROJECT					COST/FUNDING BREAKDOWN						
TITLE	DESCRIPTION/LIMITS	NEW	URBAN/ RURAL	E/W	NON-FEDERAL			FEDERAL			TOTAL COST
					NCTCOG/ TxDOT	Local/Private	%	NCTCOG/ TxDOT	RAISE Grant	%	
Southern Gateway Park – Ph. 2.0 (SGP2.0)	Construct foundational structural, safety, multimodal transport, & hardscape elements to expand SGP to IH 35E/Marsalis Avenue bridge.	NO	URBAN	EAST	N/A	\$25,000,000 <sup>1</sup>	37%	\$17,000,000 <sup>2</sup>	\$25,000,000	63%	\$67,000,000
Klyde Warren Park – Ph 2.0 (KWP2.0)	Construct foundational structural, safety, multimodal transport, & hardscape aspects for West Lawn & Pavilion Deck/2 <sup>nd</sup> Level Plaza.	NO	URBAN	EAST	N/A	\$23,045,600 <sup>3</sup>	29%	\$36,800,000 <sup>4</sup>	\$20,000,000	71%	\$79,845,600
US 377/SH 144 Reconstruction – Granbury	Rebuild US 377 to 6-lanes (Pirate Dr. to Overstreet Blvd.), w/ upgrades to SH 144 interchange, serving safety, mobility, access, & drainage needs.	YES	RURAL	WEST	\$30,000,000 <sup>5</sup>	N/A	24%	\$72,000,000 <sup>6</sup>	\$25,000,000	76%	\$127,000,000
AUTHORED BY NCTCOG / SUBMITTED BY DALLAS COUNTY											
DCIP Multimodal Connectivity	Rebuild Belt Line Rd. & Sunrise Rd. to 4-lane arterials w/ side paths for improved Dallas County Inland Port (DCIP) mobility, safety, & accessibility.	NO	RURAL	EAST	\$36,340,000 <sup>7</sup>	\$17,995,000 <sup>8</sup>	47%	\$9,130,000 <sup>9</sup>	\$25,000,000	53%	\$88,265,000

Designated by USDOT as FY 23 RAISE “Project of Merit” – Resubmittal guaranteed for automatic advancement to FY 24 RAISE 2<sup>nd</sup> tier review analysis.

NOTES – Engineering (E); Right-of-Way Acquisition (R); Utility Relocation (U); Construction (C):

- City of Dallas - \$15,000,000 (C) from 2024 Bond Program; Dallas County - \$5,000,000 (C); RTC (Existing) - \$5,000,000 in Regional Toll Revenue (RTR) funds (C)
- RTC (Existing) - \$7,000,000 (E) in STBG funds; RTC (New) - \$10,000,000 (C) in STBG funds (of which \$5,000,000 replaces TxDOT/Senator West budget rider to be used on Phase 1.0)
- 3-4. Same as FY 23 RCN application (E, U, C)
- RTC/TxDOT (Existing) - \$5,000,000 (E) in Category 2 funds; RTC/TxDOT (New) - \$25,000,000 (R, U, C) in Category 4 funds via future Unified Transportation Program (UTP) allocations
- RTC/TxDOT (Existing) - \$20,000,000 (R, U, C) in Category 2 funds; RTC/TxDOT (New) - \$52,000,000 (R, U, C) in Category 4 funds via future UTP allocations
- RTC (New) - \$36,340,000 (E, R, C) in RTR funds from 2024 Regional Transportation Funding Program (STTC Item #3), plus reduced Transportation Development Credits (TDCs) from 4,510,000 to 3,048,000 (C only)
- Same as FY 23 Multimodal Projects Discretionary Grant (MPDG) application, but reorganized among activity types (E, R, U, C) with extra \$50,000 (E) from City of Lancaster, & \$750,000 (C) from developer
- Reduced STBG funds from \$20,530,000 in MPDG application to \$9,130,000 (C only) due to new RTR funds from 2024 Regional Transportation Funding Program (STTC Item #3)

# **FY 24 Local & Regional Project Assistance (RAISE) Program** *(cont.)*

## **Schedule**

<b>November 30, 2023</b>	<b>FY 24 RAISE Program: Notice of Funding Opportunity (NOFO) Release</b>
January 11, 2024	RTC Information
January 18, 2024	Finalize Candidate Project Details <i>(for posting of STTC Agenda)</i>
January 26, 2024	STTC Action
<b>February 8, 2024</b>	<b>RTC Action</b>
February 14, 2024	RTC Letter of Support Deadline <i>(for projects submitted by partnering agencies, please send requests to Nicholas Allen – <a href="mailto:nallen@nctcog.org">nallen@nctcog.org</a>)</i>
February 22, 2024	Executive Board Action
<b>February 28, 2024</b>	<b>FY 24 RAISE Program: Application Deadline – Grants.gov</b>
June 27, 2024	FY 24 RAISE Program: Award Announcement Deadline

# FY 24 Local & Regional Project Assistance (RAISE) Program *(cont.)*

## Requested RTC Action

### Request approval of:

- **Allocation of previous / new RTC funds:**

- **SGP2.0**

- \$10,000,000 STBG funds – Construction (of which \$5,000,000 replaces TxDOT/Senator West budget rider now targeted for SGP1.0)

- **US 377/SH 114 – Granbury**

- \$72,000,000 in Cat 2/4 funds (\$20,000,000 non-Federal) via future Unified Transportation Program (UTP) allocations

- **DCIP Multimodal Connectivity Project** *(from previous RTC action item)*

- \$36,340,000 RTR funds (2024 Strategic Transportation Funding Program) – Engineering, ROW, & Construction
- Reduction of previously approved STBG funds from \$20,530,000 to \$9,130,000, allocated solely to construction
- Reduction of previously approved TDCs from 4,510,000 to 3,048,000, allocated solely to construction

- **Request for any new funds from local / TxDOT partners, as specified**

- **Proposed projects to submit for funding consideration through FY 24 RAISE Program**

- **Administratively amending NCTCOG & State Transportation Improvement Programs (TIP / STIP), as well as other planning / administrative documents, to include proposed projects if selected for FY 23 / 24 RAISE awards**

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USDOT BIL: <https://www.transportation.gov/bipartisan-infrastructure-law>

USDOT Grant Portal: <https://www.transportation.gov/bipartisan-infrastructure-law/bipartisan-infrastructure-law-grant-programs>

USDOT (Upcoming Schedule of Grant Opportunities): <https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>

USDOT RAISE Grant Program: <https://www.transportation.gov/RAISEgrants>





# Dallas-Fort Worth Air Quality Improvement Plan

## PROPOSED OUTLINE

Prepared by the North Central Texas Council of  
Governments

Contact: [dfwaqip@publicinput.com](mailto:dfwaqip@publicinput.com)

Lead Authors:

January 2024



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## Key Definitions and Acronyms

**Priority Climate Action Plan (PCAP):** a narrative report that includes a focused list of near-term, high-priority, and implementation-ready measures to reduce GHG pollution and an analysis of GHG emissions reductions.

**Comprehensive Climate Action Plan (CCAP):** a narrative report that provides an overview of the grantees' significant GHG sources/sinks and sectors, establishes near-term and long-term GHG emission reduction goals, and provides strategies and identifies measures that address the highest priority sectors to help the grantees meet those goals.

**Greenhouse Gas (GHG) Inventory:** a list of emission sources and sinks, and the associated emissions quantified using standard methods. The PCAP must include a "simplified" inventory (see Section 2.1). The CCAP must include a comprehensive inventory of emissions and sinks for the following sectors: industry, electricity generation/use, transportation, commercial and residential buildings, agriculture, natural and working lands, and waste and materials management.

**Low Income/Disadvantaged Communities (LIDACs):** communities with residents that have low incomes, limited access to resources, and disproportionate exposure to environmental or climate burdens.

Although the Inflation Reduction Act does not formally define LIDACs, the Environmental Protection Agency (EPA) strongly recommends grantees use the [Climate and Economic Justice Screening Tool](#) and the [Environmental Justice Screening and Mapping Tool](#) to identify LIDACs in their communities. These tools identify LIDACs by assessing indicators for categories of burden: air quality, climate change, energy, environmental hazards, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.

## Executive Summary

- *The purpose of and scope of the PCAP*
  - *Will discuss this plan in the context of local air quality nonattainment issues and need for multipollutant air quality improvement*
- *PCAP overview*
  - *Will identify the North Central Texas Council of Governments (NCTCOG) as responsible agency & describe NCTCOG role/responsibilities for regional planning & coordination*
  - *Will discuss specific considerations for PCAP in our Metropolitan Statistical Area (MSA) [e.g., existing plans and processes integrated in the PCAP, existing policy or programmatic context, special interests]*
  - *Will summarize engagement efforts*
- *PCAP elements and key takeaways*
  - *GHG inventory **(required)***
  - *GHG emission projections **(optional) – NOT PLANNED***
  - *GHG reduction targets **(optional) – NOT PLANNED***
  - *GHG reduction measures (priority measures, at a minimum, are **required**)*
  - *Benefits analysis for each measure **(optional) – MINIMAL DISCUSSION PLANNED***
  - *Low Income/Disadvantaged Communities benefits analysis for the PCAP and the measures within it **(required)***
  - *Review of authority to implement for each measure **(required)***
  - *Intersection with Other Funding Availability **(optional) – HOPE TO INCLUDE***
  - *Workforce planning analysis for each measure **(optional) – NOT PLANNED***
  - *Next steps **(optional) – HOPE TO INCLUDE***

## 1 Introduction

- *Will describe NCTCOG role/responsibilities for regional planning & coordination and role as lead agency for PCAP development*
- *Will describe scope of the PCAP (geographic territory and any particular sectors of focus)*
- *Will provide high-level overview of PCAP contents and definitions*

### 1.1 Climate Pollution Reduction Grants Overview

*NCTCOG will include a brief overview of the Climate Pollution Reduction Grants (CPRG) program and discuss the purpose of the PCAP.*

### 1.2 PCAP Overview and Definitions

*NCTCOG will include a brief overview of the PCAP contents along with definitions.*

### 1.3 Scope of the PCAP

*NCTCOG will describe the scope of the PCAP. This will include the geographic territory, or any particular sectors of focus for the PCAP.*

### 1.4 Approach to Developing the PCAP

*Will provide high-level description of approach to developing the PCAP, including:*

- *How the PCAP references previous climate action or related plans or GHG inventories, or builds on other related efforts*

- *Contributing organizations and their role(s) in developing the PCAP (e.g., input provided by local governments on projects of interest, priority project types, etc.)*
- *Identifying and engaging key stakeholders, including LIDAC, and how they provided input into the PCAP development*
- *GHG emissions inventory methods or protocols*
- *Identifying, prioritizing, and selecting measures to include within the PCAP*
- *Quantifying potential measure GHG emission reductions*
- *Understanding existing or needed authority to implement PCAP measures by NCTCOG and partnering or other organizations*

*NCTCOG will describe the approach to stakeholder engagement, which include:*

- *Low income and disadvantaged communities*
- *Community organizations*
- *Municipal governments (not formal PCAP collaborators)*
- *Private businesses*
- *Utilities*
- *Trade associations*

## 2 MSA Context

- *This section will explain the “why” – will describe local context (ozone and particulate nonattainment concerns) and purpose of this plan to achieve multipollutant air quality improvement, reflecting information provided in the Air Quality Workshop at the January Regional Transportation Council meeting.*
- *May reference existing climate action plans adopted by individual jurisdictions in NCTCOG region (e.g., Dallas Comprehensive Environmental and Climate Action Plan)*

## 3 PCAP Elements

### 3.1 Greenhouse Gas (GHG) Inventory (required)

*A simplified GHG inventory for NCTCOG’s region. The GHG inventory will include the following:*

- *Scope*
- *Data review*
- *GHG accounting method*
- *GHG emission results by sector and gas*

*A comprehensive inventory of GHG emissions and sinks by sector are **not** required for the PCAP. A comprehensive inventory will be included in the Comprehensive Action Plan to be submitted in summer 2025.*

### 3.2 GHG Emissions Projections (optional)

***NCTCOG does not intend to develop GHG emissions projections as part of the PCAP.** These projections will be developed as part of the Comprehensive Action Plan to be submitted in summer 2025.*

### 3.3 GHG Reduction Targets *(optional)*

**NCTCOG does not intend to develop GHG emissions projections as part of the PCAP.** These targets will also be developed as part of the Comprehensive Action Plan submitted in summer 2025.

### 3.4 GHG Reduction Measures *(required)*

NCTCOG will describe existing, ongoing regional initiatives, organized by sector (Transportation, Energy, Water/Wastewater, Solid Waste, Agriculture/Forestry/Land Use) that provide air quality benefits to showcase the universe of work being done across the region.

NCTCOG will then identify a set of priority GHG reduction measures in each sector that will be expanded or enhanced over the next five years, including the following information for each measure:

- Estimate of the quantifiable GHG emissions reductions (through 2030 and 2050)
- Implementing agency or agencies
  - NCTCOG will identify that measures will be implemented by local governments within the NCTCOG region, as appropriate. Emphasis will be placed upon the fact that measures listed have been sourced from local jurisdictions that would be in the position of implementing agency, so that there is certainty of regional interest and intent to proceed with the measures described.
- Milestones for obtaining implementing authority, as appropriate
  - All initiatives are voluntary in nature, so no specific authority to implement is needed. A general discussion will be provided to address all measures.
- Implementation schedule and milestones
- Geographic location
  - Most measures will simply be identified as being “within the NCTCOG 16-county region”
- Funding sources (if relevant)
- Metrics for tracking progress
- Applicable Sector (Transportation, Energy, Water/Wastewater, Solid Waste, Agriculture/Forestry/Land Use)
- Estimated cost estimates

### 3.5 Benefits Analysis *(optional)*

NCTCOG will discuss criteria pollutant co-benefits achieved through implementation of the proposed measures. Other broader benefits and disbenefits may also be discussed. This information is optional for the PCAP but is required for the CCAP. Thus, for PCAP purposes, focus will be on discussing air quality co-benefits associated with ozone and particulate matter reductions.

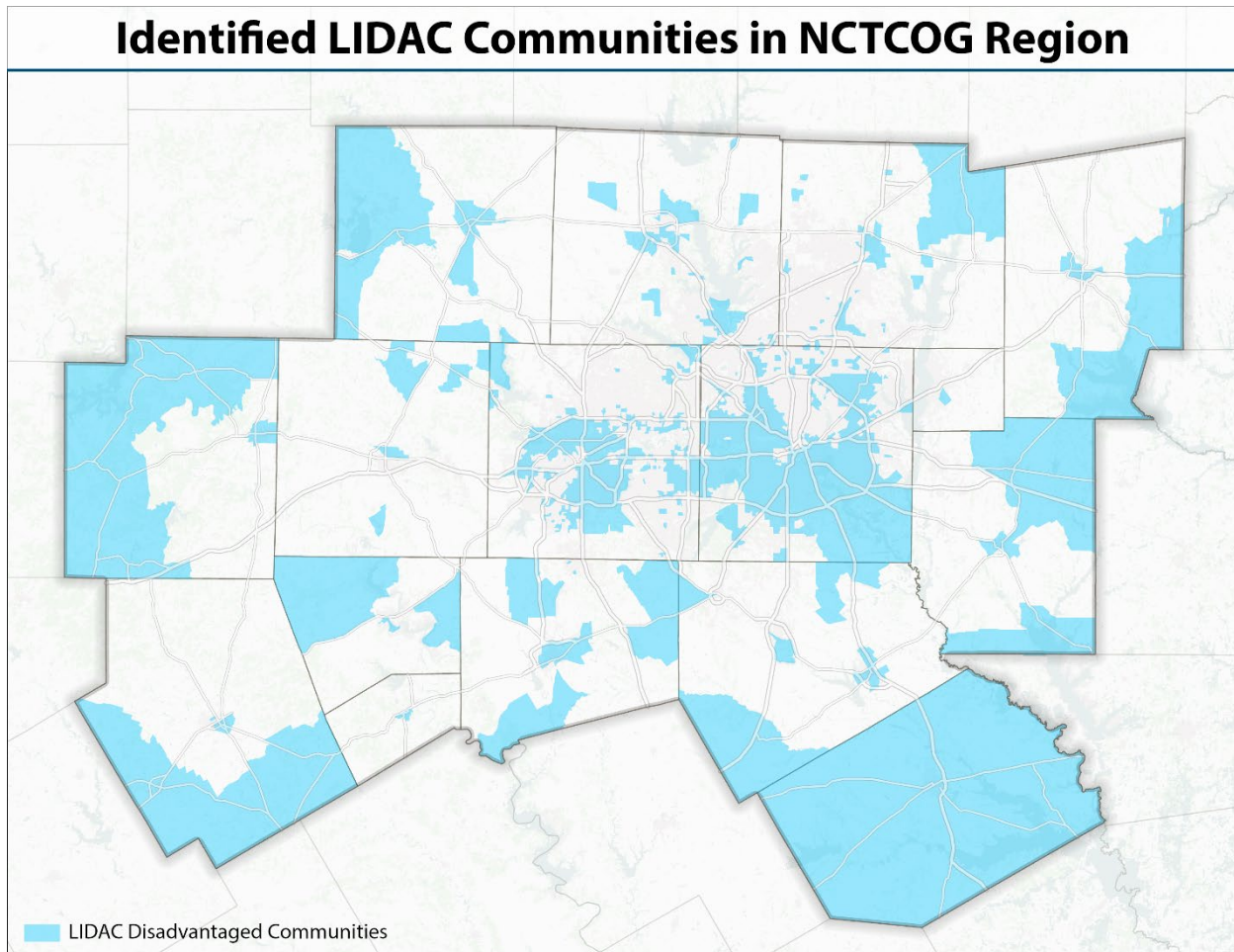
### 3.6 Low Income Disadvantaged Communities Benefits Analysis *(required)*

NCTCOG will describe the benefits of GHG emissions reductions measures to LIDACs in the NCTCOGs geographic area. NCTCOG will include the following steps in LIDAC benefits:

*Identification of LIDACs and Climate Impacts and Risks*

NCTCOG has used the [Climate and Economic Justice Screening Tool](#) and the [Environmental Justice Screening and Mapping Tool](#) to identify LIDACs in Dallas-Fort Worth (DFW) communities. These tools identify LIDACs by assessing indicators for categories of burden: air quality, climate change, energy, environmental hazards, health, housing, legacy pollution, transportation, water and wastewater, and

workforce development. The following map illustrates LIDAC communities based on a combination of both tools per EPA guidance:



NCTCOG will provide a list of identified LIDACs with Census Tract or Census Block ID numbers in an Excel spreadsheet to accompany the map.

NCTCOG will provide a list of existing climate risks, impacts, and vulnerabilities among LIDACs.

#### *Engagement*

NCTCOG will describe engagement with LIDAC communities throughout Plan development, including:

- Public engagement processes (e.g., in person meetings, virtual meetings, response forms, etc.)
- Communication with LIDACs throughout the PCAP planning process
- How we ensured early, frequent, and meaningful engagement
- How we are implementing feedback from LIDACs to incorporate community driven priorities
- How we will minimize any anticipated disbenefits to LIDAC residents

#### *Potential Benefits of Proposed Measures to LIDACs*

NCTCOG will provide a high-level qualitative discussion of benefits that may be realized by LIDAC communities. Suggested benefits to evaluate, per the EPA, are:



- *Improved Health and Well-Being* – improved public health from reductions in criteria air pollutants of local concern (ozone-forming pollutants and fine particulate matter)
- *Economic Development and Job Creation* – workforce development and high-quality job opportunities with emphasis on workers from disadvantaged communities and under-represented small businesses/contractors
- *Increased Access to Service and Amenities* – improved access via expansion of services/amenities to new areas and/or enhanced mobility options to reach services/amenities more easily
- *Increased Resiliency/Ability to Adapt* – increased resilience associated with both GHG reductions and climate adaptation benefits
- *Reduced Costs* – reduced costs, such as energy, fuel, or transportation costs, from efficiency and/or resiliency improvements
- *Increased Safety* – improvements in quality, comfort, and safety of housing, transportation, and community spaces
- *Reduced Noise Pollution* – reduced noise from use of newer, quieter technologies or modifications to buffer noise
- *New Green Space/Community Beautification* – expansion of green spaces or other beautification efforts
- *Increased Awareness/Engagement* – increased public awareness and engagement

### **3.7 Review of Authority to Implement (required)**

All measures included in the DFW Air Quality Improvement Priority Action Plan are either voluntary in nature (e.g., an incentive) or are actions that would be performed by an implementing agency with regard to its own assets (e.g., a municipality/private company installing solar panels on its own buildings). Thus, all measures are within the authority of the implementing agency. No regulatory measures are proposed.

### **3.8 Intersection with Other Funding Availability (optional)**

**NCTCOG hopes to include this if time/resources allow, at least as a high-level qualitative discussion to identify whether a given measure has opportunity for funding under many other federal funding programs or limited federal funding programs.** This section would identify other federal funding opportunities that will support the implementation of PCAP measures. NCTCOG would highlight funding gaps that can best be filled by CPRG. Funding opportunities from the [Bipartisan Infrastructure Law](#) and the [Inflation Reduction Act](#) would be considered. This information is optional for the PCAP but is required for the CCAP.

### **3.9 Workforce Planning Analysis (optional)**

**NCTCOG does not intend to develop GHG emissions projections as part of the PCAP.** This would include an analysis of workforce development activities needed to implement priority measures included in the PCAP. This information is optional for the PCAP but is required for the CCAP. NCTCOG will identify skilled labor shortages, impacts on existing jobs and industries, opportunities for the creation of high-quality jobs, and expanding economic opportunity to underserved workers through activities in the plan.

## **4 Next Steps (optional)**

NCTCOG will identify necessary next steps to develop a CCAP and/or the timeline for the CCAP development, and reference future engagement opportunities or plans.

