

6. North Central Texas Council of Governments Invited to White House Roundtable on Zero-Emissions Freight Infrastructure: Lori Clark
7. Car Care Awareness Spring 2024 Campaign (<https://www.ntxcare.org/Toolkit>)
8. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
9. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
10. March – April Public Comment Report ([Electronic Item 4.1](#))
11. April Public Meeting Minutes ([Electronic Item 4.2](#))
12. May Public Meeting Notice ([Electronic Item 4.3](#))
13. Recent News Articles ([Electronic Item 4.4](#))
14. Recent Correspondence ([Electronic Item 4.5](#))
15. Recent Press Releases ([Electronic Item 4.6](#))

1:35 – 1:45

5. **Reconnecting Communities Update**

Action Possible Action Information Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: The Regional Transportation Council (RTC) will be briefed regarding the award of \$80 million (of the \$95 million requested) in Reconnecting Communities and Neighborhoods (RCN) Program funds and staff will request approval to cover the \$15 million funding gap.

Background: In March 2024, the United States Department of Transportation announced the award of \$80 million in RCN funding for the Dallas-Fort Worth (DFW) region’s “Bridging Highway Divides for DFW Communities” application. This proposal included a request for funding on four pedestrian caps, including Klyde Warren Park (Phase 2), Southern Gateway (Phase 2), Interstate Highway 30 Farmers Market “Three Fingers”, and McKinney State Highway 5. No increase in local commitments is proposed to make up for the funding gap. Instead, staff is requesting RTC’s approval to cover the funding difference. Coordination is underway with the Texas Department of Transportation and local agencies to discuss the next steps needed to get projects to construction. More information is included in [Electronic Item 5](#).

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

1:45 – 1:55

6. **Project Status Report: Fiscal Year 2024 Project Tracking and Metropolitan Planning Organization Milestone Policy Round 2**

Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will provide the Regional Transportation Council (RTC) with a status report on the FY2024 Project Tracking and Milestone Policy Round 2 projects. RTC approval of various updates to the Milestone Policy project deadlines will be requested.

Background: The Milestone Policy was adopted by the RTC to focus on projects that have been funded for more than 10 years and have not gone to construction. By highlighting these projects, the policy creates agency accountability to implement projects in a timely manner. Staff coordinates with implementing agencies to assess project risk until projects go to construction. Similarly, the annual project tracking effort focuses on projects slated for implementation in the current fiscal year. Projects are monitored early, allowing staff to highlight potential problems that could lead to delays, which enables the RTC to take corrective actions to avoid building up carryover balances in federal funding categories. Milestone Policy status updates, along with the latest risk ratings, can be found in [Electronic Item 6.1](#). FY2024 Project Tracking status updates can be found in [Electronic Items 6.2](#). Details on the status reports can be found in [Electronic Item 6.3](#).

Performance Measure(s) Addressed: Roadway, Transit

1:55 – 2:05

7. **Regional Transportation Council Policy – Temporary Suspension of Dynamic Pricing of Managed Lanes During Reconstruction**

Action Possible Action Information Minutes: 10

Presenter: Dan Lamers, NCTCOG

Item Summary: Staff will introduce a policy allowing for the temporary suspension of dynamic pricing of managed lanes during major corridor reconstruction where managed lanes operate.

Background: It is the Regional Transportation Council's (RTC) policy that all managed lanes operate with dynamic pricing. When a corridor with managed lanes goes under construction for a significant portion of time, it may be desirable to suspend dynamic pricing in the interest of safety and reducing driver confusion. If the Texas Department of Transportation District Engineer requests

the suspension of dynamic pricing, several operational factors should be taken into account as described in the recommended RTC policy. [Electronic Item 7](#) includes a draft of the policy that will be proposed for RTC's consideration next month.

Performance Measure(s) Addressed: Roadway, Safety

2:05 – 2:15

8. **Public Involvement and Mobility 2050 Outreach**

Action Possible Action Information Minutes: 10

Presenters: Amanda Wilson and Amy Johnson, NCTCOG

Item Summary: Staff will provide the Regional Transportation Council with requested information regarding public involvement efforts supporting the development of Mobility 2050, particularly regarding how regional residents speaking languages other than English will have opportunities to provide input. An overview of general public involvement strategies, as well as specific strategies for Mobility 2050 outreach, will be presented.