DALLAS-FORT WORTH AIR QUALITY IMPROVEMENT PLAN - PROPOSED TRANSPORTATION MEASURES													
MEASURE OVERVIEW			FEEDBACK				AIR QUALITY BENEFITS PER UNIT/TYPICAL PROJECT IN METRIC TONNES				EXPECTED DISADVANTAGED COMMUNITY BENEFITS	POTENTIAL IMPLEMENTATION GRANT FUNDING REQUEST	
MEASURE	PROJECTS TO QUANTIFY WITHIN MEASURE	DESCRIPTION	RELATED STRATEGIES PRESENTED IN IMPLEMENTER SURVEY	PERCENTAGE OF RESPONDENTS WHO CONSIDER THIS A PRIORITY	RELATED STRATEGIES PRESENTED IN PUBLIC SURVEY	PERCENTAGE OF RESPONDENTS WHO "AGREE"	ESTIMATED ANNUAL GHG REDUCTION (CO2e)	OXIDES OF NITROGEN	VOLATILE ORGANIC COMPOUNDS	PARTICULATE MATTER 2.5	EXPECTED COMMUNITY BENEFITS	ESTIMATED GRANT ASK (IN MILLIONS) MINIMUM	ESTIMATED GRANT ASK (IN MILLIONS) MAXIMUM
Transit Enhancement Program	Enhance Existing Transit Service	Improve/enhance existing transit service to increase ridership and remove barriers to transit use by upgrading select passenger amenities (e.g. passenger shelters, ADA improvements, etc.) and expanding service (e.g. higher frequencies or additional routes); prioritize improvements in underserved areas and/or on services that improve transit access to major employers.	Reduce single occupancy vehicle trips  Implement higher capacity on-demand/micro transit vehicles  Implement micro transit  Expand public transportation	50%  48%  50%  61%	I would like using public transit to be more convenient.	79%					Economic Development and Job Creation; Improved Health and Well-Being, Increased Access to Service and Amenities, Increased Resiliency/Ability to Adapt; Increased Awareness/Engagement; Reduced Costs	\$ 5	\$ 10
	Expand Vanpool Program	Expand the use of electric vehicles across the regional vanpool program.	Expand vanpool programs(s)	48%	I would like using public transit to be more convenient.	79%					Economic Development and Job Creation; Improved Health and Well-Being, Increased Access to Service and Amenities, Increased Resiliency/Ability to Adapt	\$ -	\$ -
	Subsidize Transit Passes	Provide funding to local governments/transit agencies to subsidize transit passes. Passes could be provided to individuals or businesses. Would include funding for outreach and education.	Subsidize individuals' cost of public transportation  Create an educational campaign to increase transit ridership	43%  50%	I would like public transit to cost less.	43%					Reduced Costs, Improved Health and Well-Being, Increased Resiliency/Ability to Adapt, Economic Development and Job Creation, Increased Access to Service and Amenities; Increased Awareness/Engagement	\$ -	\$ -
Transit Planning Program	Develop Regional Transit Plan	Identify service gaps and offer recommendations to expand on public and active transit routes and grow regional transit fund.	Develop regional transit plan	57%	I would like using public transit to be more convenient.	79%					Economic Development and Job Creation; Improved Health and Well-Being, Increased Access to Service and Amenities, Increased Resiliency/Ability to Adapt; Increased Awareness/Engagement; Reduced Costs	\$ -	\$ -
Active Transportation Program	Develop Mobility Hubs & Transit-Oriented Developments	Mobility hubs for walkable multi-modal connections; Transit oriented development support	Add more walkable, dense, mixed-use centers	57%	I would like using public transit to be more convenient.	79%					Economic Development and Job Creation; Improved Health and Well-Being, Increased Access to Service and Amenities, Increased Resiliency/Ability to Adapt; Increased Awareness/Engagement	\$ 10	\$ 25
	Improve/Expand Bicycle and Pedestrian Facilities	Provide on-street bikeways; provide off-street facilities such as trails and sidewalks. Includes supporting the Safe Routes to Schools Program	Improve/expand sidewalk infrastructure  Install more safe bike facilities  Add shade to bike lanes or sidewalks (solar, trees, etc.)  Expand the Safe Routes to Schools program	68%  64%  55%  59%	We need to improve our sidewalks/bicycle routes (add safety measures, and shade).	89%					Economic Development and Job Creation; Improved Health and Well-Being, Increased Access to Service and Amenities, Increased Resiliency/Ability to Adapt, Increased Safety; Increased Awareness/Engagement ; Reduced Noise Pollution		
Green Purchasing/ Green Construction Program	Green Purchasing/Green Construction Program	Use low-embodied carbon, recycled content, and/or high-efficiency materials (e.g. materials that extend the life of projects and reduce the frequency of necessary construction/maintenance). Employ reduced-emission construction methods (e.g. low-emission equipment), materials (e.g. low-emission or high-albedo coatings/surfaces), or management practices (e.g. tools/field work improving oversight and efficiency).	Create green purchasing policy  Deploy urban heat island mitigation strategies	50%  76%	N/A	N/A					Economic Development and Job Creation; Increased Resiliency/Ability to Adapt; Improved Health and Well Being	\$ 10	\$ 20



DALLAS-FORT WORTH AIR QUALITY IMPROVEMENT PLAN - PROPOSED TRANSPORTATION MEASURES													
MEASURE OVERVIEW			FEEDBACK				AIR QUALITY BENEFITS PER UNIT/TYPICAL PROJECT IN METRIC TONNES				EXPECTED DISADVANTAGED COMMUNITY BENEFITS	POTENTIAL IMPLEMENTATION GRANT FUNDING REQUEST	
MEASURE	PROJECTS TO QUANTIFY WITHIN MEASURE	DESCRIPTION	RELATED STRATEGIES PRESENTED IN IMPLEMENTER SURVEY	PERCENTAGE OF RESPONDENTS WHO CONSIDER THIS A PRIORITY	RELATED STRATEGIES PRESENTED IN PUBLIC SURVEY	PERCENTAGE OF RESPONDENTS WHO "AGREE"	ESTIMATED ANNUAL GHG REDUCTION (CO2e)	ESTIMATED ANNUAL CRITERIA POLLUTANT REDUCTION			EXPECTED COMMUNITY BENEFITS	ESTIMATED GRANT ASK (IN MILLIONS) MINIMUM	ESTIMATED GRANT ASK (IN MILLIONS) MAXIMUM
								OXIDES OF NITROGEN	VOLATILE ORGANIC COMPOUNDS	PARTICULATE MATTER 2.5			
Urban Heat Island and Green Spaces Program	Expand Use of Landscaping, Vegetation, and Tree Cover	Enhance transportation right-of-way with trees, vegetation, and other landscaping that facilitate more active transportation, reduce urban heat island, and also buffer stormwater and drainage issues through bioswales or other similar methods.	Develop markets for materials and products with low embodied carbon	35%	We have a flooding problem.	50%					New Green Space/Community Beautification; Increased Resiliency/Ability to Adapt; Improved Health and Well-Being	\$15	\$20
			Modify construction process/materials to reduce emissions impacts	52%									
	Develop Parks/Plazas/Open Spaces	Develop parks, plazas, and open spaces in developed spaces, especially in areas where such green spaces can help provide multimodal connections (e.g. deck parks that enable connectivity across transportation infrastructure)	Increase public green spaces	94%	We do not have enough public parks/green spaces.	76%					New Green Space/Community Beautification; Increased Resiliency/Ability to Adapt; Improved Health and Well-Being; Increased Awareness/Engagement ; Increased Resiliency/Ability to Adapt		
			Expand urban forests	82%	We have too much parking/concrete.	81%							
	Preserve Existing Green Spaces	Preserve existing green spaces and tree cover	Increase public green spaces	94%	We have too much parking/concrete.	81%					New Green Space/Community Beautification; Increased Resiliency/Ability to Adapt; Improved Health and Well-Being	\$-	\$-
			Expand urban forests	82%	We do not have enough public parks/green spaces.	76%							
Enhanced Regional Traffic Signal Timing Program	Upgrade Traffic Signal Equipment	Upgrade traffic signals in the region based on the inventory that identified those not meeting our minimum equipment regional standard.  At a minimum, upgrade all signals identified as not meeting regional standard based on NCTCOG's inventory that are the jurisdiction of local governments .  Could include utilization of Advanced Traffic Management System (ATMS) and/or battery backup for traffic signals.	Upgrade traffic signals in the region	64%	We should time traffic signals better so traffic flows more freely.	91%					Increased Access to Service and Amenities; Economic Development and Job Creation, Increased Safety, Reduced Costs	\$10	\$25
	Bus Signal Prioritization	Deploy new features to improve transit operations, including traffic signal priority and bus priority lanes.	Create bus/transit only lanes	25%	I would like using public transit to be more convenient.	79%					Increased Access to Service and Amenities; Economic Development and Job Creation, Increased Safety, Reduced Costs; Increased Resiliency/Ability to Adapt; Increased Awareness/Engagement		
			Expand public transportation	61%	Roadways should be improved to help traffic flow (add turn lanes, roundabouts, remove forced merges, etc.).	88%							
	Improve Signal Timing in the Region	Adjustment of timing plans of traffic signals at intersections to optimize traffic flow and improve overall efficiency.	Upgrade traffic signals in the region	64%	We should time traffic signals better so traffic flows more freely.	91%					Increased Access to Service and Amenities; Economic Development and Job Creation, Increased Safety, Reduced Costs; Increased Resiliency/Ability to Adapt; Improved Health and Well-Being; Reduced Costs		

DALLAS-FORT WORTH AIR QUALITY IMPROVEMENT PLAN - PROPOSED TRANSPORTATION MEASURES													
MEASURE OVERVIEW			FEEDBACK				AIR QUALITY BENEFITS PER UNIT/TYPICAL PROJECT IN METRIC TONNES				EXPECTED DISADVANTAGED COMMUNITY BENEFITS	POTENTIAL IMPLEMENTATION GRANT FUNDING REQUEST	
MEASURE	PROJECTS TO QUANTIFY WITHIN MEASURE	DESCRIPTION	RELATED STRATEGIES PRESENTED IN IMPLEMENTER SURVEY	PERCENTAGE OF RESPONDENTS WHO CONSIDER THIS A PRIORITY	RELATED STRATEGIES PRESENTED IN PUBLIC SURVEY	PERCENTAGE OF RESPONDENTS WHO "AGREE"	ESTIMATED ANNUAL GHG REDUCTION (CO2e)	OXIDES OF NITROGEN	VOLATILE ORGANIC COMPOUNDS	PARTICULATE MATTER 2.5	EXPECTED COMMUNITY BENEFITS	ESTIMATED GRANT ASK (IN MILLIONS) MINIMUM	ESTIMATED GRANT ASK (IN MILLIONS) MAXIMUM
Transportation System & Truck/Rail Flow Optimization Program	Roadway Improvements	Update Roadways to Minimize Idling and Improve Safety through features such as (improved alignments, roundabouts, dedicated turn lanes, etc.)	Update roadways to minimize idling and improve safety	61%	Roadways should be improved to help traffic flow (add turn lanes, roundabouts, remove forced merges, etc.).  We should upgrade railroad crossings to minimize cars idling and improve safety.	88%  80%					Increased Access to Service and Amenities; Economic Development and Job Creation, Increased Safety, Reduced Costs; Increased Resiliency/Ability to Adapt; Improved Health and Well-Being; Reduced Costs	\$20	\$30
	Technology and Multimodal Connectivity Improvements	Expand use of transportation technologies (e.g. connected infrastructure elements) and improve efficiency of traffic flow through multimodal connections (e.g. from road to rail) with emphasis on freight traffic. Examples could include traffic signal timing to clear truck queues.	Identify optimization for intermodal facilities	50%	There is too much traffic congestion in our region.	93%					Increased Access to Service and Amenities; Economic Development and Job Creation, Increased Safety, Reduced Costs; Increased Resiliency/Ability to Adapt; Improved Health and Well-Being; Reduced Noise Pollution		
	Grade Separations	Construct overpasses or underpasses to separate at-grade intersections (either roadway intersections or road-rail intersections), with priority on locations of substantial freight congestion	Eliminate rail grade crossings	39%	We should upgrade railroad crossings to minimize cars idling and improve safety.	80%					Increased Access to Service and Amenities; Economic Development and Job Creation, Increased Safety, Reduced Costs; Increased Resiliency/Ability to Adapt; Improved Health and Well-Being; Reduced Noise Pollution		
Vehicle Miles Traveled Reduction Program	Improve Job-Housing-Transportation Balance	Provide incentives for construction of new housing near public transit locations and in close proximity to major new employment centers	Improve housing-transportation balance  Add more walkable, dense, mixed-use centers	36%  57%	I would like using public transit to be more convenient.	79%					Economic Development and Job Creation; Improved Health and Well-Being; Increased Access to Service and Amenities; Increased Resiliency/Ability to Adapt; Increased Awareness/Engagement	\$-	\$-
	Provide Incentives to Encourage Commuting During Off-Peak Times or Working Remote	Incentives to encourage commuting during "off-peak times", hybrid work and/or other modes of transportation.	Incentivize delivery drivers during off-peak times  Provide incentives to encourage off-peak commutes or working remote  Reduce single occupancy vehicle trips	39% 45% 50%	When possible, employers should let employees work from home or commute during "off-peak hours" to reduce congestion.  There is too much traffic congestion in our region.□	88%  93%					Economic Development and Job Creation; Improved Health and Well-Being; Increased Resiliency/Ability to Adapt; Increased Safety	\$-	\$-
	Utilize Smart Infrastructure to Improve Operations	Install ground-based sensors that can be integrated into a public network.  Includes the North Texas Minimum Viable Unmanned Traffic Management Infrastructure Project	N/A	N/A	N/A	N/A					Economic Development and Job Creation; Increased Resiliency/Ability to Adapt; Improved Health and Well-Being	\$-	\$-
Green Airport Planning Program	Increase Education/Best Practices for Green Airports	Includes pursuing Carbon-Neutral Airport Accreditation, integrate environmental sustainability into airport contracts, and implementing practices to reduce carbon.	Pursue carbon-neutral airport accreditation	18%	Airports should reduce emissions through utilizing fuels that pollute less.	81%					Economic Development and Job Creation, Increased Safety, Increased Resiliency/Ability to Adapt	\$-	\$-
LED Streetlighting Program	Retrofit Streetlights with LEDS	Replace older technology streetlights with LED lighting. May be limited to streetlights owned by local governments.	Retrofit lighting with light-emitting diodes (LED)	58%	Industrial facilities should find ways to reduce emissions and decrease energy consumption.	91%					Reduced Costs; Economic Development and Job Creation; Increased Resiliency/Ability to Adapt; Improved Health and Well Being	\$5	\$5

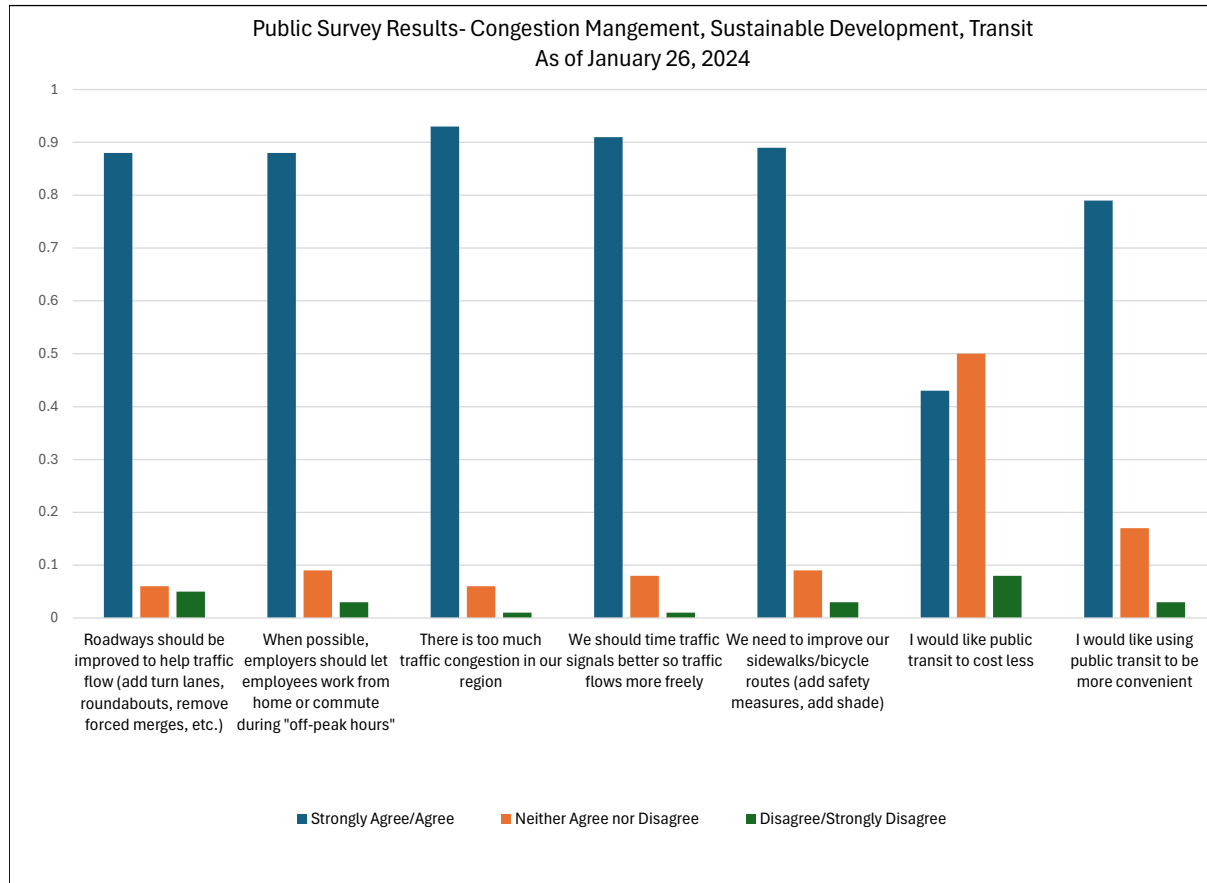
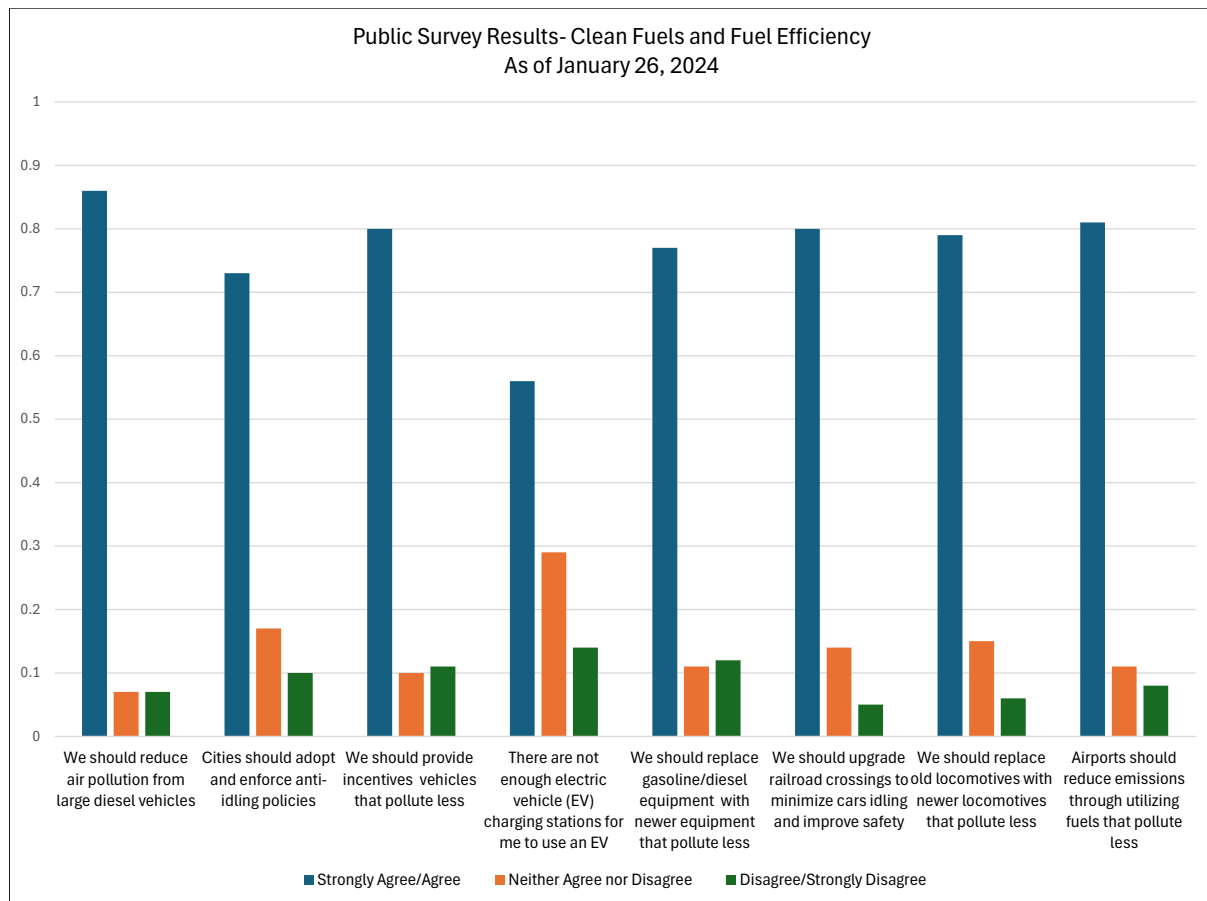


DALLAS-FORT WORTH AIR QUALITY IMPROVEMENT PLAN - PROPOSED TRANSPORTATION MEASURES													
MEASURE OVERVIEW			FEEDBACK				AIR QUALITY BENEFITS PER UNIT/TYPICAL PROJECT IN METRIC TONNES			EXPECTED DISADVANTAGED COMMUNITY BENEFITS	POTENTIAL IMPLEMENTATION GRANT FUNDING REQUEST		
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Clean Vehicles and Equipment Program	Heavy-Duty Hydrogen Pilot Program	Facilitate leases and/or purchases of hydrogen fuel cell vehicles to be used in and around the NCTCOG area, potentially in partnership with a truck leasing company. Include fueling infrastructure to support leased vehicles. Emphasize medium- and heavy-duty trucks.	Build infrastructure to support use of low emission fleet vehicles  Decarbonize fleets	84%  70%	We should reduce air pollution from large diesel vehicles	86%					Economic Development and Job Creation; Improved Health and Well-Being; Increased Resiliency/Ability to Adapt; Reduced Noise Pollution	\$ 30	\$ 50
	Zero- and Near-Zero Freight and Work Truck/Bus Program	Provide incentives to cover the incremental cost of purchasing hybrid, plug-in hybrid, or electric drivetrain vehicles/technologies in the work truck (e.g. freight trucks, utility trucks, refuse trucks, dump trucks, contractor pickup trucks, etc.), and associated infrastructure if needed.	Decarbonize fleets Provide incentives for Auxiliary Power Units on trucks	70% 50%	We should provide incentives for those with vehicles that don't pollute very much.	80%					Economic Development and Job Creation; Improved Health and Well-Being;Increased Resiliency/Ability to Adapt; Reduced Noise Pollution		
		Provide funding to replace medium- and heavy-duty vehicles and equipment with newer, cleaner ones. Includes infrastructure costs as needed.	Replace heavy-duty diesel vehicles with newer ones which meet newer emission standards  Decarbonize fleets	66% 70%	We should reduce air pollution from large diesel vehicles.  We should provide incentives for those with vehicles that don't pollute very much.	86% 80%					Economic Development and Job Creation; Improved Health and Well-Being; Increased Resiliency/Ability to Adapt; Reduced Noise Pollution		
		Fund the development of heavy-duty truck charging hubs.	Build infrastructure to support use of low emission fleet vehicles	84%	We should reduce air pollution from large diesel vehicles	86%					Economic Development and Job Creation; Improved Health and Well-Being; Increased Resiliency/Ability to Adapt; Reduced Noise Pollution		
	Add Wayside Power for Rail Operations	Add wayside power to enable rail engines to power down when out of service.	Adopt clean locomotive technology  Restrict locomotive idling	39% 39%	We should replace old locomotives with newer locomotives that pollute less.	79%					Improved Health and Well-Being, Increased Resiliency/Ability to Adapt; Reduced Noise Pollution		
	Replace/Improve Diesel Locomotives	Provide incentives to replace/upgrade/improve old, high-emitting diesel locomotives.	Adopt clean locomotive technology	39%	We should replace old locomotives with newer locomotives that pollute less.  We should replace gasoline and diesel equipment (ex: lawn, construction) with newer equipment that doesn't pollute as much	79% 77%					Improved Health and Well-Being, Increased Resiliency/Ability to Adapt		
	Low-Emission Non-Road Equipment Program	Provide Incentives for Alternative Fuel and Advanced Technologies for Non-Road Equipment including lawn equipment, ground support equipment, rubber-tire gantry cranes, airplanes etc.  Could also include local governments providing rebates to residents for the replacement of gas powered lawn equipment with electric models.	Decarbonize lawn equipment  Decarbonize ground support equipment  Decarbonize fleets  Incentivize energy efficient or alternative fuel construction equipment	43% 23% 70% 52%	We should replace gasoline and diesel equipment (ex: lawn, construction) with newer equipment that doesn't pollute as much.	77%					Economic Development and Job Creation; Improved Health and Well-Being; Increased Resiliency/Ability to Adapt; Reduced Noise Pollution; Reduced Costs		
	Public Sector Fleet Transition Program	Provide funding for public entity fleet transitions, with priority to those who are adopting a new fleet tech for the first time, or in a new segment or hard-to-reach segment of operation (e.g. non-revenue vehicles in transit agencies, 'white fleets' for school districts, older non-diesel vehicles that don't qualify for diesel replacement programs, etc.). Includes infrastructure.	Decarbonize fleets Increase EV adoption among commercial vehicle fleets (Freight, contractors, etc..)  Increase EV adoption among local government fleets  Provide local EV rebates to fleets  Replace heavy-duty diesel vehicles with newer ones which meet newer emission standards	70% 64% 70% 55% 66%	We should provide incentives for those with vehicles that don't pollute very much.	80%					Economic Development and Job Creation; Improved Health and Well-Being; Increased Resiliency/Ability to Adapt; Reduced Noise Pollution		