Background: The Public Participation Plan ([Public-Participation-Plan_2022amendment-appendices_FINAL.pdf \(nctcog.org\)](#)) guides public involvement for all Transportation Department outreach activities. In accordance with federal law, the Public Participation Plan defines public involvement procedures and comment periods, outlines strategies to inform the public about transportation issues and processes, describes measures to include diverse voices in the transportation and air quality planning process, and includes a Language Assistance Plan to help guide decisions for translating materials. The Public Participation Plan is used as a guide for specific campaigns or planning efforts, along with specific target audiences and goals for those efforts, to develop more specific communications plans. Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan a minimum of every four years and cover at least 20 years into the future. In addition, Mobility 2050 must demonstrate federal transportation conformity for air quality. The updated plan will include a new financial plan, updated demographics and technical analysis, updated project recommendation listings, and robust public involvement.

Performance Measure(s) Addressed: Roadway, Transit

2:15 – 2:25

9. **2025 – 2028 Transportation Improvement Program Draft Listings**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: The Regional Transportation Council (RTC) will be briefed on the 2025-2028 Transportation Improvement Program (TIP) development process. The draft listing of current RTC commitments will be provided for review and comment.

Background: A new TIP is developed every two years through a cooperative effort between the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area. [Electronic Item 9](#) contains an overview of the TIP development process, focus areas, and schedule. The financially constrained draft project listings for the 2025-2028 TIP is available at the following weblink: <https://www.nctcog.org/trans/funds/tip/transportation-improvement-program-docs/2025-2028tip>.

Performance Measure(s) Addressed: Roadway, Transit

2:25 – 2:35

10. **Air Quality Status Report**

Action Possible Action Information Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will provide information regarding the region's 2024 ozone season and the Environmental Protection Agency's (EPA) recent change of the fine particulate matter (PM_{2.5}) annual standard.

Background: The 2024 ozone season began on March 1 for the North Central Texas 9- and 10-county nonattainment areas and runs through the end of November. Concurrently, the region remains in nonattainment for both the 2008 and 2015 National Ambient Air Quality Standards (NAAQS) for ozone. Daily ozone information, including current conditions and forecasts, is provided at: <https://www.nctcog.org/trans/quality/air/ozone>. On February 7, 2024, the EPA revised the level of the PM_{2.5} primary health-based annual NAAQS from 12.0 micrograms per cubic meter (µg/m³) to a level of 9.0 µg/m.³ This change leads to the potential for Dallas and Tarrant counties to be in nonattainment when final

designations are made in 2026. More details can be found in [Electronic Item 10](#).

Performance Measure(s) Addressed: Air Quality

2:35 – 2:45

11. **Air Quality and Safety Demonstration Projects**

Action Possible Action Information Minutes: 10

Presenter: Jason Brown, NCTCOG

Item Summary: Staff will brief the Regional Transportation Council on efforts to develop three demonstration projects, including vehicle safety components, metal license plates, and heavy-duty diesel vehicle emissions systems.

Background: With the phasing out of vehicle safety inspections by January 2025, there is a need to continue to educate the public on the importance of the proper vehicle safety component operation and maintenance to decrease roadway crashes and fatalities. One project will partner with vendors and coordinate replacing safety components in vehicles as needed. While temporary paper plates will phase out beginning July 1, 2025, the potential for fraud within the currently utilized metal license plates increases. A second project will coordinate with local law enforcement the utilization of cameras that can read license plates, determine the rate of fake plates, and, if necessary, identify next steps. The ease of which heavy-duty diesel vehicles can have their emissions systems tampered and disabled has led to potential widespread tampering within the region. The third project will evaluate the severity and impacts of tampered trucks operating in the region and determine options to limit these illegal practices. These initiatives are an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan. [Electronic Item 11](#) provides additional details.

Performance Measure(s) Addressed: Air Quality, Safety

12. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Electronic Item 12.1](#))
- STTC Attendance and Minutes ([Electronic Item 12.2](#))

13. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
14. **Future Agenda Items**: This item provides an opportunity for members to bring items of future interest before the Council.
15. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, June 13, 2024, in the Transportation Council Room.**

MINUTES

**REGIONAL TRANSPORTATION COUNCIL
April 11, 2024**

The Regional Transportation Council (RTC) met on Thursday, April 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: Bruce Arfsten, Dennis Bailey, Rick Bailey, Elizabeth Beck, Gyna Bivens, Alan Blaylock, J.D. Clark, Ceason Clemens, Michael Crain, Theresa Daniel, Jeff Davis, Andy Eads, Michael Evans, George Fuller, Raul Gonzalez, Barry Gordon, Lane Grayson, Mojoy Haddad, Clay Lewis Jenkins, Ron Jensen, Brandon Jones, Terry Lynne (representing Steve Babick), Cara Mendelsohn, Ed Moore, Jesse Moreno (representing Chad West), John Muns, Omar Narvaez, Long Pham (representing Jim Ross), Manny Ramirez, Tito Rodriguez, David Salazar, Chris Schulmeister, Gary Slagel, Jeremy Tompkins, and Duncan Webb.

Others present at the meeting were: Vickie Alexander, Susan Alvarez, Steve Anderson, Micah Baker, Jay Barksdale, Natalie Bettger, Alberta Blair, Tandy Boroughs, Stuart Burzette, Laura Cadena, Jack Carr, Lorena Carrillo, Molly Carroll, Angie Carson, Meredith Cebelak, Lori Clark, Jeff Coalter, Dawn Dalrymple, Bob Dubey, Chris Dyser, Chad Edwards, Kevin Feldt, Phil Foster, Carmen Garcia, Rebekah Gongora, Christie Gotti, Joel James, Dan Kessler, Gus Khankarli, Carolyn King Arnold, Ken Kirkpatrick, Andy Kissig, Tracey Knight, Kevin Kokes, Dan Lamers, Christopher Lee, Eron Linn, Aaron Long, Paul Luedtke, Stanford Lynch, Sydnee Mangini, Dillon Maroney, Stephen Mason, Rich Matyiku, Bill Medina, Kate Milner, Kenna Mitchell, Jim Moffitt, Erin Moore, Michael Morris, Paroo Muegliche, Jeff Neal, Mark Nelson, Quang Nguyen, Catherine Osborn, Donald Parker, Brinton Payne, Michael Peters, James Powell, Lauren Prieur, Vercie Pruitt-Jenkins, Abbas Rastandeh, Carrie Rogers, Kathryn Rotter, Connor Sadro, Rodney Schlosser, Aliyah Shaikh, Devon Skinner, Randy Skinner, Toni Stehling, Shannon Stevenson, Jonathan Toffer, Lauren Trimble, Anna Willits, Amanda Wilson, Brian Wilson, and Karla Windsor.

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 March 21, 2024, Minutes:** The minutes of the March 21, 2024, meeting were approved as submitted in Electronic Item 2. Manny Ramirez (M); Theresa Daniel (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1 **Modifications to the Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program:** Regional Transportation Council (RTC) approval was requested of the proposed modifications to the Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program (UPWP), as well as approval and to administratively amend the Transportation Improvement Program along with and other administrative/planning documents, as appropriate, to reflect the approved modifications. The proposed amendments were provided in Electronic Item 3.1.1, that were and had been posted on the North Central Texas Council of Governments (NCTCOG's) website for public review

and comment as part of the March 2024 public outreach opportunity. Additional information was provided in Electronic Item 3.1.2.

- 3.2 **Additional Transportation Alternative Set-Aside Funding for Greenville Avenue Trail Project as Part of Cotton Belt Trail:** Regional Transportation Council (RTC) approval was requested -for \$1,092,500 in additional Transportation Alternative Set-Aside (TASA) funds and 218,500 Transportation Development Credits for the existing RTC-funded Greenville Avenue Multimodal Improvements Project in Richardson (TIP 40071/CSJ 0918-47-323) to complete the 2023 Rebuilding America Infrastructure with Sustainability and Equity (RAISE) grant partnership.