DALLAS-FORT WORTH AIR QUALITY IMPROVEMENT PLAN - PROPOSED TRANSPORTATION MEASURES													
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Low Carbon Liquid Fuels Program	Build Infrastructure to Enable Use of Low-Carbon Liquid Fuels	Provide incentives to assist with building ethanol, biodiesel, renewable diesel, and/or renewable gasoline facilities.	Decarbonize fleets  Incentivize renewable diesel usage  Build infrastructure to support use of low emission fleet vehicles	70% 43% 84%	We should provide incentives for those with vehicles that don't pollute very much.	80%					Economic Development and Job Creation; Increased Resiliency/Ability to Adapt; Reduced Costs; Increased Access to Service and Amenities; Improved Health and Well Being	\$ -	\$ -
	Provide Incentives for Utilizing Biofuels in Locomotives/Non-Road Equipment	Pay the difference between a conventional fuel and a renewable biofuel to encourage biofuel usage	Decarbonize fleets  Incentivize renewable diesel usage	70% 43%	We should provide incentives for those with vehicles that don't pollute very much.	80%					Economic Development and Job Creation; Increased Resiliency/Ability to Adapt	\$ -	\$ -
Regional Emissions Compliance Program	Fund Emissions Compliance Activities and Operations	Funding to cover law enforcement personnel hours to dedicated emissions compliance task force to investigate and monitor methane emissions from industrial, energy and transportation sectors, as well as combat fraudulent emissions inspections and engine tampering; ensure compliance and cite on violations like visible tailpipe smoking vehicles, heavy-duty truck highway lane restrictions, vehicle idling restriction ordinances, and fraudulent vehicle inspections and registrations	Engage in or support emissions enforcement task force activities and operations	61%	Cities should adopt and enforce anti-idling policies.	73%					Increased Engagement/Awareness, Increased Safety	\$ -	\$ -
Tire Recycling Initiatives	Adopt Tire Recycling Policy	Adopt and implement an ordinance (cities), guidelines similar to an ordinance (counties) that promote sustainable tire disposal practices including recycling.	Increase waste diversion through expanded recycling efforts	76%	Illegal dumping of trash is a problem  Local governments should have more programs to help residents reduce waste.	79% 84%					Increased Engagement/Awareness, New Green Space/Community Beautification	\$ -	\$ -
Carbon Footprint App	Carbon Footprint Smartphone Application and Rewards Program	Develop smartphone app to "gamify" personal decisions by residents that impact carbon footprint by enabling logging, measuring, and earning rewards.	N/A	N/A	N/A	N/A					Increased Awareness/Engagement; Increased Resiliency/Ability to Adapt	\$ -	\$ -
Regional Air Quality Monitoring Program	Deploy Air Quality Monitors	Deploy additional air quality monitors to supplement the TCEQ regulatory air monitoring network and collect more detailed regional air quality data	N/A	N/A	N/A	N/A					Increased Awareness/Engagement; Improved Health and Well Being; Increased Safety; ; Increased Resiliency/Ability to Adapt	\$ -	\$ -
SUBTOTAL FOR TRANSPORTATION STRATEGIES												\$ 105	\$ 185



**DFW Air Quality Improvement Plan Online Survey  
Summary of Feedback on Transportation Measures**



## Public Comments Provided in Response to Dallas-Fort Worth Air Quality Improvement Plan Online Survey

QUESTION: How can the organizations developing the Dallas-Fort Worth Air Quality Improvement Plan (the NCTCOG, cities, counties, nonprofits) better engage with communities?	
Comment	Comment Date
Using multiple social media platforms and other media options	11/29/2023 2:13 PM
More education about the benefits of solar energy, develop incentives for people to utilize public transportation (when feasible), model waste management practices after Europe (in Switzerland, homes are charged for each bag of trash they produce but recycling is free).	11/30/2023 11:23 AM
More community engagement meetings, where the public can ask questions.	11/30/2023 1:17 PM
there needs to be more interactive engagement/involvement in several different parts of the community, including business and other entities that aren't currently being reached.	11/30/2023 1:52 PM
Meet them at their organizations events rather than asking them to come to you	11/30/2023 4:24 PM
go to their neighborhood association meetings	11/30/2023 4:29 PM
Posting across all social media platforms. Develop relationship with local communities/neighborhood associations.	12/1/2023 8:57 AM
1. Work with groups that don't typically support climate change initiatives in order to best understand their arguments and concerns. 2. Develop and publish metrics that will demonstrate the health benefit of improving air quality (lowered risk of asthmatic events, fewer ozone-action days, etc.) 3. Provide recognition for both private and public organizations that demonstrate either innovative practices or practices that show high involvement from local stakeholders (students, employees, staff, etc.)	12/1/2023 9:15 AM
Town hall meeting in local schools and civic centers.	12/1/2023 10:11 AM
Include groups that are underrepresented in historical and current planning (aka environmental justice communities). Provide Spanish translation at community events. Increase public education on these issues, specifically why they are not just an environmental issue, but a public health issue as well.	12/2/2023 6:31 AM
Make it easier for residents to engage. Surveys like this are great. Send information home with kids through PTAs.	12/4/2023 4:05 PM
Engaging with communities is crucial for the success of any air quality improvement plan, as it helps ensure that the perspectives and needs of local residents are considered. Here are some strategies that organizations developing the Dallas-Fort Worth Air Quality Improvement Plan can use to better engage with communities:  1. <b>Community Outreach Programs:</b> - Establish community outreach programs to directly connect with residents. This can include town hall meetings, workshops, and community events. - Collaborate with local community centers, schools, and religious institutions to reach a broader audience.  2. <b>Communication Channels:</b> - Utilize diverse communication channels such as social media, newsletters, and local newspapers to disseminate information about the plan and solicit feedback. - Develop a user-friendly website that provides updates, resources, and a platform for community members to express their concerns and opinions.  3. <b>Language and Cultural Sensitivity:</b> - Recognize and address language and cultural barriers. Provide information in multiple languages spoken in the community and consider cultural nuances in communication strategies.  4. <b>Community Liaisons:</b> - Appoint community liaisons who can act as bridges between the organizations and the community. These individuals should have a good understanding of the community's needs and concerns.  5. <b>Collaboration with Local Leaders:</b> - Engage with local community leaders, influencers, and organizations to leverage existing networks and gain the trust of the community.	12/5/2023 7:30 PM
I sit at traffic lights for several minutes without anyone, or very little, traffic crossing an intersection. The traffic signals should be able to detect idling vehicles and detect little to no cross traffic and change the light patterns. We can put people on the moon but we still sit at a red light for far too long while no one is crossing the intersection. Nice!	12/7/2023 10:36 AM
Listen to community members and do what obviously needs to be done. It's not complicated!	12/8/2023 6:34 AM

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Offer paid incentives or meeting opportunities with incentives to attend (i.e. gift cards, gas cards, Starbuck's cards, Kroger cards, etc.)	12/8/2023 11:38 AM
more incentives to attend or participate in meetings	12/8/2023 11:40 AM
Keep traffic moving; greatest problem in my city is drivers that obstruct the flow of traffic.	12/8/2023 10:25 PM
Incentive-based options, community-level events with hands on education	12/11/2023 7:43 AM
Listen to and care about and act on what the real community wants, not just the activists. We need better traffic flow, that means LESS talk of public transit because that will take street space that we are already lacking. It is the North Central Texas Council of Governments jobs to make everyone's lives better and easier and more efficient. Making road less efficient, like having just 2 regular lanes and 2 toll lanes on a stretch of freeway that could easily hold at least 6 lanes, to try to get people out of their cars or to drive less is the exact opposite of your job. Trying to limit my options for cars, roads, and appliances in this fanatical quest to end "pollution" from CO2 is just not based in reason or fact. Chill out about the climate change stuff, or go to California. I fled there for a reason.	12/11/2023 8:28 AM
Look up induced demand and increasing # of lanes as it relates to your traffic flow comment. It's not as simple of an issue to solve as we may think. Also, having public transit helps to provide more alternative options to driving, which can in turn, improve traffic flow.	12/14/2023 2:35 PM
Hold open forum meetings	12/11/2023 6:02 PM
We need smarter solutions for our limited green spaces - how is our green space capturing carbon and increasing air quality?	12/12/2023 11:59 AM
I feel like I need more information to accurately answer some of your questions. How bad is the pollution here how much of it is from engines etc. Need more education on the subjects.	12/12/2023 6:12 PM
More education, outreach, and community listening/learning sessions	12/13/2023 8:49 AM
TOWN HALL MEETINGS WITH INTERNET ACCESS FOR COMMENTS/QUESTIONS; MORE SURVEYS THAT ARE ADVERTISED TO PEOPLE WHO DON'T SUBSCRIBE TO CITY E NEWSLETTERS; DON'T PENALIZE PEOPLE FOR OWNING ELECTRIC CARS BY CHARGING THEM EXTRA FOR REGISTRATION AND RENEWALS LIKE WE CURRENTLY DO; QUIT PUSHING COAL AND NON-RENEWABLE ENERGY SOURCES; EXPAND PUBLIC MASS TRANSIT SYSTEM.	12/13/2023 9:33 AM
It isn't punishing to require EVs to pay taxes like gas cars do. Although I believe EVs should be charged the average amount gas cars get charged on taxes which fund infrastructure. Coal is also on a sharp decline.	1/12/2024 10:05 PM
More open forums in the suburbs	12/13/2023 10:10 AM
stop the urban sprawl from destroying farms and ranches	12/13/2023 1:18 PM
Education. I consider myself well-informed, and until today, I was unaware that there was a Dallas-Fort Worth Air Quality Improvement Plan.	12/13/2023 3:01 PM
Getting a cohort of community leaders that is effective by environmental justice a	12/13/2023 6:27 PM
K	12/13/2023 6:28 PM
There are already rules in place for diesel vehicles to not sit at idle in North Texas, yet Fort Worth disregards this! City vehicles with diesel engines sit for long periods of time at idle. How do you expect to get this under control, when cities aren't held accountable!	12/13/2023 7:04 PM
Set an example, right now Fort Worth is a major offender!	12/13/2023 7:06 PM
Dallas has higher pollution rates than Ft Worth	1/12/2024 10:06 PM
More education. I agree with the other comments on here - I did not know about the DFW Air Quality Improvement Plan until I read about it in the community impact.	12/13/2023 10:59 PM
Make the development of public transportation a priority. Give citizens a chance to voice concerns on the excessive and haphazard development in Fort Worth that contributes to all forms of pollution.	12/14/2023 5:35 AM
Work with cities and counties to ensure business growth and development does not hinder public health and increase the heat island effect in the DFW area.	12/14/2023 8:16 AM
Fewer young people are engaging on Facebook or other older social media platforms. Ads on YouTube or Tik Tok might be a better way to reach new audiences and younger folks care about pollution and climate change. Work directly with HOAs or community organizations at the neighborhood level.	12/14/2023 8:46 AM

## Public Comments Provided in Response to Dallas-Fort Worth Air Quality Improvement Plan Online Survey

QUESTION: How can the organizations developing the Dallas-Fort Worth Air Quality Improvement Plan (the NCTCOG, cities, counties, nonprofits) better engage with communities?	
<p>Understand that getting local governments to reduce air pollution represents a cultural change. The NCTCOG needs to lead by example and the necessary cultural change has to occur within the COG before local governments will listen to the COG. The COG needs to achieve Zero Emission Vehicles (ZEV) as soon as possible for its facilities and vehicle fleets and it needs to incentivize COG employees to adopt ZEVs.</p> <p>The COG needs to adopt clear internal zero emission goals with timelines. The COG needs to develop a realistic plan for achieving those goals and timelines and adopt this plan at the highest levels of the COG. The COG should then show case the plan to the extent possible to the local governments and provide full transparency on milestones, results and roadblocks.</p> <p>The COG should not expect to local governments to pursue the cultural change to reduce air pollution unless the COG is willing to pursue this cultural change themselves.</p>	12/14/2023 10:14 AM
I have no recommendations	12/14/2023 10:16 AM
Social media!! Paid social media campaigns can really help reach more people and are well worth it. Partner with corporations, NGO's, and other govt. entities to spread messaging. Also, check out what the City of Denton did for their recycling initiative this year: very successful marketing strategies (audio/social media Ads, "boots on the ground" community engagement in neighborhoods, and billboard advertisements at busy areas of town). Also make us of flyers on people's doors, mailers, etc. to reach neighborhoods where wi-fi is less accessible.	12/14/2023 2:32 PM
Reach out to homeowners associations and ask if you can give live or recorded presentations to their members about the AQIP. Give handouts at the end of the meeting with tips on how they can reduce their energy bills and improve North Texas air quality.	12/14/2023 4:45 PM
Text messages with short tidbits of how to recycle, pictures of drought resistant plants, city help for older cash restricted homeowners to replace thirty plants. Give seniors potted tomato and kale plants for inside the house near a window. A	12/14/2023 6:04 PM
Social media and neighborhood meetings	12/14/2023 8:32 PM
Have community family events and host question answers to hear the needs of the community and to meet the people you serve.	12/14/2023 10:28 PM
Communicate with local community organizations, such as HOAs and nonprofit groups. And get the word out via local papers like Fort Worth report.	12/14/2023 10:32 PM
Send out more surveys and conduct public meetings and education symposiums, both in person and virtual	12/15/2023 5:01 AM
My impression is that a majority of Texans care little about long term problems (pollution, health, environmental degradation), especially if it costs them an extra few cents. If the case can be made financially for electrifying all systems that use energy (all buildings, lawn care equipment, transportation, industrial/commercial processes, etc.) more Texans will adopt electrified systems. Using financial incentives to offset the initial cost barrier is great, but they need to be easy to access, almost like clipping coupons. Paperwork is often a hurdle many consumers won't attempt.	12/15/2023 12:31 PM
Data driven information based on science. Work with local city representatives so they help communicate plans to their residents. Develop a marketing and communication strategy to reach all demographics and socioeconomic classes. Use cost savings information in communication, for example = tell how much it costs to clean up one illegal dump site. Make things easy for people to do.	12/15/2023 4:42 PM
By encouraging plant-based eating.	12/19/2023 12:52 AM
Social Media	12/19/2023 9:00 AM

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QUESTION: How can the organizations developing the Dallas-Fort Worth Air Quality Improvement Plan (the NCTCOG, cities, counties, nonprofits) better engage with communities?	
<p>Follow best practices in community engagement. Look up the International Association of Public Participation for ideas. Contract with agencies that truly know how to conduct engagement, and make sure they have a documented track record of effective engagement that meets community needs and hopes. There is research that can indicate which groups are doing this well. Perhaps contract with organizations that will subcontract, serving as intermediaries to reach people locally. You need to go to people where they are, don't expect them to come to you.</p> <p>It seems that Fort Worth may not have a strong infrastructure at the neighborhood and community level, which makes this a challenge. For example, I've lived in two different neighborhoods. I've never heard from a council member or been contacted or aware of a neighborhood level association. You might need to boost that civic structure and serve as an example for others in the way that you do this.</p> <p>Digital outreach can also be a part of this. Dedicate a budget to effective social media and digital advertising. Brand your efforts and try out different things to see what is working with each community within DFW. Awareness of the impacts of air pollution on public health are very low around here. For example, there are so many restaurants and athletic fields built right next to the highway. Neighborhoods within close proximity to highways with no barriers. You have an uphill battle but that means there is a lot of potential.</p> <p>I hope there will also be outreach and accountability within business communities. This may be done well if you bring everyone in earlier in the process so they can bring their own goals and priorities to the table. Work with influential leaders in each sector to help promote productive engagement with all stakeholders.</p>	12/19/2023 10:41 AM
Communications campaigns on the public health risks from breathing dirty air, the health impacts from living near fracking and burning natural gas and other fossil fuels.	12/19/2023 2:01 PM
Ban burn off of methane from landfills	12/19/2023 2:26 PM
Ban methane gas burn offs from landfills	12/19/2023 2:27 PM
press publicity, community meetings, social media, more education about the cost advantages of solar panels and electric cars, incentives for improving air quality and disincentives for polluting.	12/19/2023 2:37 PM
host events in local communities and encourage input and engagement from local residents	12/20/2023 12:11 PM
make mass transit more accessible to elderly clean, cheaper and safe for all riders.	12/20/2023 12:26 PM
Increase communication and engagement with local townsfolk. Have more posters of community events happening around town, or more informational posters on how to recycle, be more sustainable. Outreaching to difference audiences -> facebook page, twitter, instagram, tiktok account.	12/20/2023 12:26 PM
We have a huge problem here in Gunter, where we have 13 batch plants for concrete. We are also facing BNSF installing a logistic center, which would include a fertilizer plant, more concrete, plants, and asphalt as well. Please help us fight this.	12/20/2023 12:44 PM
Helping to improve transparency and common sense explanations of the industries and specific companies that are most contributing to pollution levels. I live next to Holcim Cement in Midlothian, just over a mile away. I can see their smokestacks from my backyard, yet I have no idea what is coming out of them on a daily basis. I should be given fair warning if they intend to exceed their limits for the day so I can plan to be inside. I also believe they should be required to provide public access to all internal reports detailing their burn process including timely, accurate, and third party verified emission reports.	12/20/2023 12:52 PM
Provide ways (newspapers, internet, etc.) for people to communicate ideas on how to reduce pollution. Maybe an offer section on their water/electric bill. Even give customers free ideas on their bill each month on how they can reduce waste/pollution.	12/20/2023 12:56 PM
Social media campaigns to generate awareness, attend/sponsor city and regional events, petition at city council meetings for these improvements (speak for the community/environment)	12/20/2023 1:21 PM
tax stores and fast-food restaurants with drive-thru windows..	12/20/2023 1:41 PM
Offer incentives to those who are trying to improve the air quality. Even though my Hybrid is only two years old, I still pay the same annual fee for emission testing that older diesel trucks pay. I also have to drive at least 15 miles to find a composting site. Cities like Denton have the option of this waste being picked up curbside.	12/20/2023 1:46 PM
There needs to be more oversight for solar energy. We feel we were taken advantage of in regards to getting solar panels and now we are paying more. I have been very disappointed in how the sales reps have represented the situation.	12/20/2023 2:01 PM

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Logical ideas should be publicized. Mandates should never be used. If it makes sense economically businesses and individuals will comply. If it costs more in dollars and difficult effort it will never work. Example: There is no recycling drop off near me. Also, dump use should be free if people make the effort to take things there. Charging extra to use the dump encourages trash dumping in neighborhoods and unmonitored areas.	12/20/2023 2:57 PM
There is tremendous lack of knowledge of what an individual person can do to be part of the solution - continuous education is needed, whiling varying the message on what individuals can do and how every action matters. Small Actions - Big Change and all that. Use all education channels that can be employed. Follow the Blue Zone model - they were really effective at getting their message out while they had funding - churches, schools, community centers, various organizations - they were everyone. This is needed!	12/20/2023 4:57 PM
I think it's not necessarily the possibility to engage, there are connections in place, that maybe should be promoted more, such as the website, flyers, accessibility (not only physical but also timewise), it's the trust that the engagement is actually going somewhere.	12/21/2023 6:00 AM
Improve the trust that engagement is actually going somewhere. Ensure that communities get back to residents when asked questions - work moral improvement. make it more convenient for working people to engage (e.g. social media).	12/21/2023 6:02 AM
Social media and Local TV Commercials	12/21/2023 8:39 AM
1. Advertise this issue widespread and creatively. This is an important issue that deserves funding to effectively inform the public.	12/21/2023 10:27 AM
2. Be transparent with citizens and talk openly and honestly about issues that exist	
Regular email updates and surveys	12/21/2023 12:20 PM
Come to the communities of Black and Brown people and talk to us. Due to bad zoning practices these communities bear most of the pollution and illnesses and I should also mention deaths from the industrial zoning in our communities.	12/21/2023 12:20 PM
Help folks see past the initial costs and thru to how these measures directly benefit them and the community.	12/21/2023 3:05 PM
Increase written communications about surveys, their results, planning meetings, projects/initiatives that are done in response to community input. Offer town hall meetings that can be attended both in person and/or virtually. Since Public Improvement Districts (PID) are becoming more popular, have speakers from NCTCOG be guest speakers for their meetings. Same with Rotary, Kwanas, Elks, AMBUCS, etc.	12/22/2023 4:10 PM
By not having industrial buildings come into existence in communities.	12/27/2023 7:17 AM
Knock on doors and go house to house asking residents what their specific needs are or what their ideas are about how to improve air quality in the Dallas-Ft Worth area.	1/1/2024 2:14 PM
Stop fracking and the emissions. Create more rail systems so that people can actually use public transportation. Arlington causes so much pollution with all the dirty fracking and the inability to get to the events without public transportation. Ever see the traffic going into Arlington and out after major events at the stadiums? Miles of cars sitting. Allow plastic, yard waste, food compost recycle at the curb	1/3/2024 12:47 PM
Reach out to all neighborhood associations.	1/3/2024 1:10 PM
Multiple social media platforms to distribute scientific information. Provide publicity incentive for youth and community involvement. Many school organizations, scout troops and churches enjoy getting involved already. With publicity and materials to help educate, they could make a huge impact in the areas of greenspaces and community gardens. Support school robotics teams and competitions to encourage problem solving for new mechanical ideas for climate change and pollution issues. Getting the youth involved will create a deep base for long term support.	1/3/2024 6:59 PM
Na	1/3/2024 7:14 PM
More green spaces	1/3/2024 7:28 PM
This survey is a good start. I have the feeling that Texas does not really care about clean air. The current government doesn't care about how pollution effects people's ability to breath. Asthma, allergies, and other breathing issues are much worse in North Texas now than they were when I arrived int the mid 1970s.	1/3/2024 7:45 PM
Price reducing incentives, clean energy alternatives, offer programs to learn about how to save energy at libraries and community centers. Stricter limits for energy consumption for businesses/facilities that are not in use at the time.	1/3/2024 8:55 PM
No idea, but I'm interested to see how DFW takes this opportunity to lead the world in great living.	1/3/2024 10:28 PM