A motion was made to approve Items 3.1 and 3.2 on the Consent Agenda. Duncan Webb (M); Theresa Daniel (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report:** Chair Bivens introduced the Deputy Mayor Pro Tem Carolyn King Arnold, City of Dallas. Deputy Mayor Pro Tem Arnold expressed appreciation to the Regional Transportation Council (RTC) and Michael Morris for their efforts to ensure that everyone works together as an integrated team in terms of mobility and access to achieve greatness. In addition, she expressed gratitude for the \$80 million that was received for funding on four pedestrian caps, including Klyde Warren Park (Phase 2), Southern Gateway (Phase 2), Interstate Highway 30 Farmers Market “Three Fingers”, and McKinney State Highway 5. Also, Michael Morris congratulated Karla Windsor, Sydnee Mangini, and Stuart Burzette of the North Central Texas Council of Governments for writing the applications that won four proposals, and the reason for the visit from Secretary of Transportation Pete Buttigieg on April 4, 2024. Michael congratulated Trinity Metro for the grand opening of its Trinity Lakes station Michael also congratulated and expressed appreciation for Victor Vandergriff and his partnership with NCTCOG, RTC, and the Tarrant Regional Transportation Coalition (TRTC) as Michael attended his annual event. Rebekah Gongora will bring items back to the Council prior to the Legislative Session this summer along with the Transit 2.0 implementation’s next steps as the members will be contacted to set up their meetings in the future. Devon Skinner, son of Randy Skinner, Tarrant County Director of Transportation and Surface Transportation Technical Committee member were recognized for the heartfelt email honoring his dad, Randy. Michael congratulated Randy for his hard work and the implementation of transportation projects while working at NCTCOG for 10 years and Tarrant County for 24 years. Shannon Stevenson was also recognized for 25 years of employment at NCTCOG. Shannon will be working as the Assistant City Manager for Norman, Oklahoma. Electronic Item 4.1 contained correspondence to Dallas Mayor Eric Johnson and Fort Worth Mayor Mattie Parker regarding weighted voting on the RTC for the Cities of Dallas and Fort Worth. The City of Fort Worth felt that the timing was not right at this time to pursue changes to the membership, therefore the topic will be advanced to 2026 when the Bylaws are scheduled for review and no changes will be made. The Metropolitan Planning Organization’s 50th anniversary celebration is in the planning stages and a luncheon will occur on August 8, 2024, during the Irving Summit. The Spring 2024 Traffic Incident Management Executive Level Course will be held on May 2, 2024, and details and registration information was provided in Electronic Item 4.2. Michael thanked Deputy Mayor Pro Tem Carolyn King Arnold for her encouraging remarks. Commissioner Theresa Daniels asked about a news article provided in Electronic Item 4.10, “Dallas Residents Hear City’s Plan to Address Traffic Dangers on Ferguson Road.” She asked how does striping work to address speeding. Michael Morris responded that along with the RTC approving \$50 million in safety programs, more law enforcement is needed in that area, and

staff will look into what traffic operation devices, such as speedbumps or engraved concrete, can be placed in the roadway, and possibly lighting for illumination.

5. **North Central Texas Council of Governments Grant Management and Regional Transportation Council Initiative Fund:** Michael Morris presented information on a proposed Grant Management and Regional Transportation Council Initiative Fund. These funds would be used to support application development, grant management, compliance, performance measures, oversight, and would also be available for staff assistance to broader RTC-directed projects that are not budgeted through authorized programs. RTC Local funds would be added to the fund as new grants are won (estimated 2-5 percent of award) and would establish over \$3 million which would provide direct project benefit by fully funding the original grant project. Michael presented details and an overview of the 15 federal grant applications with either North Central Texas Council of Governments (NCTCOG) direct funding recipients and grantees or recent direct awards authored by NCTCOG; implemented and/or submitted by others. Duncan Webb asked if the RTC is responsible for indirect funds. Michael responded that RTC has the final decision.