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more public outreach/meetings in local locations. advertise at sporting events and shows (Dickies/Bass Hall/etc.) take surveys on how and where people travel. HOAs, etc.	1/4/2024 7:46 AM
Work hard on making public transportation more accessible and widely usable	1/4/2024 7:47 AM
A trendy social media tie in to drive interest in the topic from those who don't generally care.	1/4/2024 8:23 AM
More community outreach - found out about this on a stray link. Why not a mailer?	1/4/2024 9:20 AM
Explain how to use the recycling programs we have! Better inform the public of the problems we have! Most people I know are unaware. In Costa Rica there are four types of trash receptacles, placed prominently. In S Korea, residents must sort their trash before collection.	1/4/2024 9:21 AM
Promote VIRTUAL engagement! Barely anyone engages or even knows about in in-person meetings because that is not how people operate anymore. Invest in engaging social media and local reporting and provide more meaningful, easy ways for people to submit feedback and track progress online. I found this survey through a news article, but many people, especially younger people, get their news from social media so we should be engaging there. It was also confusing to get here so please invest in better online experiences to encourage engagement. Climate change is critical and urgent so PLEASE invest in local climate action! Mansfield and all cities should have free or cheap composting like Fort Worth. Mansfield has 2 trash pick ups a week yet no compost, which incentivizes us to be wasteful. We need better public transit and more school transit, not solely a focus on individual vehicles. We need to create walkable communities, not just strip mall type areas. We need to hold businesses accountable to their climate inaction and harm. We should not permit so much drilling and fracking, especially in Arlington where it's hurting public health. Build transparency for all these initiatives by joining community events with tables and digital flyers and encouraging sign ups to valuable newsletters, not just boring monthly essays. Anything in person should have a virtual option too! My household will also need a car soon and we can't consider an EV because of the lack of charging on top of costs. Texas has also added costs to having an EV, so local gov should balance that with monetary incentives and should push the state to make those fees more equitable and ensure they do not add them for hybrids (the added fee at yearly checks/registration). It's unfair that there are SO MANY heavily polluting vehicles on the road that cause us such harm yet those doing better for our environment are essentially punished through fees and inconveniences when they're helping the environment we all share. Add more options to recycle grocery bags. Make recycling education clearer. When Mansfield updated their waste provider, the flyers were so poorly done and were confusing on what is accepted or not and there isn't clear info on the frontier app. NYT has done fantastic infographics and articles on what's generally accepted; use that as inspiration to educate. There are such engaging local governments and services on Instagram and tik tok (animal shelters, libraries, city gov's), so please look to them as an inspiration and don't just blast info, but make it fun so people actually engage. Send info to registered voters when environmental impacts are on our ballots and put up signs; our local turnout is maybe 8-11% - yikes!	1/4/2024 9:26 AM
Educate on all of the above by any means available to you!	1/4/2024 9:34 AM
Start with engaging. I have never seen an engagement meeting posted at the neighborhood/sub-city level	1/4/2024 10:44 AM
Fix the highway system so there are less "parking on the freeways." (Ex: I-35 and I-30 merge is the worst! Adding toll lanes that cost \$5 per trip is NOT the answer. We need more lanes that make traffic flow without stopping.) We need to be planting trees all over the city instead of tearing them down. We have a park in our neighborhood with maybe 4 trees, mostly on the outer edge. Trees help clear the air and provide shade so we don't need as much power to make the A/C work. Finally, our area and all of Texas needs a better health care system, especially for those that don't have a lot of access to it or money to pay for it. Our infant and maternal mortality rates are abysmal, as well as the number of asthma cases that need medical intervention, and there are lots of areas without any local healthcare options, usually in the poorer neighborhoods where transportation is a problem as well. Healthcare clinics can inform people about how to make the air quality better.	1/4/2024 12:51 PM
publish PSAs to educate the community on pollution in their community and on opportunities for people to be involved in the solution. Include measurements of toxic chemicals in our air and water.	1/4/2024 1:56 PM
Make sure that people are aware that there is an Air Quality Improvement Plan. Advertise or share info on ALL channels like NextDoor, Facebook, TikTok, Instagram, etc. Most people do not subscribe to city newsletters and probably don't know anything about NCTCOG or Air Quality.	1/4/2024 2:04 PM
Tell people how they can help as individuals, provide materials to neighborhood, school, and community groups. Offer support for recycling, saving water, composting, etc.	

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The focus of air quality improvement needs to come from companies. Focusing on individual communities is not an efficient way to go about improvement.	1/4/2024 2:44 PM
Plan better access to communities with parking and more public transportation.	1/4/2024 3:38 PM
Engage them at the local level - i.e. come to local neighborhood group meetings	1/4/2024 4:25 PM
Use English and Spanish to communicate. Educate on the benefits of these recommendations. Make staff available to attend community level meetings.	1/4/2024 5:53 PM
Through email or text. Information on our city web pages.	1/4/2024 8:14 PM
Leave email updates, use Nextdoor, social media to update us. Utilize AI when possible too.	1/4/2024 8:24 PM
Give us the opportunities to subscribe to newsletters via social media, such as Nextdoor, Facebook, X, Instagram, & even Tik Tok. Post your meetings on YouTube and send us the links..	1/4/2024 8:39 PM
Educating people to understand their actions have consequences on others and that most gases and particles that go into the air harm the health of everyone. So many people feel that it will blow away and won't hurt anyone or anything. Pollution is cumulative. It can only be diluted so much. If you wouldn't breathe it, don't put it into the air.	1/4/2024 9:20 PM
We need crosstown buses. I shouldn't have to go all the way to downtown or to the Buckner station to get to SMU, downtown Garland, LoveField, etc. the bus stop is right outside my door but the route (15). is not intuitive or timely. The buses should drive the same common routes we drive to the destinations most commonly visited. I use public transportation much more easily in other cities- D.C, San Francisco, San Diego, New York. It's not as intuitive here as in other cities!!	1/4/2024 9:41 PM
N/a	1/4/2024 9:42 PM
Create more public parks	1/5/2024 8:47 AM
Use clean energy public transportation and improve it's safety so people will use it.	1/5/2024 8:07 PM
Town halls, surveys, social media ads	1/5/2024 10:00 PM
Radio and TV and newspaper ads or stories	1/6/2024 5:01 PM
More community outreach	1/6/2024 5:42 PM
Increase in awareness of public advocacy agendas/plans	
Overall education and incentives to better inform the general public	
Better Public Transportation	
Town halls	1/6/2024 6:09 PM
Listen to local activist groups, especially in communities that are more affected by climate change and pollution.	1/6/2024 6:18 PM
Teach city governments about the dangers of exclusionary zoning, parking minimums, and other anti-density pro-homelessness policy. Make clear good policy, and then run and win elections on it. Talk to city councils and other elected officials. Please do not waste huge amounts of time and money on Community meetings that collect the opinions of angry, rich, and non-representative samples of the community.	1/6/2024 10:36 PM
Build a public transportation system that connects Dallas to cities outside of DfW.	1/6/2024 11:45 PM

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<p>1)Methane emissions from fracking are a major driver of the climate crisis as methane is 87 times more powerful than carbon dioxide as a greenhouse gas in the first twenty years after it is emitted.</p> <p>2) With the announcement of new federal methane rules, we ask for a moratorium on urban drilling in the DFW region until these new methane rules are implemented by the state. Fifteen years of unmonitored and unregulated fracking operations have increased climate harming emissions and taken a severe toll on regional air quality.</p> <p>3) We encourage the immediate adoption of measures to reduce leaks from not only pipelines, but also from ALL sources of methane and associated GHG compounds emissions related to natural gas production including storage tanks, compressor stations, and pneumatic devices.</p> <p>4) With drilling expanding in the Barnett shale, we ask that electric drilling rigs be universally required and only electric motors be used for any oil and gas related activities.</p> <p>5) Though we support incentivizing CO2 reductions for industry, we do not support trading emissions credits or "carbon trading." Carbon trading merely shifts the burden of pollution and does not result in true and meaningful emission reductions.</p>	1/7/2024 9:20 AM
Require all new development/construction to save trees, especially our older growth trees. It is heart breaking to see the hundreds of 100+ year old trees cut down to be replaced by 20 1" diameter trees. Trees reduce carbon, provide shade and improve our neighborhoods and city. The number of trees cut down with building along 161 and Bardin alone in Grand Prairie is heartbreaking. The few small replacement trees planted are not adequate. Developers and city staff must be accountable to save trees even if it raises the cost of development a little. Our nature areas are wonderful but they alone are sufficient in trees for the city/ neighborhoods.	1/7/2024 9:50 AM
Do more education on the benefits of recycling and using native plants/grasses in landscaping.	1/7/2024 9:54 AM
Send out TIMELY communications. I just got this email dated 12/20/2023 on 1/7/2024. Send out more communications.	1/7/2024 7:28 PM
A social media account that provides updates on progress would be really helpful!	1/7/2024 8:42 PM
Local visible chapters, local volunteer opportunities, social media, consistency.	1/8/2024 10:06 AM
Social media.	1/8/2024 11:20 AM
teaching civics in school.	1/8/2024 2:20 PM
Offer programs in churches. Quantify monetary savings that result from using EVs, installing solar panels, improving insulation, adjusting thermostats, etc.	1/8/2024 8:35 PM
Town hall meetings	1/8/2024 9:28 PM
Going to impacted communities to engage in plan. I think the communities that are impacted can advocate for air quality in their communities. Hoping their stories will help NCTCOG plan and how they sit theses regulations on air quality policies and regulations to improve air quality.	1/9/2024 9:55 AM
More green spaces and use native vegetation along with utilizing reclaimed water/	1/9/2024 10:54 AM
Use Community Action Representatives to come to the NCTCOG by zip code.	1/9/2024 12:39 PM
Social Media, Next Door, Flyers in water bills. I highly doubt that many know about the NCTCOG.	1/9/2024 12:43 PM
Online educational training on demand.	1/9/2024 2:43 PM
We need to stop putting the onus on individuals and rather make structural changes that have a larger impact.	1/9/2024 5:51 PM
blank	1/9/2024 5:53 PM
Maybe go to schools and churches to engage in public education and get ideas from locals as to what is needed in their neighborhoods.	1/10/2024 8:48 AM

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Stop spending taxpayer money	1/10/2024 9:01 AM
By implementing the latest in green technology, incentivizing community members to participate & holding public education/training events.	1/10/2024 9:44 AM
By providing participation incentives & having smaller, more localized education/training events.	1/10/2024 9:46 AM
Use the cities' neighborhood associations' contacts to spread the word. Use Nextdoor app. Leave flyers at all religious facilities and community centers.	1/10/2024 11:49 AM
Fund obtaining ACCURATE DATA about the current air quality in DFW -- how bad is it, really? Where real improvement is absolutely necessary, set improvement goals that are cost effective and don't break the bank. Then educate the people in affected communities via email/other electronic/print media about these problems and goals. Enforce the law when people flagrantly break it.	1/10/2024 8:59 PM
First you need to demonstrate that there is an actual problem. This survey seemed to assume everyone thinks there is an air quality problem.	1/11/2024 7:33 AM
Communicate a clear purpose and strategy through news channels	1/11/2024 8:31 AM
Get more citizens involved, knowledgeable, and amped up!	1/11/2024 9:24 AM
Through public forums, community events, social media, & virtual meetings.	1/11/2024 10:29 AM
Public Transit, DFW is way behind other cities, especially in the suburbs away from downtown	1/11/2024 10:42 AM
Coordinate all efforts thru one group. For instance: community gardens, composting, recycling in a one stop on line shop	1/11/2024 11:01 AM
Stop spending taxpayer money on silly incentives and climate training. The climate change narrative is overly dramatized and these "fixes" you propose only further penalize business, hurt our economy and drive inflation. Maybe stop worrying so much about emissions and worry more about your constituents and the real problems they are currently facing like inflation. Everyone charging an electric car only puts more strain on an already fragile power grid, adds pollution to the ground in the form of old worn out batteries needing replaced, and reliance on materials mined in countries like China and Russia putting us more dependent on them. No thanks, stop forcing this narrative down our throats and do something worthwhile.	1/11/2024 11:14 AM
It's annoying because I dislike Chinese dependence but people like you misunderstand. Ignore the climate change stuff, that's fine but some of your points are narrow. Claiming EVs shouldn't be added to reduce power grid strain is just as bad as saying stop building houses with AC or fridges. EVs consumer similar amounts of electricity. Increasing renewable energy with lots of battery storage even if can cause a lot of initial pollution, will always be cleaner in the long term. Old EV batteries are becoming increasingly recycled and I am not aware of batteries being buried under ground so I am curious where you got this from. We can build a domestic or non-Chinese dependent supply chains to make renewables and EVs, so that point is already being addressed. The power grid is always going to increase in demand due to our rapidly growing state. Hence, our privatized energy market shouldn't punish farmers for wanting to use their rightful property to prop up windmills and solar panels. These two things alone generate demand for battery storage which will increase availability of these sources during unstable weather. Solar panels do very good in Texas and even if you want to deny it, its helped the state tremendously. I'm pro business like you are, so people nor Texas should regulate how many solar or wind farms get built. If not you are just as bad as any other crony capitalists "NO WE CANT BUILD A WIND FARM EVEN IF ITS A 100% PRIVATE INVESTEMENT ARGH RENEWABLES AHHH" but then you also say "We can't penalize businesses."	1/12/2024 10:14 PM
Give incentives to the public to sign up for meetings, newsletters, classes	1/11/2024 11:23 AM
more video communications on TicToc / social media	1/11/2024 1:31 PM
The flight path is an issue. Would love more information about how to make our homes more eco friendly. Recycling should be widespread with options in cities to recycle. People need more information about things that hurt the environment - public education about things like releasing balloons etc. - I think if people knew the harm in things they were doing they would stop. So much is just due to ignorance.	1/11/2024 2:00 PM
I am more interested in creating green spaces than in electric cars while we are still burning fossil fuels to create much of the electricity.	1/11/2024 5:58 PM
Stop the creation of toll roads/hov lanes/ controlled access lanes. They EAT UP available space and waste the possibility of having wider/more lanes Public transportation is not useful when it does not run a consistent schedule. For example the TRE has huge holes in its schedule. And it doesn't run on Sunday, can't go to Dallas on a Sunday on a TRE! Why not just make it steady?	1/11/2024 7:13 PM

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More charging points for electric cars throughout the city. Incentives for people changing from to clean energy for their homes and cars. Make Fort Worth a more bicycle friendly city.	1/12/2024 5:50 AM
Utilizing all forms of media possible to engage with communities. (Television, social media, newspaper, etc.)	1/12/2024 5:45 PM
Increase privatized transportation like brightline to remove inefficiency from local government and get proven models in Florida to work here. Stop politicizing transportation - like Trinity Metro supporting Pride and other divisive things with taxpayer funds (this causes a lot of people to lose respect for a public entity that goes against their views, stay neutral on social issues). Promote economic benefits of streamlining energy efficiency for houses and industry (long term savings & initial costs and investments).	1/12/2024 10:03 PM
Schedule periodic, high-profile news conferences to promote relevant issues, working ahead with local news organizations to ensure coverage. Also, hold public meetings at gathering places throughout the North Texas region.	1/13/2024 8:28 AM
Hold periodic news conferences to promote relevant issues, working ahead with local news organizations to ensure coverage.	1/13/2024 8:30 AM
"Advertise" to the public, make it easy for people to get involved. Outcomes should include actionable plans that will ACTUALLY HAPPEN and measurable outcomes that the community can track easily.	1/14/2024 9:28 AM
Have communities gather to decide for themselves what solutions they would like to implement to achieve their goals. Then the Have private business (without government financial ties, or even the appearance thereof) make proposals to achieve those goals	1/14/2024 2:05 PM
More outreach and publicity	1/14/2024 11:47 PM
Working with non-profits to get the messages out; education	1/15/2024 8:46 AM
There needs to be more public education surrounding climate change and how that will impact everyone on a personal level. More power needs to be given to the people and not corporations.	1/15/2024 9:43 PM
When it comes to replacing some things with "greener" options, it important to take into account that requesting the construction of those things means the consumption of more new material. It would be important to consider the emissions tied to producing a new products on top of it's emissions over time, versus continuing to using the item until it needs to be replaced, and then replacing it with that more sustainable alternative.	1/15/2024 10:05 PM
Through more engagement with local city Planning Departments.	1/16/2024 10:00 AM
Stop pretending CO2 is a pollutant	1/17/2024 9:40 AM
Communicate what is being done and what is not being done to improve air quality. I am interested in emissions from natural gas sites in the DFW area. Also site compression engines that run 24/7.	1/17/2024 1:38 PM
We used to celebrate Earth Day in grade school in1968. Those lessons have stuck with me. Public meetings should have Zoom access. Stop blaming air pollution on individuals when the major contributors are corporations and big businesses. Reduce the number of commuters with public transportation and basing registration fees on mileage.	1/17/2024 6:11 PM
Stronger presence at community gatherings such as the arts goggle, tree lighting and parades, better incentive to engage, more education on transportation improvement and acting on those changes	1/17/2024 6:18 PM
Become more involved with the communities themselves. For example, join in the fights to prevent health hazards from going into our neighborhoods.	1/17/2024 11:36 PM
Through blogs and social media and teaching classes and having connections with other people to network start projects that people in the community can engage in and have competitions with cities that would get people in the community involved and interested in wanting to join in and make a monthly event where people can meet up and engage with each other to keep the momentum going possibly having a once a month get together where everyone can bring something to eat or drink sharing kinda like a big picnic so that people can get to know one another and be more involved and active in our community	1/18/2024 4:37 AM
Have additional community meetings at more places. Use commercials, use Next-door, use Facebook and radio.	1/18/2024 6:39 AM
Being more vocal, speaking more, reaching out more, having more programs and community days to engage	1/18/2024 12:19 PM
As an early 30s environmental professional, I believe more involvement from my generation is needed. Many of my friends, who do not work in the sciences, also would love to contribute to making their backyards more sustainable, healthy, and enjoyable for all.	1/18/2024 1:01 PM
Get out in the community more- be at the breweries, school meetings, etc. Public education is so vital!	1/18/2024 1:04 PM

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Public transportation should be based on cost per passenger. Public transportation should partner with school districts to consolidate routes where possible.	1/18/2024 3:41 PM
I didn't know it existed before I read this article. I get very little if any information from my own city on these subjects & city programs seem limited to basic single stream recycling for plastic, paper & metal with no mention of sustainability or conservation programs.	1/18/2024 3:50 PM
Give advance notice for meetings re: public comment. I received the notice of this January 18 meeting at 11 pm today, after the meeting occurred!	1/18/2024 11:14 PM
Raising Awareness both in English and Spanish, having dialogue raises awareness.	1/19/2024 7:43 AM
Provide awareness in Spanish by visiting grocery stores, places of worship and social media campaigns	1/19/2024 8:00 AM
Social media.	1/19/2024 7:37 PM
More social media campaigns, visit grocery stores and businesses to promote awareness. Increase out reach to minority communities.	1/22/2024 3:22 AM
Have public engagement meetings at local libraries or parks.	1/22/2024 9:12 PM
I think having spokespersons at local libraries or other public buildings with regular foot traffic could help with engagement. Potentially some kind of pop up chat option on its website XD to talk directly with constituents. Hosting events in local parks, community green spaces. Not necessarily in regards to this air quality improvement thing, but creating a scavenger hunt of sorts through the parks/green spaces in the DFW area to showcase where they are.	1/23/2024 8:35 PM
I think businesses (mostly large) should bear more responsibility for their environmental impact, and should be held to certain standards and then supported by local government to meet those standards. I'd like to see more engagement with business leaders and their customers. Small Businesses shouldn't be burdened with more responsibility than they can afford, but I think businesses are a place to reach both employees and customers and provide opportunities for positive environmental impact, at minimum, neutralizing any negative impact (e.g., collection of hard to recycle packaging and products at end of life, increased recycle or compost option next to all trash, incentivize energy efficiency/reduction).	1/24/2024 6:53 AM
Please engage with the individuals most negatively impacted by air quality issues - those living near the biggest polluters. They should be heard.	1/24/2024 6:56 AM
Our biggest problem is allowing fracking rigs too close to communities. Fracking rigs release benzene and other cancer-causing agents into the air.	1/24/2024 8:38 AM
Hand out money. ; >) (grants, incentives, rebates to reward product purchases and behaviors that improve air quality) Meet people where they are (community events, schools, churches, sports and entertainment venues, shopping). Develop and implement a media strategy (get a trusted and well known personality to promote air quality benefits and how everyone can help, post on social media, get news coverage)	1/24/2024 11:32 AM
Well, first the survey questions should be broader, less leading, and more aware that issues related to idling and congestion have minimal impact on emissions and the largest factor is vehicle miles travelled per capita and mode share, both of which are highly correlated with highway lane miles or highway capacity per capita.	1/24/2024 12:50 PM
local meetings with Zoom	1/24/2024 1:20 PM
Provide significant financial incentives for housing companies/agencies to prioritize renewable energy implementation.	1/26/2024 10:10 AM
Regulate fracking to make them stop emissions of methane and VOCs into our air. Do not allow the RRC to sue the EPA over the new methane rules. Regulatory agencies should regulate to protect the public not industries that blatantly pollute	1/27/2024 8:07 AM



## Public Comments Provided in Response to Dallas-Fort Worth Air Quality Improvement Plan Online Survey

QUESTION: Would you like to provide any other feedback?	
Comment	Comment Date
test	11/16/2023 4:11 PM
Thank you for conducting this important work! I look forward to seeing what NCTCOG does next.	11/30/2023 11:23 AM
no	11/30/2023 1:53 PM
No.	12/1/2023 8:57 AM
We are not a municipality but a school district, so our priorities may be slightly different. However, we appreciate the opportunity to provide input.	12/1/2023 9:18 AM
I hope the NCTCOG understands how critical reducing emissions and taking actions to mitigate and adapt to climate change is for the public health in our region, and that direct action and solution implementation will result from these efforts.	12/2/2023 6:32 AM
Time is running out. We need bold, sweeping changes now!	12/8/2023 6:35 AM
no	12/8/2023 11:39 AM
Electric vehicles only seem efficient because people forget that the generation of electricity requires use of other types of fuel somewhere. EV batteries are still a research project; they are not ready for public use. Climate change has always existed and is caused by the sun and the universe itself. It is sheer hubris to think that humans can effect it or that warmer temps a bad (historically they have increase world food production). Public transportation is neither safe nor efficient; talk to people with established systems (many have told me they never feel safe). For American liberty we need personal vehicles and adequate roads. You can build your way out of traffic congestion, and Plano seems to be proving it.	12/8/2023 10:39 PM
I'm on my fifth EV so I guess I'm on my fifth research project. I also have a 100% renewable contract so, unless you're talking about wind or solar, I get a gazillion miles per gallon of gasoline in my EV, that's pretty efficient.	12/14/2023 2:08 PM
Climate change has been around, yes, but it has become more urgent, critical, and impactful. We are seeing more extreme weather events more frequently and with more surprise. We are seeing public health impacts from our environment in more ways. There is a proven tie to humans as outlined by scientists globally in the IPCC reports.	1/4/2024 9:32 AM
"They are not ready for public use" is an utterly false statement. I've owned an EV for more than five years. It is superior to all my (many) previous gas-powered cars in virtually every regard. MIT, Yale, Cambridge and other top research institutions have independently concluded that EVs are far cleaner than fossil-fuel cars even when tied to a grid that's predominantly coal-burning. That's largely because EVs are 3 to 5 times more efficient than fossil-fuel vehicles.	1/13/2024 9:01 AM
As long as Texas glorifies oil and gas consumption, clean air will be out of reach. Electric vehicles are demonized, land is being hoarded by developers and packed with multi-unit housing. Every square inch of Earth is being raped by these money-grubbing companies like DR Horton, etc. Put a limit on dwellings per acre. Encourage incentives for electric vehicles. Mandate more park land.	12/11/2023 7:48 AM
Where is the accountability for our water contamination?	12/11/2023 6:04 PM
Further greening our electrical grid by increasing renewables + hardening it against the impacts of extreme weather is sorely needed. Natural gas use is NOT the answer to our resilience needs. Further, more education/efforts/investment in building electrification are a fantastic complement to our work on the grid - moving away from fuels in buildings is great for ambient & indoor air pollution, community health, and climate change.	12/13/2023 8:52 AM
DFW AND TEXAS IN GENERAL HAS NOT ATTEMPTED TO MAKE ANY PROGRESS IN REDUCING AIR POLLUTION. THEY HAVE STREAMLINED PERMITTING PROCESSES SO THAT POLLUTING COMPANIES CAN CONTINUE SPEWING FILTH AND HARMFUL SUBSTANCES INTO OUR AIR AND WATER. THEY HAVE ALLOWED FRACKING COMPANIES TO TAKE OUR LIMITED WATER RESOURCES EVEN IN TIMES OF DROUGHT. OUR GOVERNMENT DOES NOT WATCH OUT FOR THE PEOPLE, THEY ONLY WATCH OUT FOR THEIR WALLETS AND BIG BUSINESS.	12/13/2023 9:33 AM
secure the border and stop the flow of criminals, terrorists, and drugs	12/13/2023 1:18 PM
Please bring curbside composting to Fort Worth!	12/13/2023 3:01 PM
No	12/13/2023 6:27 PM
The concept of a 15-minute city is really exciting!	12/13/2023 11:00 PM
Need to make public transportation a realistic alternative to driving. Fort Worth has very limited options that are difficult to use.	12/14/2023 5:39 AM
Trees are a resource that is not appreciated by the city or the county. With continued growth in the area, tree preservation and planting is critical to combating heat island effects and improving mental health	12/14/2023 8:20 AM

## Public Comments Provided in Response to Dallas-Fort Worth Air Quality Improvement Plan Online Survey

QUESTION: Would you like to provide any other feedback?	
Ultimately this is a development issue. The biggest polluter in my area (North FW) is traffic but I wouldn't have to spend so much time in my car if the place I needed to go was closer to me. I can't walk to any businesses safely once I exit my neighborhood due to unsafe crossings/lack of sidewalks or comfortably because the walk spaces are too hot (not enough shade, heat island effect in a massive shopping center parking lot). Development forces me into my car which only worsens pollution and heat.	12/14/2023 8:51 AM
No	12/14/2023 10:16 AM
<p>I bought my first electric vehicle (EV) in 2015 and I'm on fifth EV since then. I have owned other Plug-in Hybrid Electric Vehicles (PHEV) and Hybrid Electric Vehicles (HEV) but the five I just mentioned were Battery Electric Vehicles (BEV) with no Internal Combustion Engine (ICE). Three of my EVs were Fords and none were Teslas.</p> <p>I believe my experience makes me uniquely qualified to reflect on EV ownership and operations. I feel that the single action the NCTCOG could take that would have the most impact on EV and Zero Emission Vehicle (ZEV) adoption would be to reduced rates required for EVs and ZEVs on toll roads. It's understood that reduced toll rates for EVs and ZEVs on toll roads would reduce toll revenues for those vehicles but the loss in tolls could be more than compensated for in a rise in ICE vehicle tolls.</p> <p>This not the first time this idea has been presented to the COG, I personally presented the idea of reduced tolls for EVs at COG meetings many years ago. With the brush of a pen reducing tolls for EVs the COG could do more to reduce air pollution than many highway improvement projects costing hundreds of millions of dollars designed to reduce traffic congestion. The fact that the COG has not pushed for reducing the tolls for EVs that would so obviously increase EV adoption and reduce air pollution gives the impression that the COG is not serious about reducing air pollution.</p> <p>Another way the COG could improve adoption of EVs and ZEVs is to push for the continuous funding of the Light-Duty Motor Vehicle Purchase or Lease Incentive Program (LDPLIP) at least until EV adoption is more widespread. The LDPLIP provides \$2,500 towards the purchase or lease of EVs and ZEVs but the program isn't funded every year. I missed out on the last two new EVs I bought because the LDPLIP wasn't funded for the years that I bought those cars.</p> <p>Another thing that is hurting EV adoption is the fact that Texas increased registration fees just for EVs. Raising fees on the very vehicles the COG is promoting to reduce air pollution is another reason it's hard to take the COG seriously when they talk about reducing air pollution. EV owners want to pay their fair share and they understand that since they don't pay gasoline taxes, Texas is losing revenue but to raise fees in EVs has exactly the opposite effect than promoting EVs.</p> <p>If Texas wants to raise registration fees to pay for highways then Texas needs to abolish the gasoline tax and find other ways to raise funds to build and maintain highways. Since the NCTCOG is responsible for managing gasoline tax revenues, it's hard to believe they are serious about reducing the very funding stream they are dependent on. If the COG really wants people to take their air pollution reduction plans seriously they need to come up with a transparent</p>	12/14/2023 11:58 AM
When does the survey close?	12/14/2023 2:36 PM
Current self-reporting of GHG emissions is not adequate, we need continuous data collection of GHG emissions from all over the area. Work with local colleges to perform more data collection and reporting.	12/14/2023 10:34 PM
Mass transit is long overdue in the metroplex and in particular in Tarrant County. We should put at least 4 times more funding towards mass transit over road infrastructure projects.	12/14/2023 10:36 PM
Expand the types of plastic that is recyclable	12/15/2023 5:03 AM
Can NCTCOG incentivize industrial and commercial use of thermal energy storage for building heating/cooling as well as process heat (chilled water storage, thermal battery for long duration process heat availability)? Those systems can work as large flexible loads for the grid. They allow large energy consumers to use renewable energy when it is abundant (and cheap) and reduce their consumption when it isn't. We will need load shifting capabilities to economically build the cleanest grid possible.	12/15/2023 12:50 PM
I agree about curbside composting being added in FW. Hold businesses and corporations to the highest standards to protect our environment. The idea that has been sold to us that the responsibility lies on the back of the average person is one of the biggest boondoggle.	12/15/2023 4:44 PM
Animal agriculture is one of the most destructive and unnecessary industries on the planet. Cities should encourage plant-based eating.	12/19/2023 12:48 AM
Stop supporting animal agriculture and fossil fuels.	12/19/2023 12:50 AM

## Public Comments Provided in Response to Dallas-Fort Worth Air Quality Improvement Plan Online Survey

QUESTION: Would you like to provide any other feedback?	
Please don't forget indoor air quality. Improve filtration, ventilation, and increase air exchanges in our public schools. Many of the FWISD buildings have outdated HVAC systems and are located on or near busy roads and railways, and suffer from terrible indoor air quality as a result. Buses and car pick up lines idle just outside the buildings for hours each day. Pollution is a concern. Another concern is public health from the spread of airborne viruses such as COVID, RSV, and influenza. We need to monitor and improve indoor air quality, particularly in public schools, to address pollution and health concerns.	12/19/2023 8:11 AM
Air pollution from the UP railyard combined with that emitted from vehicles using regional highways cause the local air to often stink in the early mornings. Gas-fed grass and leaf blowers are abusive sound polluters and should be banned. By 2030 there will be more plastic filling the world's oceans than fish. Ban use of plastic bags by local retailers, or at least charge customers 50 cents per bag used. Add recycling of plastic bags to FW recycling initiatives. Increase taxes on local farms and ranches, concrete plants, and oil and gas facilities to incentivize shift to less polluting and less water intensive enterprises.	12/19/2023 8:55 AM
We desperately need commuter rail linking Parker, Johnson, and Hood Counties into the Metroplex. We also need an expansion on I-20 to be three lanes both ways all the way past Weatherford to limit daily highway idling.	12/19/2023 8:58 AM
There are a series of train tracks near this dockyards that are literally terrifying to cross. I started crossing the other day when they were all open. By the time I got to the last one, the bar was coming down and the car in front of me was going very slowly over the tracks. I was looking around, trying to figure out whether it would be better to zoom around it or push the other case with my bumper in the case of a train! This is not good design.  We need additional public transit infrastructure. Many of the bus stops don't have a sidewalk, seating or a lighted shelter for rain. They are completely inaccessible for some disabled people and a hard choice for people who want to keep their shoes clean. Sidewalk connectivity is also lacking to some of the stops around the downtown area. I do want to say the Fort Worth bus drivers are amazing!	12/19/2023 10:48 AM
Please include indoor air quality standards. This is a win for everybody. Better breathing and data proven reduction in transmission of respiratory illness. There should be an initiative that provides education and equipment to businesses and residential complexes. Can some of these changes be made along with the others that businesses are making?	12/19/2023 10:52 AM
Air quality plans must account for significant point sources of pollution like all the fracking sites and fracking infrastructure that leaks and emits methane and other hazardous air pollutants linked to health issues like asthma, leukemia, cardiac disease, birth defects and higher ground level ozone and all the health issues related to that.	12/19/2023 2:01 PM
No	12/19/2023 2:28 PM
We already have solar panels on our home. The question asking if you want to install solar panels is thus in appropriate for us.	12/19/2023 2:37 PM
we are concerned about how dysfunctional TCEQ is and how it allows industrial pollution to run rampant, without any significant consequence for violators; this hurts the environment and public health as well as interfering with daily enjoyment of life due to noise, odor, dust, etc.	12/20/2023 12:11 PM
na	12/20/2023 12:28 PM
Great idea on this anonymous survey with public comments. I found lots of great information on here!	12/20/2023 12:29 PM
All vehicles should be required to pass an emissions test equal to what they were required to pass when they were new. With improvements in fuel and repair parts they should easily pass. If they are too old to have an original requirement, they should at least pass a visual test.	12/20/2023 1:03 PM
We used to use the TEXRail every time we went to the airport to reduce transportation waste. Within the last year, they have started charging for overnight parking. This system is difficult to navigate and isn't as cost effective when we still have to purchase the train ticket. Work with the city to allow free parking, no matter the length of time when public transportation is being used.	12/20/2023 1:48 PM
I love our city and I am thankful to live in Fort Worth. I do hope we can work together for the good of the whole community and not a select few.	12/20/2023 2:05 PM
Stop pushing ideas that are not scientifically proven. EVs for one.	12/20/2023 2:57 PM
In 2023 there will be over one million electric vehicles sold in the United States. I have been driving electric vehicles since 2015 and I'm currently on my fifth electric vehicle. What's not proven is your postulation that EVs are not proven.	1/5/2024 11:09 AM

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QUESTION: Would you like to provide any other feedback?	
Electrical vehicles have all kinds of issues from charging, being too expensive to buy, the battery costs way too much to replace, and you have to use fossil fuels to produce the batteries, plus the mining for cobalt is terrible for the environment. So, I can not support investment into electric vehicles. Fort Worth has lots of city buses that drive around empty or almost empty all day. Texans are not going to spend extra time every day riding a bus. Buses are inconvenient all the way around. We need more man made lakes in Texas. We keep adding people and the water resources need to increase accordingly. Do not put in a ton of regulations that cause the prices of everything to skyrocket. I don't trust the integrity of our electrical grid. Wind and solar are not dependable sources for consistent supply. Keep the power stations upgraded and add more of them, because we have added a ton of people to Texas!	12/20/2023 2:58 PM
We have an air quality problem, the problem has existed for decades and is just getting worse. Your post indicates that you wish to ignore the problem, worse yet you appear to want to reverse the very difficult progress we have already made. Your comments are reactionary without any foundation in fact. The governments know that thinking like yours is socially irresponsible and they have had to pass laws to keep thinking like yours from destroying our environment. Electric vehicles are our future, I'm sorry you find that so difficult. Instead of fighting the trend I recommend that you embrace it and gain experience with electric vehicles before the internal combustion vehicle option is taken away.	1/5/2024 11:04 AM
Keep after it! We need the tortoise and the hare in this endeavor. Engage the development community as well as citizens.	12/20/2023 5:00 PM
I would love to see more green infrastructure, such as incentives for businesses to improve their parking lots (trees, raingardens), and also noise reduction measures along highways such as greened barriers which could also improve AQ and flooding.	12/21/2023 6:00 AM
I would like to see more green infrastructure, such as green roofs, raingardens, greened noise barriers along highways, that could also improve AQ and help with flooding. Maybe incentives for businesses to improve their parking lots (shade, flooding prevention).	12/21/2023 6:06 AM
No	12/21/2023 8:39 AM
Environmental justice is critical to address in the Dallas/Fort Worth area. Marginalized communities have and continue to suffer due to high pollution, industrial growth near residential areas, etc. Local politicians have not responded to environmental justice in an effective manner.	12/21/2023 10:30 AM
During ozone action days, stop all drive through restaurants service. Long lines of idling cars do not help the environment.	12/21/2023 11:18 AM
I think that the City of Fort Worth should come up with plans that does not industrialize communities. The City of Fort Worth has a history of putting industrial development close to residents and that should be stopped. There should be designated areas for industry that is far away from established residential areas, schools, restaurants, hospitals etc.	12/21/2023 12:20 PM
All vehicles in Texas should continue to be inspected annually to help keep properly maintained vehicles on the road. The inequity, both in Dallas & Fort Worth, for access to goods and services need to be addressed. Health care, housing, food, park and recreation, shopping options all need to be improved in marginalized areas of each city.	12/22/2023 4:19 PM
We must not sacrifice our critical economic driver of the oil and gas industry under the guise of sanctimonious environmental improvement. A strong economy with careful safeguards are our greatest hope for a better future.	12/26/2023 11:12 AM
No	12/27/2023 7:17 AM
I am a longtime resident of Crowley, TX. I've been working in the food delivery industry for the last 4 years. I drive all over the city of Ft Worth. One main concern I have is the heat island effect in and around apartment complexes without any trees. I see a lot of apartment complexes without any trees or shrubbery growing in and around the apartment complex. In some areas of these apartment complexes I could see how the local residents and the apartment building itself could benefit from just simply planting a few trees in and around the apartment complex. These trees would provide shade to the local residents and also shade the apartment complex itself while also sequestering carbon. Digging up parts of the parking lot for the apartment complex may be required to plant some trees. Planting drought resistant trees would also be beneficial.	1/1/2024 2:30 PM

## Public Comments Provided in Response to Dallas-Fort Worth Air Quality Improvement Plan Online Survey

QUESTION: Would you like to provide any other feedback?	
I fully support the rapid development of renewable energy sources, community scale solar, the use of net metering, new building codes, green infrastructure, and the adoption of energy efficiency measures to phase out our dependence on fossil fuels. With the announcement of new federal methane rules, I ask for a moratorium on urban drilling in the DFW region until these new methane rules are implemented by the state. Fifteen years of unmonitored and unregulated fracking operations have increased climate harming emissions and taken a severe toll on regional air quality. Though I support incentivizing CO2 reductions for industry, I do not support trading emissions credits or "carbon trading." Carbon trading merely shifts the burden of pollution and does not result in true and meaningful emission reductions.	1/3/2024 12:25 PM
No	1/3/2024 7:14 PM
None	1/3/2024 7:29 PM
We need more trees and green spaces. Well maintained roadways. Limit unnecessary traffic.	1/3/2024 8:57 PM
No.	1/3/2024 10:28 PM
DFW is far too car dependent because there is no effective public transit. This needs to be fixed.	1/4/2024 7:48 AM
no	1/4/2024 7:54 AM
Curbside composting or local composting facilities would be nice to have	1/4/2024 9:13 AM
Arlington, Grand Prairie, and Mansfield lack public transport. There are no convenient ways of getting to Dallas, Fort Worth, or the airports without using a personal vehicle.	1/4/2024 9:14 AM
There lacks enforcement on the DART. The trains and buses feel too unsafe to ride, and many people do not pay for the trains.	1/4/2024 9:16 AM
Cities should tighten up enforcement. Encourage people to stop wasting water.	1/4/2024 9:34 AM
We have zero sidewalks in our neighborhood. We have to walk on the street or in someone's yard. Our city actively discourages walking/biking and promotes driving; even absurdly short distances <1 mile.	1/4/2024 11:08 AM
We cannot solve our air quality problems without reducing vehicle miles traveled and addressing vehicle size and weight. Vehicle registration fees should be tied to vehicle weight. Zoning should be revised to allow greater population density and more mixed use to reduce average trip length. Walking and bicycling should be supported by a connected network of safe infrastructure, and mass transit should reduce headways so that it becomes a viable alternative to driving. Government owned car fleets should be equipped with intelligent speed assistance to slow traffic, reducing particulate matter from brakes and tires. Where possible, we should look for opportunities to remove highways. At minimum we should restrict the number of highway expansion projects that induce demand for driving and increase VMT. Any road greater than 4 lanes should be a candidate for a road diet, preferably by converting lanes to either protected bike lanes or BRT. The 85th percentile rule should be abandoned so that speed limits can be decreased more easily.	1/4/2024 1:44 PM
We need tighter control of methane and Co2 emissions from oil, gas and coal industries. Also needed is better protection of aquifers from waste water storage connected with fracking.	1/4/2024 2:02 PM
I think targeting industry with incentives to reduce their pollution output and increasing cost in penalties for pollution they produce. For citizens, I think a PR campaign for awareness to make people CARE is needed. Most people deny the problem or the severity of the problem.	1/4/2024 2:03 PM
There need to be new building codes that focus on resource conservation and reducing the amount of concrete that's contributing to this urban heat island. Keep big trees, offer incentives for solar and green roofing, permeable parking lots, anti bird-strike glass, native plants, etc. The amount of new construction and miles of concrete will continue to diminish our air quality.	1/4/2024 2:04 PM
Include research and incentives for land use policies that are better for air quality. For example, incentivize land use policies that reduce travel distance between residences and where people need to go. Encourage infill and redevelopment in high-demand, high-amenity areas. This, in turn, allows more residents to live where it's easier to walk, bike or take transit than to drive, thereby reducing both traffic emissions and traffic congestion.	1/4/2024 2:11 PM
I am much more likely to walk, bike or take the bus than to purchase an expensive EV and drive in miserable, stressful traffic. Please focus efforts and funding on making it easier and safer for residents to walk, bike and take public transportation. This helps reduce traffic congestion, infrastructure costs, transportation emissions, pavement and concrete from roads and expansive parking lots. Walking, biking and public transportation are also better for public health and household budgets. It's a win-win!	1/4/2024 2:20 PM
Increasing native vegetation would help keep the area cool in hot months and provide resources to native species.	1/4/2024 2:44 PM
Before a building permit is approved, the land should be surveyed for trees so they can be inventoried.	1/4/2024 5:53 PM
We need composting options and true recycling	1/4/2024 5:53 PM

## Public Comments Provided in Response to Dallas-Fort Worth Air Quality Improvement Plan Online Survey

QUESTION: Would you like to provide any other feedback?	
I have never smelled "smog" in the DFW area. That news tagline is misleading. I think that we need to strengthen our electric grid for the growth in the Collin County area, and also to protect against attack. Senator Bob Hall has many great (and low cost) ideas for this. We need to make sure we have the lakes we need for water for the growing population. We are spending way too much of our tax money on low ROI "green" agenda items like electric vehicles and charging stations - when we need more focus on how to make our roadways better and improve traffic flow / commuting time.	1/4/2024 8:14 PM
<p>Here is what Chat GPT has to say about improving our local air quality.....</p> <p>Support and Advocate for Stronger Regulations:</p> <p>Encourage and support the enforcement of stricter emissions standards for industries, vehicles, and power plants. Advocate for policies that promote cleaner energy sources and technologies.</p> <p>Promote Public Transportation:</p> <p>Enhance public transportation infrastructure to reduce the number of individual vehicle trips. Encourage the use of electric or hybrid vehicles and offer incentives for their adoption.</p> <p>Reduce Vehicle Emissions:</p> <p>Implement and enforce vehicle emission testing programs. Promote carpooling, ridesharing, and telecommuting options to reduce the number of vehicles on the road.</p> <p>Expand Bike and Pedestrian Infrastructure:</p> <p>Develop and improve biking and walking paths to encourage non-motorized transportation. Implement bike-sharing programs and ensure pedestrian-friendly urban planning.</p> <p>Tree Planting and Green Spaces:</p> <p>Increase urban green spaces and promote tree planting initiatives. Trees absorb pollutants and improve air quality.</p> <p>Air Quality Monitoring and Reporting:</p> <p>Implement and maintain a robust air quality monitoring system. Make real-time air quality data accessible to the public, allowing individuals to make informed decisions.</p> <p>Industrial and Construction Regulations:</p>	1/4/2024 8:35 PM
The same thoughts that we should have about polluting the air should govern our actions with the water supply. As you wouldn't want to breathe air pollution you shouldn't want to drink water pollution. Some chemicals are very hard to filter out to our drinking water. Think about your actions.	1/4/2024 9:24 PM
No	1/4/2024 9:41 PM
N/a	1/4/2024 9:42 PM
NO	1/5/2024 8:48 AM
Public transportation needs to be more accessible across all of DFW. It is clear that the smog and air quality is visibly worse during weekday rush hours versus holidays when there are less people on the roadway. I only work 1.6 miles from where I live, but I have to drive due to lack of sidewalks and public transportation options in my area.	1/5/2024 8:51 AM