A motion was made to approve the Grant Management and Regional Transportation Council (RTC) Initiative fund with \$3 million in RTC Local funds, with additional funds to be programmed by the Transportation Director for new awards, and to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP along with other planning/administrative documents to incorporate these changes. The motion also included a directive for staff to provide an annual report to both the RTC and Executive Board regarding the level of funding being consumed as well as the frequency of its usage. Duncan Webb (M); Theresa Daniel (S). The motion passed unanimously.

6. **2024 Federal Transit Administration Low or No Emissions and Bus/Bus Facilities Competitive Grant Program:** Shannon Stevenson presented a request for Regional Transportation Council (RTC) approval on a proposed regional submittal to the Federal Transit Administration (FTA) Low or No Emissions and Bus/Bus Facilities Competitive Grant Program. On February 8, 2024, FTA released a Joint Notice of Funding Opportunity under the Infrastructure Investment and Jobs Act (IIJA) with \$1.1 billion in funding available for the low or no emissions and \$393.5 million in funding available for the Bus and Bus Facilities grant. The purpose of the grant programs is to provide support for the state and local efforts to buy or modernize buses, improve bus facilities, and improve regional air quality goals, but have two requirements that must include a zero-emissions transition plan with 5 percent of a federal request that must be dedicated to workforce development. Shannon mentioned North Central Texas Council of Governments (NCTCOG) proposal for the Low or No Emissions and Bus/Bus Facilities grant would purchase up to 59 electric vehicle (EV) buses and 12 EV charging stations for the 2026 FIFA World Cup and regional transit providers. The total budget estimated at \$55,472,890 million that includes a local match of \$2,840,916 from Trinity Metro and 5,906,168 Transportation Development Credits (TDCs). The application deadline is April 25, 2024, with the anticipated award announcement on July 10, 2024. More information was provided in Electronic Item 6. Raul Gonzalez asked what happens to the vehicles after use during FIFA World Cup. Michael Morris responded that staff would like to send the vehicles to 2028 FIFA participants. Barry Gordon asked the impact of inflation on funds that are approved now for vehicle purchases in 2026. Shannon responded that staff has been in contact with vendors and purchases and if approved, staff was ready to go into contract quickly to avoid inflation-related costs.

A motion was made to approve of a regional grant application submittal to the Fiscal Year (FY) 2024 Low-No and Bus/Bus Facilities Competitive Grant programs, not to exceed \$55,472,890 including the use of 5,906,168 Transportation Development Credits (TDCs) in lieu of local match. Trinity Metro will provide \$2,840,916 local match for their buses and infrastructure. Staff was also directed to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP, and other planning/administrative documents to include this Federal Transit Administration grant, if selected. Barry Gordon (M); Raul Gonzalez (S). The motion passed unanimously.

7. **Proposed Regional Transportation Council Broadband Program:** Connor Sadro presented a request for Regional Transportation Council (RTC) approval of program criteria related to the four proposed elements of broadband activities. He provided a brief background from March of 2022 with the approval of proposed deployments of phase 1/emergency autonomous vehicles in McKinney and Dallas and phase 2 infrastructure broadband project with the City of Fort Worth. The four proposed elements include: 1) North Central Texas Council of Governments (NCTCOG) will 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) NCTCOG will create a policy committee consisting of elected officials in the region to provide clear and consistent feedback to the Texas Broadband Development Office; 3) NCTCOG will leverage this policy committee to form a legislative program that will help guide the State of Texas legislature on regional needs; and 4) NCTCOG will continue with outreach to broadband practitioners in the region and encourage municipalities to appoint broadband technical leads. Additionally, NCTCOG will create a strategy for municipal best practices in achieving internet for all residents, This program requires that the RTC form an ad hoc policy committee that creates and executes a legislative program, guided by the needs of the Technical Committee, that accomplishes the following goals: suggested broadband legislation amendment, additions or deletion, State-level broadband funding program language, and will have 15 seats encompassing the following designations: County representation (2 urban and 2 rural seats) and Municipal representation (7 urban and 4 rural seats). Connor mentioned the critical role for the Internet for All Coalitions is to guide broadband data collection and coordination. The final function is to guide NCTCOG staff in the creation of a regional broadband activity strategy. The Regional Broadband strategy document will serve as a foundation for all public agencies interested in starting or expanding their broadband efforts. Electronic Item 7 provided more details.