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QUESTION: Would you like to provide any other feedback?	
<p>1. City-wide composting systems would be huge in reducing food waste and the emissions that come with it</p> <p>2. There are so many areas around NTX where trees could solve a lot of problems, especially in lower-income neighborhoods that suffer more from the heat in the summer due to a lack of a tree canopy</p> <p>3. I have an EV and am lucky enough to charge from my home (powered by my solar panels), but it would be really annoying if I did not have this set-up due to the total lack of a charging infrastructure around town</p> <p>4. Here in Arlington I am surrounded (literally) by gas wells that continue to emit after the drilling phase and there are more drilling operations being speedily and greedily greenlit without community input from Arlington residents as we speak by the city. With the publishing of the new federal methane rules by the EPA just last month, we need a moratorium on urban drilling in the DFW region until these new methane rules are implemented by the state. Fifteen years of unmonitored and unregulated fracking operations have increased climate harming emissions and taken a severe toll on regional air quality.</p> <p>5. Provide incentives or plans for restaurants to include at least one plant-based option on their menu.</p>	1/6/2024 7:51 AM
More public transportation!!	1/6/2024 6:18 PM
<p>Large urban trees are wonderful.</p> <p>Denser walkable and bikeable neighborhoods with commercial space are wonderful.</p> <p>We have the beginnings of a public transit system, but every stop in the region should be surrounded by skyscrapers, not parking lots.</p> <p>Every parking lot should add solar shade panels.</p> <p>Micro-mobility should be supported with public infrastructure.</p>	1/6/2024 10:49 PM
More realistic green spaces and green spaces that have a purpose to serving the area.	1/6/2024 11:45 PM
This is Texas not Maine, our parks, yards, green spaces should be native to Texas, drought tolerant.	1/7/2024 5:29 AM
I enjoy running and the poor air quality in tarrant county is a health concern for me, as well as a climate change concern. Thank you for your work on this issue.	1/7/2024 8:43 PM
Yes. It's hard not to encounter diesel emissions and/or two-stroke leaf blower fumes (usually both) when running in FW. Even on the Trinity Trail municipal work vehicles are often fouling the air.	1/13/2024 9:12 AM
The massive amount of both residential and commercial development is destroying the natural wildlife at a devastating rate. Hundreds of acres are being clear cut in just days only to build another massive McMansion, cookie cutter neighborhood where houses sit on top of one another. These huge houses are energy suckers and are inefficient. There seems to be little thought of infrastructure, environmental impact, park-planning, road safety, or land preservation during development. DFW is on its way to be one big cement strip mall and mega neighborhood if things don't change.	1/8/2024 10:15 AM
<p>These comments are in regards to the Barnett shale fracking emissions:</p> <p>1)Methane emissions from fracking are a major driver of the climate crisis as methane is 87 times more powerful than carbon dioxide as a greenhouse gas in the first twenty years after it is emitted.</p> <p>2)With the announcement of the new federal methane rules, we ask for a moratorium on urban drilling in the DFW region until these new methane rules are implemented by the state. Fifteen years of unmonitored and unregulated fracking operations have increased climate harming emissions and taken a severe toll on regional air quality.</p> <p>3) We encourage the immediate adoption of measures to reduce leaks from not only pipelines, but also from ALL sources of methane and associated GHG compounds emissions related to natural gas production including storage tanks, compressor stations, and pneumatic devices.</p> <p>4) With drilling expanding in the Barnett shale, we ask that electric drilling rigs be universally required and only electric motors be used for any oil and gas related activities.</p> <p>5)Though we support incentivizing CO2 reductions for industry, we do not support trading emissions credits or "carbon trading". Carbon trading merely shifts the burden of pollution and does not result in true and meaningful emission reduction.</p> <p>6) We fully support the rapid development of renewable energy sources. community scale solar. the use of net metering, new building codes, green infrastructure, and the adoption of energy efficiency measures to phase out our dependence on fossil fuels. We also ask that a regional climate plan prioritize equity and environmental justice.</p>	1/8/2024 2:19 PM
if air quality is a priority there should not be an unfair fee' tax structure put on EVs. Road use taxes should be based on vehicle weight and miles traveled regardless of fuel used. Do not eliminate auto safety and emissions inspections as they are for the common good.	1/8/2024 5:01 PM

## Public Comments Provided in Response to Dallas-Fort Worth Air Quality Improvement Plan Online Survey

QUESTION: Would you like to provide any other feedback?	
The DART Silver Line passes through several neighborhoods so it is important for it to not pollute the air. Diesel power is not appropriate for this line. There is also more noise pollution from diesel than electric.	1/8/2024 5:04 PM
No	1/8/2024 9:28 PM
We Industrial companies infrastructure plans to provide protection to communities.	1/9/2024 9:57 AM
DFW needs to require utilization of drought tolerant/native plants as well as utilization of reclaimed water for irrigation.	1/9/2024 10:51 AM
Less warehouses more parks	1/9/2024 10:55 AM
TCEQ is not doing a good job of protecting air quality. We need to make sure they enforce permits and limit permit renewals.	1/9/2024 2:44 PM
COMPOSTING	1/9/2024 5:52 PM
Not at this time.	1/10/2024 8:48 AM
It's time to make green initiatives a priority. The best way to engage community participation in project efforts is by providing incentives that reduce the citizen's expense to implement.	1/10/2024 9:52 AM
EVs, solar panels, and renewable energy sources aren't the panacea most people think they are. Climate change is NOT a problem and, as its advocates claim, is NOT based on settled science -- there is no such thing. I wish governmental entities would quit advocating these things and trying to push them down our throats.	1/10/2024 9:09 PM
Wind and solar are unreliable energy sources, and require excessive infrastructure for the amount of energy used. Texas should be looking at nuclear power as well as improving emissions from current gas fired plants.	1/11/2024 7:49 AM
Wind and solar are now the cheapest energy option, and battery storage had begun coming online. Consumers will not pay more for a dirtier option. Trying to derail renewables at this point is like trying to reverse Niagara Falls.	1/13/2024 9:08 AM
Illegal burning of trash is a big problem.	1/11/2024 9:25 AM
The City of Fort Worth does not have enough green space. Too many trees have been CHOPPED DOWN Zandt CLEAR CUT. Every elected official should be certified in an importance if responsible actions with regard to city planning and forestry	1/11/2024 11:02 AM
No	1/11/2024 11:17 AM
There are so many great ideas put forth in the Potential Strategies. Large amounts of methane are released in our neighborhoods by fracking. New gas and oil site installations should be put on hold until the new federal methane rules come into play. New measures should address methane and GHG compound leakage not only from pipes but storage tanks, compressors, and other devices. Electric motors should be used for oil and gas related activities. My electricity went out six times in the last year and a half, once for sixteen hours. This was not Snowmageddon. The pain, anguish, and cost of these events is huge. We need more dependable electrical service. I was a recipient of the weatherization program in Arlington in 2015. This was immensely helpful to reducing electricity usage and cost. from these events	1/11/2024 11:22 AM
We need to make air pollution solutions a priority here. Stop giving businesses loopholes so they can continue to damage the environment and make the health of our citizens a priority.	1/11/2024 2:00 PM
Municipal adoption of fleet EVs is very poor and needs aggressive advocacy by groups like NTCOG. For example, about a decade ago Fort Worth seemed to be making an effort to integrate then-cutting edge vehicles like the Chevy Volt and the Toyota Prius into its fleets. Now, most of what I see are truck-based fuel guzzlers. The worst example is FWPd and its Chevy Tahoe police cruisers. You'd have to work hard to find a thirstier, heavier, clumsier vehicle than this. It borders on civic irresponsibility. Many, many better choices are out there, some of which are zero tailpipe-emissions options. Work directly and aggressively with municipal fleet managers to raise their consciousness and shift their paradigms. Also, please push back publicly on the state's usurious EV registration fee. Most every EV owner wants to help offset the loss in gasoline-tax revenues, but the current fee is outrageous and clearly punitive.	1/13/2024 8:43 AM

## Public Comments Provided in Response to Dallas-Fort Worth Air Quality Improvement Plan Online Survey

QUESTION: Would you like to provide any other feedback?	
Composting, making public transportation a realistic alternative to driving (you will have to market it in a sexy way and make it go have a enough stops and destinations that people can actually use it), native plants instead of invasive lawn (in public spaces), working with people who have \$\$ to actually implement these changes in drastic ways. Basically being brave enough to re-envision the city (Dallas) and even metroplex so that it can be a sustainable haven for human, animal, and natural life for as much of the future as we can foresee (which is actually lots if people are willing to look at the science).	1/14/2024 9:32 AM
Vehicle exhaust from inefficient vehicles are a problem that needs to be addressed, as well as increased greenery along freeways, streets, and parking lots. Light pollution is also become a problem	1/14/2024 11:48 PM
Add safe bike lanes; add more EV chargers	1/15/2024 8:47 AM
Make public transportation more widely available to connect all cities of the metroplex to one another. Encourage the construction of homes and buildings that are meant for their natural environment, so they can heat and cool naturally. Make cities walkable - to prioritize people rather than vehicles, which can stimulate the economy. Diversify and increase the vegetation growing in our cities - more fruiting trees to capture all the pollen, plants that are native to the area, moving area from the stereotypical lawn to more wild natural that can grow deeper roots that will decrease erosion, increase biodiversity, and cool areas. Encourage the reduction of consumption as recycling can be a very arduous process. Incentivize sustainable business to move into the area. Provide public education on environmental matters. Listen to people, rather than corporations.	1/15/2024 10:00 PM
no	1/16/2024 10:00 AM
Following are more ideas for consideration: 1) Encourage all NCTCOG cities to adopt the SolarAPP+, which is free for cities and enables them to improve their solar permitting process through standardization and decrease the time it takes for permit reviews ( <a href="https://solarapp.nrel.gov/">https://solarapp.nrel.gov/</a> ) 2) Encourage the state of Texas to legislate net metering (a billing mechanism that credits solar energy system owners for the electricity they add to the grid). 3) Create a statewide Distribution Operator similar to the PUC, which would coordinate the generation of flexible distributed energy resources (DERs)/electricity coming into the grid from new sources such as electric vehicles, residential and commercial solar, water heaters, batteries, etc. See the following study: <a href="https://www.pnnl.gov/projects/transactive-systems-program/dsot-study">https://www.pnnl.gov/projects/transactive-systems-program/dsot-study</a> 4) Support widespread energy efficiency improvements in homes and businesses through financial support and/or incentives. 5) Support load management incentive programs for small businesses and residential customers also. Don't just pay the big electricity consumers to reduce their consumption during peak load times. This will also help educate all consumers about peak loads and incentivize them to do their part to reduce it. 6) Require bitcoin operations to generate their own renewable energy to support their operations.	1/16/2024 5:56 PM
We must focus on sustainability even as it is costing more. Industry MUST do it's fair share, including oil and gas!	1/17/2024 9:20 AM
Fort Worth is a city built for cars and not for people. Put electric trams in place until true mass transit is built.	1/17/2024 6:14 PM
Stop cutting down all the trees, they are a natural resource to clean the air. I think some have forgotten the science lessons on the eco system.	1/17/2024 11:30 PM
It seems that the entire eco system is being destroyed across this area. People complaining about wild life, but don't complain when a new highway or housing development goes in.	1/17/2024 11:34 PM
We need to increase public transportation, meaning more commuter and light rail. Stop increasing the motorways. We should Use the Netherlands example of intercity rail Travel. We need to reduce the amount of pavements and concrete lots. The summer months are unbearably hot. Increase the greenery and tree cover to provide shade.	1/19/2024 7:45 AM
Fort Worth needs to expand light rail and commuter rail that links its residents to the surrounding cities. We need more trams and street cars. Stop expanding the freeways. Too many people are dying on our roads. Decrease speed limits. We should have a rail station no more than a 15 - 20 minute walk from our homes just like in Singapore, and the Netherlands. In doing so we will have a healthy population, cleaner air, safer roads, and better quality of life.	1/19/2024 7:50 AM
Fort Worth should consider becoming a world class city and invest more in electrifying its public transport for example we should use electric trams, and light rail all through out the city. Train stations should be accessible by foot. We need to decrease the amount of distance traveled by car. Dallas and Fort Worth need to electrify the TRE.	1/19/2024 7:53 AM

## Public Comments Provided in Response to Dallas-Fort Worth Air Quality Improvement Plan Online Survey

QUESTION: Would you like to provide any other feedback?	
Please make use of the Infrastructure funds provided by the federal government and begin investing in more light rail and trams. Additionally, the local governments need to invest more in green infrastructure and community gardens.	1/19/2024 7:57 AM
Please electrify the TRE and make it a high speed rail. Make intercity travel more convenient and accessible by public transportation. We should link the DART with Fort Worth's TexRail. Trinity Metro must rollout an expensive light rail and tram system all through out the city.	1/19/2024 7:59 AM
Provide low-income residents with air purifiers. Until we reduce the amount of vehicles on the roads, and industry reduces its emissions.	1/19/2024 8:02 AM
We need to change our zoning laws to reduce the amount of parking spaces allocated to projects. Cities need to require new developments to have solar panels. Fort Worth needs to develop an electric rapid rail transit system to serve the city. We need more tree cover in our neighborhoods. Reduce speeds within city limits. Modernize the TRE to be fully electric, run every 15 minutes, and high speed.	1/22/2024 3:25 AM
This is more of a question, but I'm curious to know if the uptick in drone delivery services are seen as better for the environment than other traditional delivery services because I know that's picking up the DFW area.	1/23/2024 8:38 PM
We should push back on huge corporations (e.g., Amazon) trying to expand into this area without holding them accountable for the environmental damage we know they will have. They either need to do better (and be held to it) or be refused future opportunities here.	1/24/2024 6:59 AM
This survey was not easy to complete on mobile.	1/24/2024 7:02 AM
Our biggest problem is allowing fracking rigs too close to communities. Fracking rigs release benzene and other cancer-causing agents into the air.	1/24/2024 8:38 AM
Fracking in urban areas should be ended immediately. No excuses. There are literally gas wells in neighborhoods within earshot of and extracting gas from under homes, schools and day-cares. Methane (natural gas) leaks, and other operations on these sites and pollute the air (plus the land and water), produce nuisance noise, and contribute to asthma (especially in children) and a host of other short term maladies and long term negative health outcomes. "Oil and gas activities in the Barnett Shale area have the potential to emit a variety of air pollutants, including greenhouse gases, ozone and fine particle smog-forming compounds, and air toxic chemicals. The state of Texas has the highest greenhouse gas (GHG) emissions in the U.S., and future federal efforts to reduce national GHG emissions are likely to require emissions reductions from sources in the state. The three anthropogenic greenhouse gases of greatest concern, carbon dioxide, methane, and nitrous oxide, are emitted from oil and gas sources in the Barnett Shale area." Source: <a href="https://www.edf.org/sites/default/files/9235_Barnett_Shale_Report.pdf">https://www.edf.org/sites/default/files/9235_Barnett_Shale_Report.pdf</a> The exponential growth of gas extraction in the DFW area over the last 20 years is degrading our health, contributing to climate change (methane is 80 times more powerful than CO2 at trapping heat in the atmosphere over a 20 year time span), and polluting our air, water, and land. Questions on this survey relate to the electricity grid, energy use, transportation, water, waste and agriculture/forestry. There is non-specific mention of 'industrial operations', but there is no mention of oil and gas operations in urban areas. Any regional air quality plan that does not include removing the 'elephant in our neighborhood' which is gas fracking pollution will be missing the mark.	1/24/2024 12:16 PM
fix all of the leaking oil wells and fracking oil wells. Prioritize ticketing vehicles that obviously don't meet emission standards. Make recycling a law. Strengthen and enforce regulations against companies who pollute (incentives for reduction and fines for the pollution released.	1/24/2024 1:03 PM
fix the leaking oil/fracking wells. Make recycling a law. Make ticketing a priority for vehicles that obviously fail emission standards. Incentivize pollution reduction actions of companies and fine polluters. Clean up the corruption in the Railroad Commission and stop permits for fracking in our neighborhoods. Enforce current regulations for dumping, polluting.	1/24/2024 1:14 PM
fix the leaks in fracking/oil wells. Clean up the corruption at the Railroad Commission and stop fracking permits in our neighborhoods. Prioritize police ticketing vehicles that obviously fail emission standards. Incentivize pollution reduction actions of companies and fine polluters. Enforce existing laws on pollution and dumping. Outlaw plastic shopping bags. Make recycling the law.	1/24/2024 1:20 PM
Build more rails and rail stations. Include Arlington.	1/27/2024 8:07 AM

## Summary of Verbal and Written Comments Provided at Open House Public Meetings and Virtual Listening Sessions

Public Meeting Feedback**		
Date	Location	Summary
11/14/2023	Virtual Listening Session*	<p>Concerns were expressed regarding diesel/gasoline equipment (food trucks, lawn equipment, construction equipment), concrete batch plants, urban drilling, and idling vehicles. Attendees recommended adding more electric vehicle (EV) infrastructure and providing incentives for EVs.</p> <p>An attendee recommended holding meetings at different times, like during the evening, or potentially during the weekend, to make the meetings more accessible.</p> <p>Two polls related to the Dallas-Fort Worth Air Quality Improvement Plan were taken during the meeting.</p> <p>Poll #1: Which of the following are you most concerned about? (Select top 3 priorities)</p> <ul style="list-style-type: none"> <li>- Public Health (45%)</li> <li>- Local Air Quality (73%)</li> <li>- Extreme Weather Events (36%)</li> <li>- Rising Energy Costs (36%)</li> <li>- Lack of Access to Food (18%)</li> <li>- Lack of Public Transportation (27%)</li> <li>- Lack of Jobs (0%)</li> <li>- Climate Change (55%)</li> <li>- Urban Areas Warming Due to Human Activities (45%)</li> </ul> <p>Poll #2: Which sectors should be targeted in the DFW AQIP? (Select all that apply)</p> <ul style="list-style-type: none"> <li>- Transportation (100%)</li> <li>- Energy (63%)</li> <li>- Water (38%)</li> <li>- Wastewater (13%)</li> <li>- Solid Waste (63%)</li> <li>- Agriculture/Land Use (50%)</li> </ul>
12/4/2023	City of Dallas	<p>Attendees recommended the addition of more tree cover, the creation of "green" parking lots, adding solar to more buildings (the convention center was recommended), providing more weatherization for residents, and adding pavement that can sequester carbon.</p> <p>Concerns were expressed regarding the lack of accessible sidewalks in parts of Dallas and lack of local technicians who are certified to do home weatherization.</p>
12/12/2023	City of Aledo	<p>Concerns were expressed regarding rail crossings which caused vehicle idling, lack of sidewalks in certain areas, and resiliency concerns.</p> <p>Questions were asked about the Climate Pollution Reduction Grants and opportunity for grant funding for the region.</p>

## Summary of Verbal and Written Comments Provided at Open House Public Meetings and Virtual Listening Sessions

1/8/2024	City of Arlington/Virtual*	<p>Concerns were expressed regarding urban drilling and local health issues (especially childhood asthma rates), food access, and bike accidents.</p> <p>Attendees recommended staff identify ways to create less carbon-intensive construction, electrify appliances and H-VAC, add more high-density housing, provide free transit passes, add community solar and solar to parking garages, decarbonize airports, create a regional bus rapid transit network, add bike and bus only lanes, make sure diesel vehicles are meeting current emission standards, and add more electric vehicle charging stations.</p> <p>Attendees expressed lack of support for carbon trading and requiring electric vehicle owners to pay additional registration fees.</p> <p>NCTCOG was encouraged to reach out to younger community members through avenues such as TikTok, Instagram, FB, collect feedback by meeting people where they are (such as grocery stores, schools, etc.), focus on environmental justice, and host a community meeting in Spanish only.</p>
1/9/2024	City of Granbury	<p>Questions were asked regarding electric vehicle charging availability, current electric vehicle registration, how long it takes to charge an electric vehicle, and the appropriate amount of fees to charge an electric vehicle.</p> <p>Attendees suggested adding more public transit and recommended locations for electric vehicle charging stations.</p>
1/16/2024	City of Fate	<p>An attendee encouraged staff to include supporting Property Assessed Clean Energy (PACE) Program in the Air Quality Improvement Plan.</p> <p>Attendees also made recommendations on potential trails, sidewalks and public transportation improvements.</p>
1/18/2024	City of Fort Worth	<p>Concerns were expressed regarding urban drilling, lack of public transit (including trains/subways), lack of sidewalks (especially in Southern Fort Worth), poor internet access, and distribution centers impacting local residents due to noise and air pollution.</p> <p>Attendees recommended incentivizing developers to not cut down trees, add more trees near schools, and add more air quality monitoring, especially in low-income areas.</p> <p>Questions were asked regarding the low-income and disadvantaged communities benefits analysis and the potential for fees due to the region's non attainment status for ground-level ozone.</p>



## Summary of Verbal and Written Comments Provided at Open House Public Meetings and Virtual Listening Sessions

1/24/2024	Virtual Listening Session*	<p>Attendees suggested the addition of more transit, low-heat pavement, electric vehicles and appliances, hydrogen refueling stations, native plants and trees. They also recommended the preservation of existing green space, a reduction in parking lots, enforcing idle reduction, and utilizing vehicle-to-grid technologies.</p> <p>Numerous comments were made regarding a need for more air quality monitoring, especially around wells.</p> <p>Two polls related to the development of the Dallas-Fort Worth Air Quality Improvement Plan were taken during the meeting.</p> <p>Poll #1: Which of the following are you most concerned about? (Select top 3 priorities)</p> <ul style="list-style-type: none"> <li>- Public Health (54%)</li> <li>- Local Air Quality (71%)</li> <li>- Extreme Weather Events (20%)</li> <li>- Rising Energy Costs (14%)</li> <li>- Lack of Access to Food (14%)</li> <li>- Lack of Public Transportation (20%)</li> <li>- Lack of Jobs (3%)</li> <li>- Climate Change (60%)</li> <li>- Urban Areas Warming Due to Human Activities (23%)</li> </ul> <p>Poll #2: Which sectors should be targeted in the DFW AQIP? (Select all that apply)</p> <ul style="list-style-type: none"> <li>- Transportation (81%)</li> <li>- Energy (81%)</li> <li>- Water (38%)</li> <li>- Wastewater (35%)</li> <li>- Solid Waste (38%)</li> <li>- Agriculture/Land Use (50%)</li> </ul>
1/29/2024	City of Cleburne	<p>Suggestions were made to have more incentives for decarbonization of fleet vehicles and the addition of more alternative fuel stations. An attendee suggested an EV trial vehicle for fleets. Concerns were expressed about needing training support for technology transitions, and recommendation against projects that provide short-term incentives in exchange for future mandates/requirements.</p> <p>An attendee suggested programs that retrofit and weatherize low-income and disadvantaged residential homes. There was interest in programs that would support improvements in city facilities.</p> <p>Attendees made suggestions on improving intersections to reduce idling and traffic congestion.</p>
<p>Source: NCTCOG</p> <p>*Recording available at <a href="http://www.publicinput.com/dfwAQIP">www.publicinput.com/dfwAQIP</a></p> <p>** This effort was also taken to Transportation Public Meetings in June 2023, October 2023, and January 2024. Feedback was included with those comment reports.</p>		



# Approval of the Dallas-Fort Worth Air Quality Improvement Plan

**Lori Clark**  
**Senior Program Manager & DFW Clean Cities**  
**Director**  
**Regional Transportation Council**  
**2.8.2024**

# Priority Climate Action Plan

First deliverable for Environmental Protection Agency (EPA) Climate Pollution Reduction Grants (CPRG):  
Planning Grants

Required for eligibility under EPA CPRG: Implementation Grants

Plan Element	Priority Climate Action Plan – Due March 1, 2024
Greenhouse Gas (GHG) Inventory	Required ✓
GHG Emissions Projects	Not Required ✗
GHG Reduction Targets	Not Required ✗
Quantified GHG Reduction Measures	Required (priority measures only) ✓
Benefits Analysis	Encouraged ✓
Low Income/Disadvantaged Communities Benefits Analysis	Required ✓
Review of Authority to Implement	Required ✓
Identify other Available Funding	Encouraged ✓
Workforce Planning Analysis	Encouraged ✗
Next Steps/Future Budget Needs	Not Required ✓



# Selecting Measures and Projects

## Review NCTCOG Screening Criteria for Plan:



## Review EPA Scoring Criteria for Grant:

- Is there interest in the region? (local government project submittals and public input)
- Is someone willing to implement (local governments, NCTCOG, third party entity)?
- Can it be done in the next five years?
- Does it provide broad, quantifiable greenhouse gas and criteria pollutant reductions?

- Reduces GHG and criteria pollutants
- Benefits disadvantaged communities
- Can be implemented in 2025-2030
- Funds a strategy for which other funding is unavailable or insufficient
- Is cost-effective
- Advances decarbonization
- Is innovative





# Engagement and Outreach

## Local Governments

- Workshops & Committee Meetings
- Specific Project Scope Submittals
- Online Survey

## Residents and Other Stakeholders

- 7 “Open House” Public Meetings
- 2 Virtual “Listening Sessions” with Nonprofits/Community Groups
- 1 Industry Meeting
- 281 Responses to Online Survey
- Presentations to Various Organizations

## Media

- Community Impact
- NBC

**[www.publicinput.com/dfwAQIP-survey](http://www.publicinput.com/dfwAQIP-survey)**

# DALLAS-FORT WORTH AIR QUALITY IMPROVEMENT PLAN

**The North Central Texas Council of Governments (NCTCOG) is seeking recommendations on air quality improvement projects for your community!**

NCTCOG is collaborating with local stakeholders in the Dallas-Fort Worth region to develop a comprehensive Air Quality Improvement Plan (DFW AQIP). The plan will create a roadmap to improve air quality, protect public health, and reduce the impacts of extreme weather events.

Your input is requested and important! Please go to [www.publicinput.com/dfwAQIP](http://www.publicinput.com/dfwAQIP) to make recommendations, attend an open house, and more.

## FOCUS AREAS:

## Transportation

Use of cleaner  
such as electric  
al gas  
alkable  
ties  
more public  
tions  
ore efficient  
roadway

f t v o i g  
@nctcogtrans

4

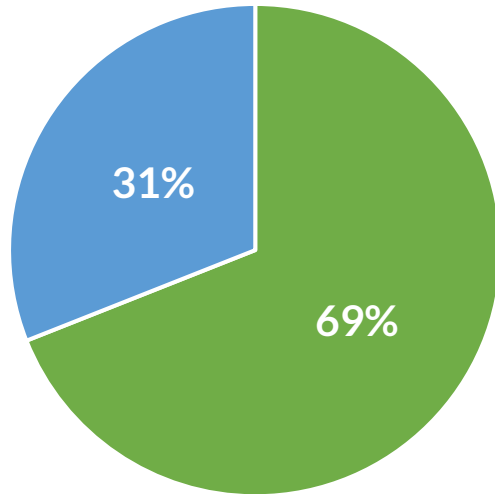


## Approval of the Dallas-Fort Worth Air Quality Improvement Plan

# Air Quality in Dallas-Fort Worth

## 2019 Nitrogen Oxides (NO<sub>x</sub>) Emissions Inventory 10-County DFW Ozone Nonattainment Area

Nitrogen Oxides (NO<sub>x</sub>) = 247.02 Tons per Day



■ Transportation ■ Other Sources

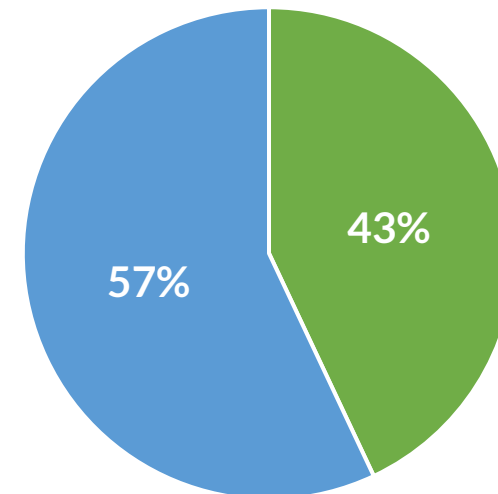
*"Transportation" includes off-road, on-road, and non-road mobile*

*"Other Sources" includes point, area, and oil and gas production*

Source: TCEQ, 2019 summer weekday anthropogenic emissions for the DFW 10 County Ozone Nonattainment Region, **Proposed DFW Moderate Attainment Demonstration State Implementation Plan Revision for the 2015 Eight-Hour Ozone NAAQS**

## 2019 Greenhouse Gas Emissions Inventory 12-County Metropolitan Planning Area

Carbon Dioxide Equivalent (CO<sub>2</sub>e) = 102,856,587 Metric Tons per Year



■ Transportation ■ Other Sources

*"Transportation" includes off-road, on-road, and non-road mobile*

*"Other Sources" currently includes energy, water, wastewater, and solid waste; agricultural, process & fugitive emissions not included to date*

Source: NCTCOG, [North Central Texas 12-County Metropolitan Planning Area 2019 Inventory of Community Greenhouse Gas Emissions](#)





# The State's Plan – Potential Measures

**Focus on 3 Sectors that Contribute 87% of State Greenhouse Gas Emissions:**

**Industry**

**Electric Power**

**Transportation**

- Port Decarbonization with Shore Power and Zero-Emissions Vehicles and Equipment

- Electric Vehicle (EV) Charging and Hydrogen Fueling Infrastructure

- Zero-Emission Medium- and Heavy-Duty Trucks

- Zero-Emission School Buses

- Zero-Emission Government Fleet Vehicles

- Zero Emission Light-Duty Vehicles

- Medium- and Heavy-Duty Third-Party Scrappage Program

- Low Emission Passenger or Freight Locomotives

- Low Emission Jet Fuels

- Variable Speed Devices at Airports



# Proposed Transportation Measures

## Proposed for Plan and Anticipating Grant Request

Transit Enhancement Program - \$5-10M 

Active Transportation Program - \$10M-\$25M 

Green Purchasing/Green Construction Program - \$10-20M   \$

Urban Heat Island and Green Spaces Program - \$15-20M  \$ 

Enhanced Regional Traffic Signal Timing Program - \$10-\$25M   

Transportation System & Truck/Rail Flow Optimization Program - \$20-30M   \$ 

LED Streetlighting Program - \$5M  \$

\*Clean Vehicle & Equipment Program - \$30-\$50M   \$ 

*\*Will be carefully scoped to not duplicate the TCEQ Transportation programs*

## Proposed for Plan Only, No Grant Request

Transit Planning

Vehicle Miles Traveled Reduction

Green Airport Planning Program

Low-Carbon Liquid Fuels Program

Regional Emissions Compliance Program

Tire Recycling

Carbon Footprint App/Game


Regional Air Quality Monitoring Program

**Potential Transportation Subtotal: \$105-\$185M**

 *Direct Climate Change Benefits*

 *Direct Benefits for Nonattainment Issues*

\$ *Few Other Transportation Funding Options*

 *Strong Public/Stakeholder Input*



# CPRG Implementation Grants

## Program Structure Incentivizes Collaborative Applications

- EPA will not award multiple grants for the same initiative in the same area

## Proposed Approach

- Balance High Emissions Reductions with Regional Priorities as Expressed through Local Government Interests and Resident Surveys
- Balance Emissions Reductions between GHGs (EPA priority) and Criteria Pollutants (Regional Concern and Part of Low-Income/Disadvantaged Community Benefit Analysis)
- Avoid Applying to the Same Tier as the State's Application
- Pursue Tier B to Optimize Competitiveness

Tier	Grant Ranges	Potential Transportation Allocation if Proportional to GHG Emissions Inventory	Anticipated Number of Grants to be Awarded
Tier A	\$200M - \$500M	\$86M - \$215M	4-10
Tier B	\$100M - \$199M	\$43M - \$85M	6-13
Tier C	\$50M - \$99M	\$22M - \$42M	6-12
Tier D	\$10M - \$49M	\$4.3M - \$21M	6-30
Tier E	\$2M - \$9.9M	\$1M - \$4.2M	10-50



# Financial Mechanics for Implementation Grants

## Utilize EPA Standard Advance Payment for Cash Flow ✓

- Confirmed option available for CPRG
- Anticipate 5-day cash on hand limitation

## Require Cash Advance to NCTCOG to Enable Cash Flow

- Demonstrates partnership and commitment
- Enables larger grant request

## Require Cost Share

- Not requires, but increases competitiveness; Increase AQ benefit per federal dollar
- May not be feasible for all strategies
- May be challenge to ensure fair and equitable participation

## Limit Funding Request to Smaller Grant Amount



# Schedule

Milestone	Date
Optional Notice of Intent to Apply to CPRG Implementation Grants Due to EPA	February 1, 2024
<b>Regional Transportation Council Action on Plan</b>	<b>February 8, 2024</b>
Executive Board Action on Plan	February 22, 2024
STTC Action on Transportation Elements for the Plan and Grant Application	February 23, 2024
<b>Plan Due to EPA</b>	<b>March 1, 2024</b>
Regional Transportation Council Action on Grant Application	March 14, 2024
Executive Board Action on Implementation Grant Application	March 28, 2024
<b>Grant Applications Due to EPA</b>	<b>April 1, 2024</b>
Anticipated Award of CPRG Grant	October 2024
Comprehensive Climate Action Plan Due to EPA	June 17, 2025



# Action Requested

**Approval of Proposed Plan Content/Structure**

**Approval to Include List of Transportation Measures as Provided in Attached Table in the Dallas-Fort Worth Air Quality Improvement Plan**

**\*Action Associated with the Grant Request will be Requested in March**





# Contact Us

## DFW AQIP Plan and Strategy Development

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Savana Nance  
Senior Air Quality Planner  
[snance@nctcog.org](mailto:snance@nctcog.org)

Lori Clark  
Senior Program Manager &  
DFWCC Director  
[lclark@nctcog.org](mailto:lclark@nctcog.org)

Chris Klaus  
Senior Program Manager  
[cklaus@nctcog.org](mailto:cklaus@nctcog.org)

## Greenhouse Gas Inventory Development

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Daniela Tower  
Air Quality Planner  
[dtower@nctcog.org](mailto:dtower@nctcog.org)

Vivek Thimmavajjhala  
Transportation System Modeler  
[vthimmavajjhala@nctcog.org](mailto:vthimmavajjhala@nctcog.org)

Jenny Narvaez  
Program Manager  
[jnarvaez@nctcog.org](mailto:jnarvaez@nctcog.org)





9 NCTCOG PRESENTATION

# Safe Streets and Roads for All Grant Program

Kevin Kokes, AICP  
Regional Transportation Council  
2.8.2024

# Safe Streets and Roads for All (SS4A) Grant Program

- Created through the Bipartisan Infrastructure Law
- Purpose: prevent deaths and serious injuries on our roadways
  - Focus on comprehensive safety action planning and implementing projects/strategies identified in safety action plans
- \$5 billion discretionary grant program
  - \$1 billion per year over five years
- Inclusive of all types of roadway safety interventions across the Safe Systems Approach



# SS4A Grant Program (FY24)

- Notice of Funding Opportunity is anticipated to be announced **February 2024**
- Political subdivisions of a State (**e.g. cities, counties, transportation agencies**)
- **One application** per agency allowed
- Applicants can apply for **Planning and Demonstration Grants** or **Implementation Grants**



# SS4A: Planning and Implementation Grants

- **Planning and Demonstration Grants**: funds to develop, complete, or supplement a comprehensive safety action plan
  - Creation of Action Plan (Action Plan)
  - Sub-plans (Supplemental Action Plan)
  - Pilot program of safety treatments not yet adopted (Demonstration Activity)
- **Implementation Grants**: funds to implement projects and strategies identified in an Action Plan to address a roadway safety problem
  - Can be infrastructure, behavioral, and/or operational activities.



# SS4A: Planning and Demonstration Grants (FY22)

## Awarded in North Central Texas

Project Title	Lead Applicant	Total Federal Funding
City of Arlington TX Safety Action Plan	City of Arlington	\$240,000.00
DeSoto, TX 2022 Safe Streets and Roads for All Action Plan Grant	City of DeSoto	\$160,000.00
Fort Worth Citywide Safety Action Plan	City of Fort Worth	\$419,505.60
Total:		\$819,505.60





# SS4A: Planning and Demonstration Grants (FY23)

## Awarded in North Central Texas

Project Title	Lead Applicant	Total Federal Funding
Alvarado Multimodal Transportation Safety Plan	City of Alvarado	\$236,000
City of Arlington - ADA Transition Plan	City of Arlington	\$385,000
SS4A Action Plan Grant for the City of Balch Springs, TX	City of Balch Springs	\$160,000
City of Frisco TX Safety Action Plan	City of Frisco	\$280,000
Mansfield Active Transportation and Safety Plan	City of Mansfield	\$548,800
City of McKinney Safety Action Plan	City Of McKinney	\$240,000
SS4A Action Plan Grant for the City of Mesquite, TX	City of Mesquite	\$256,000
Midlothian Mobility Safety Action Plan	City of Midlothian	\$107,284
Richardson Comprehensive Safety Action Plan	City of Richardson	\$320,000
Saginaw Comprehensive Safety Action Plan	City of Saginaw	\$184,000
City of Terrell Road Safety Action Plan	City of Terrell	\$168,000
Watauga Safe Streets and Roads for All Action Plan	City of Watauga	\$160,000
Weatherford Comprehensive Safety Action Plan	City of Weatherford	\$224,000
Advancing Regional Safety in the Dallas-Fort Worth Region	North Central Texas Council of Governments	\$4,000,000
Total:		\$7,269,084.00



## SS4A: Implementation Grant (FY23) Awarded in North Central Texas

Project Title	Lead Applicant	Total Federal Funding
MLK Jr./Cedar Crest Blvd Complete Street & Safety Upgrades	City of Dallas	\$21,800,000

## SS4A: Award Totals (FY22 and FY23) for North Central Texas

Fiscal Year and Grant Type	Total Federal Funding
FY22 Planning Grants	\$819,505.60
FY23 Planning Grants	\$7,269,084.00
FY23 Implementation Grants	\$21,800,000.00
Total:	\$29,888,589.60



# CONTACT US



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Senior Program Manager

[kwindsor@nctcog.org](mailto:kwindsor@nctcog.org) | 817-608-2376



Kevin Kokes, AICP

Program Manager

[kkokes@nctcog.org](mailto:kkokes@nctcog.org) | 817-695-9275



Catherine Richardson

Transportation Planner

[crichardson@nctcog.org](mailto:crichardson@nctcog.org) | 682-433-0485



**Regional Transportation Council Attendance Roster**  
**February 2024 - January 2024**

RTC MEMBER	Entity	2/9/23	3/9/23	4/13/23	5/11/23	6/8/23	7/13/23	8/10/23	9/14/23	10/12/23	11/9/23	12/14/23	1/11/24
Daniel Alemán Jr (01/22)	Mesquite	E(R)	P	E(R)	P	P	P	E	E(R)	P	E(R)	P	P
Arfsten, Bruce (07/23)	Addison	-	-	-	-	-	P	P	P	P	P	P	P
Steve Babick (06/22)	Carrollton	P	E	P	P	P	P	A	P	P	P	P	P
Dennis Bailey (02/21)	Rockwall County	P	P	P	P	P	E(R)	P	A	P	P	A	E
Rick Bailey (07/22)	Johnson County	P	P	P	P	P	P	P	E	P	P	P	P
Adam Bazaldua (09/21)	Dallas	P	E	P	P	P	E	P	P	P	A	P	P
Elizabeth M. Beck (08/21)	Fort Worth	P	P	A	P	P	P	P	A	A	E	P	E(R)
Gyna Bivens (08/21)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Alan Blaylock (03/23)	Fort Worth	-	P	P	P	P	P	P	A	P	E	P	P
J. D. Clark (07/22)	Wise County	P	A	P	E(R)	P	A	P	A	E(R)	P	P	E(R)
Ceason Clemens (10/22)	TxDOT, Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Michael Crain (06/22)	Fort Worth	P	P	P	A	P	P	P	P	P	A	P	P
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	A	E	E	P	P	A	P	P	P	P
Andy Eads (1/09)	Denton County	P	E	P	E	P	E	P	P	P	E	P	E
Michael Evans (2/23)	Mansfield	P	P	A	P	P	P	E(R)	P	P	P	P	P
Gary Fickes (12/10)	Tarrant County	P	P	E	P	P	E(R)	P	E(R)	E	E	P	P
George Fuller (07/17)	McKinney	E	P	E	P	P	P	P	P	E(R)	P	E	E
T.J. Gilmore (11/23)	DCTA	--	--	--	--	--	--	--	--	--	E(R)	P	P
Raul H. Gonzalez (09/21)	Arlington	P	P	P	P	P	E(R)	P	P	P	P	P	E(R)
Barry L. Gordon (12/20)	Duncanville	P	P	P	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	P	P	P	E	E	P	P	P	E	P
Mojy Haddad (10/14)	NTTA	P	P	P	P	P	P	P	E	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	E	E(R)	P	P	P	P	P	E(R)	E(R)	P
Ron Jensen (06/13)	Grand Prairie	P	E(R)	P	P	A	P	P	E(R)	P	E(R)	P	E
Brandon Jones (05/21)	Lewisville	A	P	P	P	P	P	P	A	P	P	P	P
John Keating (12/19)	Frisco	A	A	P	A	E	A	A	A	A	A	A	A
Brad LaMorgese (07/22)	Irving	E(R)	E	P	P	E	P	A	E	P	P	P	E
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	E(R)	P	A	P	P	P
Ed Moore (07/22)	Garland	P	P	P	E	P	E(R)	P	P	P	P	E	P
John Muns (6/23)	Plano	-	-	-	-	P	A	P	P	P	E	P	A
Raj Narayanan (03/23)	DFW Airport	--	P	P	P	P	E	E	E(R)	P	P	E(R)	E
Omar Narvaez (09/21)	Dallas	E	P	E	E(R)	P	E	P	E	P	P	A	P
Manny Ramirez (1/23)	Tarrant County	A	P	P	P	E(R)	P	P	E	P	E	P	E
Jim R. Ross (07/21)	Arlington	E(R)	E(R)	P	P	P	P	P	P	P	E(R)	P	P
David Salazar (10/22)	TxDOT, FW	P	P	P	P	P	E(R)	P	P	P	P	P	P

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster**  
**February 2024 - January 2024**

RTC MEMBER	Entity	2/9/23	3/9/23	4/13/23	5/11/23	6/8/23	7/13/23	8/10/23	9/14/23	10/12/23	11/9/23	12/14/23	1/11/24
Chris Schulmeister (07/20)	Allen	P	P	P	E(R)	P	A(R)	P	P	E(R)	P	A	P
Gary Slagel (11/23)	DART	--	--	--	--	--	--	--	--	--	P	P	P
Jeremy Tompkins (10/19)	Eules	P	P	P	P	P	P	P	P	P	E(R)	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	P	A(R)	A(R)	P	P	E	P	A	P
William Tsao (3/17)	Dallas	P	P	P	P	P	E(R)	P	P	P	P	P	P
Watts, Chris (12/22)	Denton	P	E	E	P	P	P	P	E	P	E	A	E
Duncan Webb (6/11)	Collin County	P	P	P	P	P	E(R)	E(R)	P	P	P	A	P
Chad West (11/22)	Dallas	P	P	A	A	A	E	P	A	E	P	P	P

Note: Date in parenthesis indicates when member was  
1st eligible to attend RTC meetings

P= Present  
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--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster  
January 2023 - January 2024

STTC MEMBERS	Entity	1/27/23	02/24/23	03/24/23	4/28/23	5/26/23	6/23/23	7/28/23	8/25/23	9/22/23	10/27/23	12/8/2023	1/26/2024
Joe Atwood	Hood County	P	A	A	A	P	P	P	A	A	A	A	P
Melissa Baker	Irving	P	P	E	P	R	P	P	P	R	P	P	P
Micah Baker	Dallas County	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	P	A	A	P	A	P	P	P	P	P	A	P
Shon Brooks	Waxahachie	P	A	P	P	A	A	A	P	P	A	P	P
Tanya Brooks	DART	P	A	A	P	R	A	P	A	A	P	P	R
Daniel Burnham	Arlington	--	--	P	P	R	R	P	P	P	A	P	R
Travis Campbell	TxDOT Dallas	--	--	--	--	--	--	P	P	P	P	P	E
Layne Cline	Coppell	--	--	--	A	A	P	P	P	P	A	A	A
Robert Cohen	Southlake	A	A	A	A	A	A	A	A	A	P	A	A
John Cordary, Jr.	TxDOT FW	A	P	P	E	E	A	E	P	P	A	P	E
Jackie Culton	Duncanville	P	R	P	P	P	A	R	P	R	R	A	R
Clarence Daugherty	Collin County	P	P	P	P	P	P	P	R	P	R	A	P
Chad Davis	Wise County	P	P	P	A	A	P	P	P	A	A	P	P
Arturo Del Castillo	Dallas	A	P	P	E	E	P	P	P	A	P	R	R
Pritam Deshmukh	Richardson	--	--	--	P	R	P	P	P	P	P	P	P
Caryl DeVries	Grand Prairie	P	P	P	A	A	P	P	P	P	P	P	P
Greg Dickens	Hurst	A	P	A	A	A	A	R	P	A	A	R	R
Rebecca Diviney	Denton	P	A	P	P	P	E	P	P	P	P	A	A
Phil Dupler	FWTA	P	P	P	P	P	P	P	P	P	R	P	P
Chad Edwards	Trinity Metro	P	P	P	P	P	P	P	P	E	P	R	P
Claud Elsom	Rockwall County	P	P	P	P	P	A	A	A	A	A	A	A
Martiza Figy	Dallas	--	--	--	--	--	--	--	--	--	A	A	A
Eric Fladager	Fort Worth	P	P	A	P	P	A	P	P	P	P	A	A
Chris Flanigan	Allen	P	P	A	P	P	P	P	A	A	P	P	P
Austin Frith	DCTA	--	--	--	--	--	--	--	--	--	--	--	P
Ricardo Gonzalez	TxDOT FW	P	P	P	P	P	P	P	P	P	P	P	P
Gary Graham	McKinney	P	A	P	P	A	A	P	P	P	R	P	P
Tom Hammons	Carrollton	P	P	A	P	P	A	A	P	P	A	P	P
Ron Hartline	The Colony	A	P	A	A	A	P	A	A	A	P	A	A
Barry Heard	Kaufman County	--	P	P	P	P	A	A	P	P	P	P	P
Shannon Hicks	Addison	A	P	P	A	R	R	P	A	A	A	A	A
Matthew Hotelling	Flower Mound	P	P	P	P	R	P	P	P	P	P	P	P
John Hudspeth	TxDOT Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Jeremy Hutt	Cleburne	P	P	P	P	P	A	P	A	P	A	P	P
Thuan Huynh	McKinney	P	P	P	P	P	A	P	P	P	P	P	P
Joseph Jackson	Tarrant County	P	P	P	P	P	P	P	P	P	P	P	P
Joel James	NTTA	P	P	P	P	P	A	P	P	P	P	A	A
William Janney	Frisco	--	--	P	P	R	P	A	P	P	A	P	A

P=Present    A=Absent    R=Represented    E=Excused (personal illness, family emergency, jury duty, business necessity)  
 -- =Not yet eligible to attend    \*Meeting held by video/audio conference. Individual attendance not taken.



# Surface Transportation Technical Committee Attendance Roster

January 2023 - January 2024

STTC MEMBERS	Entity	1/27/23	02/24/23	03/24/23	4/28/23	5/26/23	6/23/23	7/28/23	8/25/23	9/22/23	10/27/23	12/8/2023	1/26/2024
Kelly Johnson	NTTA	A	P	A	P	A	P	A	A	P	A	P	P
Major L. Jones	Euless	A	P	P	P	P	P	P	P	P	A	P	P
Gus Khankarli	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Michael Landvik	Fort Worth	--	--	--	--	--	--	--	--	--	--	--	P
Alonzo Liñán	Keller	A	A	A	A	A	A	A	P	A	A	A	A
Eron Linn	DART	P	P	P	E	A	P	E	P	P	P	P	P
Clay Lipscomb	Plano	P	P	A	P	P	P	P	P	A	P	A	R
Paul Luedtke	Garland	P	P	P	P	P	P	P	P	P	P	A	P
Stanford Lynch	Hunt County	P	A	A	A	A	A	A	P	R	P	R	P
Chad Marbut	Weatherford	A	P	P	P	P	P	P	P	P	P	P	P
Alberto Mares	Ellis County	A	P	P	P	P	P	P	P	P	P	P	P
Wes McClure	Mesquite	P	P	P	P	A	R	P	P	P	P	P	P
Brian Moen	Frisco	P	P	P	P	P	A	P	P	P	P	P	P
Mark Nelson	Richardson	P	P	P	E	E	P	P	R	P	P	P	P
Jim O'Connor	Irving	P	P	A	P	P	P	P	P	P	P	P	P
Alfredo Ortiz	Dallas	--	--	--	--	--	--	--	--	--	--	--	P
Cintia Ortiz	Parker County	A	A	A	A	A	A	A	A	A	A	A	P
Dipak Patel	Lancaster	A	P	P	A	A	P	P	P	A	P	P	P
Martin Phillips	Fort Worth	A	P	P	P	P	P	P	R	E	E	P	P
John Polster	Denton County	A	A	P	P	P	A	A	P	P	P	A	P
Kelly Porter	Fort Worth	P	E	P	P	P	P	P	P	P	E	P	P
Tim Porter	Wylie	P	P	P	P	P	P	P	P	P	P	P	P
Elizabeth Reynolds	Grapevine	--	--	--	--	--	--	P	P	P	P	P	P
Jahor Roy	Mesquite	--	--	--	--	--	--	--	P	P	A	P	P
Greg Royster	DFW Int. Airport	P	P	P	P	A	P	A	P	P	P	P	P
Kathryn Rush	Dallas	P	P	A	A	A	A	A	A	P	A	A	P
David Salmon	Lewisville	P	A	P	P	A	P	R	P	R	P	R	P
Ryan Sartor	Farmers Branch	P	A	P	P	A	P	P	P	A	P	R	P
Brian Shewski	Plano	P	P	P	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	P	E	P	P	P	P	E	P	P	P	A	P
Randy Skinner	Tarrant County	P	P	P	P	P	P	A	P	P	P	P	P
Cheryl Taylor	Bedford	--	P	A	P	P	A	A	A	A	P	P	P
Errick Thompson	Burleson	--	--	--	--	--	--	--	--	--	--	A	P
Caleb Thornhill	Plano	A	A	A	P	P	P	P	A	R	P	A	P
Press Tompkins	Greenville	A	A	A	A	A	A	A	A	A	A	A	A
Jennifer VanderLaan	Johnson County	P	P	A	P	P	P	A	A	P	P	P	P
Gregory Van	Haltom City	P	P	P	P	P	P	P	P	P	P	P	P
Daniel Vedral	Irving	P	P	E	E	P	P	R	P	R	P	P	P
Caroline Waggoner	North Richland	P	A	P	P	P	P	P	A	A	A	A	P
Jana Wentzel	Arlington	--	--	P	P	P	P	R	P	P	P	P	P
Robert Woodbury	Cedar Hill	P	P	P	A	P	P	P	P	P	A	P	A
Larry Wright	Colleyville	A	A	A	A	A	A	A	A	A	A	A	A

P=Present, A=Absent, R=Represented, E=Excused (personal illness, family emergency, jury duty, business necessity)

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Surface Transportation Technical Committee Attendance Roster  
January 2023 - January 2024

STTC MEMBERS	Entity	1/27/23	02/24/23	03/24/23	4/28/23	5/26/23	6/23/23	7/28/23	8/25/23	9/22/23	10/27/23	12/8/2023	1/26/2024
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

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## **MINUTES**

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE**

**December 8, 2023**

The Surface Transportation Technical Committee (STTC) met on Friday, December 8, 2023, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Melissa Baker, David Boski, Shon Brooks, Tanya Brooks, Daniel Burnham, Travis Campbell, John Cordary, Jr., Chad Davis, Don Raines (representing Arturo Del Castillo), Pritam Deshmukh, Caryl DeVries, Greg Dickens, Phil Dupler, Jana Pimental (representing Chad Edwards), Chris Flanigan, Ricardo Gonzalez, Gary Graham, Tom Hammons, Barry Heard, Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Joseph Jackson, William Janney, Kelly Johnson, Major Jones, Gus Khankarli, Eron Linn, Alan Hendrix (representing Stanford Lynch), Chad Marbut, Alberto Mares, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Tim Palermo, Dipak Patel, Kelly Porter, Tim Porter, Elizabeth Reynolds, Jahor Roy, Greg Royster, Jeff Kelly (representing David Salmon), Shane Davis (representing James Ryan Sartor), Brian Shewski, Randy Skinner, Cheryl Taylor, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Daniel Vedral, Jana Wentzel, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Berrien Barks, Nathan Benditz, Taylor Benjamin, Natalie Bettger, Jesse Brown, Farhan Butt, Jackie Castillo, Lori Clark, Brian Dell, Cody Derrick, Amber Ellis, Ann Foss, Rebekah Gongora, Christie Gotti, Duane Hengst, Ernest Huffman, Brian Jahn, Amy Johnson, Zachary Joseph, Wilson Kakembo, Dan Kessler, Chris Klaus, Kevin Kokes, Matt Leppla, Michael Morris, Chandra Murvwanandhan, Dylan Niles, Donald Parker, Trey Pope, Vercie Pruitt-Jenkins, Maggie Quinn, Minesha Reese, Sarah Rogers, Connor Sadro, Robert Saylor, Aliyah Shaikh, Samuel Simmons, Toni Stehling, Cheryl Taylor, Dallas Teston, Daniela Tower, Brendon Wheeler, and Amanda Wilson.

1. **Approval of October 27, 2023, Minutes:** The minutes of the October 27, 2023, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); Jim O'Connor (S). The motion passed unanimously.

2. **Consent Agenda:** The following items were included on the Consent Agenda:

2.1. **Modifications to the Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program:** Vickie Alexander requested a recommendation for Regional Transportation Council (RTC) approval of modifications to the Fiscal Year (FY) 2024 and FY2025 Unified Planning Work Program (UPWP), along with direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents administratively, as appropriate, to reflect the approved modifications was sought. The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2024 and FY2025 UPWP was approved by the Regional Transportation Council and North Central Texas Council of Governments (NCTCOG) Executive Board in July 2023 and identifies the activities to be carried out between October 1, 2023, and September 30, 2025. Amendments to this document were proposed to reflect new initiatives, project updates, and funding adjustments. The proposed amendments were provided in Electronic Item 2.1.1 and posted on the NCTCOG website for public

review and comment as part of the November 2023 online public outreach opportunity. Additional information was provided in Electronic Item 2.1.2.

- 2.2. **Dallas-Fort Worth High-Speed Rail Additional Funding for National Environmental Policy Act Consultant:** Brendon Wheeler requested a recommendation for Regional Transportation Council approval for additional funding (as a “not to exceed” amount) for a consultant contract to complete preliminary engineering and environmental documentation required by the National Environmental Policy Act (NEPA). Additional funding provision requested not to exceed 10 percent of original contract budget; Surface Transportation Block Grant (STBG) Program funds were requested for this purpose. In April 2020, North Central Texas Council of Governments staff began work on the Dallas-Fort Worth High-Speed Transportation Connections Study with consultant assistance. The project is divided into two phases, the first being an alternatives analysis of high-speed modes and corridors, which was completed in late 2022. The second phase included conceptual and preliminary engineering and a National Environmental Policy Act (NEPA) effort resulting in a federal government action identifying the project’s next steps; this phase is expected to be complete in late 2024. Public and stakeholder input as well as constraints resulting from conceptual engineering analysis required development of additional alignment alternatives than originally anticipated and inclusion of tunneling expertise for preferred alignment in the NEPA process. Additional reference material was provided in Electronic Item 2.2.
- 2.3. **Regional Transportation Council Local Funds for North Texas Innovation Alliance Urban Resilience Fellowship Program:** Ernest Huffman requested a recommendation for Regional Transportation Council (RTC) approval of \$18,000 in RTC Local funds to support three problem statements submitted through the North Texas Innovation Alliance (NTXIA) Urban Resilience Fellowship Program. During the summer of 2023, NTXIA initiated the Urban Resilience Fellowship Program. This program connects teams of students from higher education institutions across Dallas-Fort Worth with a community partner from local governments or industry to develop innovative solutions to pressing local issues. North Central Texas Council of Governments (NCTCOG) Transportation staff submitted the following three problem statements: Municipal Broadband Deployment Related to the Enhancement of Roadway and Residential Connectivity, Development of an Integrated Network Design and Demand Estimation of Advanced Air Mobility, Evaluating the Change to an Electric Aircraft Fleets, Developing Strategies, Benchmarking and Modeling the Market for Electric Aircraft Costs. NCTCOG has partnered with the University of Texas at Arlington to address these problem statements. The program will begin in the 2024 Spring semester and will start with introductions of the community partner and student teams, along with the development of a baseline understanding of the problems and a path forward towards solutions. Then, students move into a four-week sprint of prototyping and development, with a final close out of project outcomes and presentations. Each problem statement cost \$6,000, for a total not to exceed \$18,000. Staff requested a recommendation for RTC approval of \$18,000 in RTC Local funds to participate in this program.

A motion was made to recommend Regional Transportation Council approval of Items 2.1, 2.2, and 2.3 on the Consent Agenda. Daniel Vedral (M); Mark Nelson (S). The motion passed unanimously.

3. **Additional Professional Services for the Cotton Belt Trail:** Kevin Kokes requested a recommendation for Regional Transportation Council (RTC's) approval of funds for additional design services associated with the Cotton Belt Trail. The Dallas Area Rapid Transit (DART) Silver Line rail project is coordinating a parallel regionally significant Cotton Belt Regional Veloweb Trail that provides pedestrian and bicycle access to the rail stations in seven cities across three counties. The Trail corridor has been in the Mobility plan for the past three decades, originally in the Mobility 2010 in the early 1990's which led to RTC's approved funding in 2018 for engineering design of the entire trail corridor (\$8.2 million) and construction of several "critical" trail sections. In 2020, RTC approved additional funding for design (increased total to \$14.9 million), and a notice to proceed was issued by DART for the trail design services. In 2023, phase 1 construction of 5 critical bridges was initiated, and also the United States Department of Transportation Rebuilding American Infrastructure With Sustainability and Equity (USDOT RAISE) Grant Award of \$25 million, and the Texas Department of Transportation (TxDOT) Transportation Alternatives Award of \$25 million were received for construction of the phase 2 portion of the Trail. Kevin provided an overview of a map of the phase 2 construction area anticipated to begin by the fall 2024 and identified the constraints that have impacted the final design plans. An overview of the proposed funding request was contained in Electronic Item 3

A motion was made to recommend and concur with Regional Transportation Council (RTC) approval of up to \$4 million of federal Congestion Mitigation and Air Quality Improvement Program funds with 800,000 Regional Transportation Development Credits for additional professional services, and administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP), along with other planning/administrative documents to incorporate these changes. Mark Nelson (M); Kelly Porter (S). The motion passed unanimously.

4. **Safety Program Implementation of Innovative Ideas to Reduce Youth Fatalities Due to Motor Vehicle Crashes:** Natalie Bettger requested a recommendation for the Regional Transportation Council (RTC's) approval of an additional \$4 million in Regional Toll Revenue (RTR) funds for the implementation of innovative ideas that are generated through a Call for Partners, to reduce youth fatalities due to motor vehicle crashes. Natalie briefly highlighted that \$50 million was previously approved for the RTC Safety Program for the Dallas-Fort Worth Region for Fiscal Year 2024-2026. In learning more about safety statistics, 12 percent of Licensed Drivers under 25 and account for 19 percent of fatalities in motor vehicle crashes in Texas. Due to the disproportionate of fatalities, innovative ideas for the Call for Partners include colleges, universities and school districts, mental health experts, law enforcement, driver education curriculum developers, social media, and the gaming industry. Additional information regarding this item was provided in Electronic Item 4.

A motion was made to recommend Regional Transportation Council (RTC) approval to allocate \$4 million in Regional Toll Revenue to focus on ways to reduce the youth fatality rate associated with motor vehicle crashes in the Dallas-Fort Worth Region, to amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and update any administrative and/or planning documents as needed to incorporate the project funding. Melissa Baker (M); Tanya Brooks (S). The motion passed unanimously.

5. **Director of Transportation Report on Selected Items:** Michael Morris highlighted the approval of the reallocation of the North Central Texas Council of Governments (NCTCOG) Executive Board item on Advertising and Introduction of Risk Analysis. Michael mentioned

that he doesn't have any next steps for the status of Texas Department of Transportation Rule Making for Metropolitan Planning Organization-Selected Funding. Additional information was provided in Electronic Item 5.1. He hopes NCTCOG will know in January the position of the Commission on whether they will adjust, proceed, modify, and/or correct the particular items that were submitted. Michael noted the meeting with the local elected officials and Texas Department of Transportation Commissioners was well attended and continues to work critical items. He presented Electronic Item 5.2 for more detailed information. Michael announced an update on the Transportation Development Credits and the Executive Board approved the Regional Transportation Council RTC Local funds of \$60 million were approved last month. Michael mentioned the approval of the Transportation Authority 2.0 along with gaining some momentum as part of that particular initiative. Lastly, Michael concluded with the approval of the Texas Corridor ID from Fort Worth to Houston, and the Amtrak from Fort Worth to Atlanta, Georgia, was funded, and we have record of High-Speed Rail from Fort Worth to Houston sitting at the Federal Railroad Administration.

6. **Texas Department of Transportation State Infrastructure Bank Loan Opportunities:** Dallas Teston, with Texas Department of Transportation (TxDOT) briefed the Committee on the availability of State Infrastructure Bank (SIB) loan opportunities available to local governments. The SIB is a low-cost Transportation borrowing program, a federal revolving loan fund managed by TxDOT for roadway projects, such as a local contribution or local match, utility relocation, or even local road projects. Dallas highlighted some changes made to the interest rate. The rate set at the time of application is a fixed rate through the life of the loan, Municipal Market Data index (MMD), 2 main factors are credit rating and term of the loan. Eligible under federal highway programs, must be functionally classified above a rural minor collector, must be in the Statewide Transportation Improvement Program (STIP), on or off-system roadways can be eligible, generally, projects eligible under Title 23, and with local match Transportation Alternative. Dallas outlined the SIB program requirements, eligibility, and application process as presented in Electronic Item 6.
7. **End of Ozone Season Recap:** Chris Klaus provided a summary of the 2023 ozone season activity along with other air quality updates for the Dallas-Fort Worth (DFW) region. The ozone season began on March 1 and concluded November 30. Preliminary ozone season monitor value = 81 parts per billion (ppb). The region continues to work towards compliance for both the 2008 and 2015 ozone National Ambient Air Quality Standards (NAAQS). Chris highlighted that the regions ozone design value has been trending higher, going in the wrong direction. He presented the two ozone standards that region currently is in noncompliance: the 2008 Standard  $\leq 75$  ppb (Severe by 2027 based on 2024-2026 monitor data) and the 2015 Standard  $\leq 70$  ppb (Moderate by 2024 based on 2021-2023 monitor data). Per EPA rules, both standards currently apply until the region can ultimately reach attainment to a standard. Specifically for the 2008 standard, if attainment is not reached by 2027, the region would then be subject to Section 185 fees applied to regional industry operations. Specifically for the 2015 standard, the Governor submitted voluntary reclassification to EPA on October 12, 2023, and the Texas Commission and Environmental Quality (TCEQ) indicated assistance need for emission reduction strategies. Chris highlighted a disconnect between photochemical air modeling against observed emissions recorded at each monitor. For example, the monitor at Pilot Point has the regions highest 2023 ozone design value at 81 ppb, as compared to 71 ppb that the State Air Quality Model is suggesting in 2023. Air Quality 2.0 is a renewed path forward focusing on several areas, with diesel engines being the largest contribution to NOx in the region. More information provided in Electronic Item 7.



8. **Advanced Transportation Technology and Innovation Program:** Natalie Bettger provided an overview of the grant and possible project opportunities for a regional application for the 2023-2024 Advanced Transportation Technology and Innovative (ATTAIN) Program. This is a continuation of Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program that has been around for several years with funding of \$120 million (\$60 million for Fiscal Year 2023 and \$60 million for Fiscal Year 2024); with a rural set-aside of 20 percent with 5 to 10 awards with a maximum of up to \$12 million apiece with a 20 percent local match required. A Notice of Funding Opportunity (NOFO) was issued on November 24, 2023, with applications due on February 02, 2024. Natalie highlighted the technologies that are eligible to improve emergency evacuation and responses, integrated corridor management systems, electronic pricing, toll collection, and payment systems, technology for High Occupancy Vehicles (HOV) toll lanes, congestion pricing, integration of transportation service payment systems, advanced mobility access, like shared-use mobility applications and systems to support services for elderly and disabled individuals, retrofitting dedicated short-range communications (DSRC) as part of pilot programs to cellular vehicle-to-everything (C-V2X) technology, integration of Intelligent Transportation System with Smart Grid or other charging systems. There are three areas of focus in the grant application when reviewed. She mentioned some of ATTAIN's program goals are to reduce fatalities, injuries, traffic delays, emissions, optimize multimodal system performance, improve access to transportation alternative, and integration of payment systems. Administration's priorities are safety, climate change and sustainability, equity, workforce development, job quality, wealth creation and United States Department of Transportation (USDOT) focus areas that she briefly highlighted such as state of good repair, integration of intelligent transportation system with Smart Grid, to name a few. Natalie mentioned to prepare for the funding opportunity that the North Central Texas Council of Governments (NCTCOG) staff did release a request for Partners on November 6, 2023, with applications that were due on December 8, 2023. The timeline for ATTAIN program will request action at the January 11, 2024, Regional Transportation Council meeting, the January 25, 2024, Executive Board meeting, and the January 26, 2024, Surface Transportation Technology Committee meeting. NCTCOG letters of support requests were due January 22, 2024, to Nicholas Allen at [nallen@nctcog.org](mailto:nallen@nctcog.org). The link to the NOFO that details the grant program for Fiscal Year 2023-2024, as well as the application requirements are located at: [grants.gov/search-results-detail/351055](https://grants.gov/search-results-detail/351055).

9. **Fast Facts:** The following fast facts were provided by NCTCOG staff:

Aliyah Shaikh highlighted that the deadline for submittals for the May 2024 Transportation Improvement Program Modification Cycle was December 8, 2023.

Dylan Niles noted that the Transportation Development Credit (TDC) Annual Report for Fiscal Year 2023 was submitted to Texas Department of Transportation on November 29, 2023, fulfilling our State requirement with approximately 49.5 million TDCs were awarded with approximately 675 million remaining for future programing. More detailed information was provided in Electronic Item 9.1.

Daniel Snyder provided an update on the Transportation Alternatives Call for Projects Obligations Notice was authorized under Section 1122 of MAP – 21: Moving Ahead for Progress in the 21st Century and reauthorized under the Bipartisan Infrastructure Law (BIL) to provide funding for programs and projects. Currently, there is a carry-over balance of

approximately \$40 million in the region that needs to be obligated to avoid a lapse. Electronic Item 9.2 provided additional details.

Connor Sadro provided an update on Broadband as a Transportation Service. The Infrastructure Investment and Jobs Act allocated \$3.3 billion to the state of Texas for Broadband Infrastructure, additionally the State with a passing proposition eight is allowed to create a \$1.5 billion Broadband Infrastructure fund. North Central Texas Council of Governments Municipal Broadband Investment Roundtable Agenda Public Sector Stakeholders met to strategically guide on how to challenge the State for a share of the funding. Additional details in Electronic Item 9.3.

Jesse Brown reported on the Toll Managed Lane policy, in particular the High Occupancy Vehicle subsidy amount that Regional Transportation Council is responsible for, \$8.9 million, as of September 2023. More details provided in the High Occupancy Vehicle Subsidy Report in Electronic Item 9.4.

Trey Pope briefed the Committee on a particular project, the Hirschbach Motor Lines, in the Local Clean Air Project Spotlight provided in Electronic Item 9.5. Awarded one all-electric class 8-yard terminal tractor that replaced a one class 8 diesel short haul single unit tractor for the Dallas area, implemented in August of 2023. The awarded amount of \$179,778 with a total cost of \$415,388 funded by the Environmental Protection Agency.

Maggie Quinn highlighted for the Air Quality Funding Opportunities for Vehicles, a current available grant opportunity, Texas Commission of Environmental Quality, Texas Volkswagen Environmental Mitigation Program All-Electric Grant Program, a replacement or repower of eligible heavy-duty diesel vehicles or equipment or installation of refueling infrastructure. The program is open until the end of August of 2025 with currently 600 million available in Dallas-Fort Worth. It is a first-come, first-serve with up to 100% of the incremental cost of the project for government entities, and up to 75% for nongovernmental entities. The Texas Hydrogen Infrastructure, Vehicle, and Equipment Grant Program, a replacement or repower of heavy-duty vehicles and equipment with hydrogen models or installation of refueling infrastructure with the deadline to apply is February 27, 2024. More details provided at [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding). Maggie mentioned a few upcoming events, the Drafting Fuels Webinar, January 8, 2024, via zoom. The Regional Electric Vehicle Infrastructure Working Group EVSE Expo event was hosted, Wednesday, January 17, 2:00 – 4:00 pm, in the Transportation Council Room. More information, including registration for the upcoming Dallas-Fort Worth Clean Cities events available at: <https://www.dfwcleancities.org/events>.

Jackie Castillo announced the December Online Input Opportunity Notice with comment period ending on January 9, 2024, details provided in Electronic Item 9.6. Jackie also mentioned a public meeting was held on October 9, 2023, with details provided in the October Public Meeting Minutes provided in Electronic Item 9.7.

Taylor Benjamin noted that the Public Comments Report, which contained general public comments received from September 20, 2023, through October 19, 2023, was provided in Electronic Item 9.8.

Toni Stehling announced the 2024 Surface Transportation Technical Committee and Regional Transportation Council Meeting schedules provided in Electronic Item 9.9.

Written Progress Reports were provided in Electronic Item 9.10.

10. **Other Business (Old or New)**: There was no discussion on this item.
11. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on February 23, 2024.

Meeting adjourned at 3:01 PM.