A motion was made to approve the program criteria associated with the four proposed elements of broadband activities for North Central Texas Council of Governments as presented and the use of \$1.3 million in federal funds to execute activities. Manny Ramirez (M); Ron Jensen (S). The motion passed unanimously.

8. **Congestion Relief Grant Program Submission:** Natalie Bettger presented a request for Regional Transportation Council (RTC) approval of a regional project submittal and matching funds for the Fiscal Year (FY) 2024 Congestion Relief Grant (CRG) Program. The program is a continuation of the Congestion Relief Grant program with \$150 million available; a minimum award of \$10 million per grant with a 20 percent local match required, but the project must be obligated by September 30, 2027. A Notice of Funding Opportunity was released on February 21, 2024, and applications are due on April 22, 2024. The goals for the relief program include improving intermodal integration with highway, highway operations, and highway performance; reducing or shifting highway users to off-peak travel times or to non-highway travel modes during peak travel times; and pricing of, or based on,

as applicable to parking, use of roadway, including in designated geographic zones, or congestion. The vision for the program is to determine whether projects are equitable to the traveling public and affected communities, consider and mitigate any safety impacts, reduce greenhouse gas emissions and fine particulate matter, and consider and mitigate any potential adverse financial impacts to low-income drivers. Natalie mentioned the location and the scope on congestion corridors such as: United States 75, Interstate Highway (IH) 635E, IH 35W, IH 35E, and IH 30. The program hopes to utilize the technology to verify and offer incentives to change travel behavior for guaranteed transit on-time arrival, shift from car to transit, shift in vehicle time of day traveling, and shift in truck time of day traveling. She mentioned the anticipated total budget of \$20 million with federal funds and requested 4 million in Transportation Development Credits (TDCs) in lieu of the required 20 percent match. Additional details were provided in Electronic Item 8. Barry Gordon questioned why Interstate Highway 45 was not included on the list of corridors being evaluated as part of the program. Michael Morris noted that staff looked at corridors with several modes of congestion and that IH 45 would be considered if the initial review of corridor leads to an expanded list of congested corridors.

A motion was made to approve the submittal of the Dallas-Fort Worth Congestion Relief Program Proposal for funding consideration through the FY24 Congestion Relief Grant Program of \$20 million and 4 million Transportation Development Credits, and to administratively amend the North Central Texas Council of Governments (NCTCOG) Transportation Improvement Program (TIP)/Statewide TIP, as well as other planning and administrative documents, to include the proposed project if selected for an FY24 Congestion Relief Grant Program. Elizabeth Beck (M); Omar Narvaez (S). The motion passed unanimously.

9. **Safe Streets and Roads for All Grants Submission:** Karla Windsor presented a request for approval of a regional planning project submittal and local match funds for the fiscal Year (FY) 2024 Safe Streets and Roads for All (SS4A) Discretionary Grant Program. The SS4A grant has \$1.26 billion for FY24 available and is inclusive of all types of roadway safety interventions across the safe systems approach with only one application per agency allowed. There's \$580 million in funding available with a \$100,000 minimum or \$10 million maximum award for the planning/demonstration grant. Staff proposed the Crossing Students Safely in the Dallas-Fort Worth Region (CroSS-DFW) project to conduct additional planning around schools in targeted corridors and beyond recommended by the Regional Roadway Safety Plan and the Regional Pedestrian Safety Action Plan. The total planning budget - \$6.25 million with \$5 million in federal funds and \$1.25 million in Regional Toll Revenue funds as the match source. Executive Board action will be requested on April 25, 2024. The North Central Texas Council of Governments (NCTCOG) will be submitting an application by the May 16 deadline. Additional details were provided in Electronic Item 9 for more information.

A motion was made to approve the North Central Texas Council of Governments (NCTCOG) planning grant application for the FY 2024 Safe Streets and Roads for All (SS4A) Discretionary Grant program, using \$1.25 million in Regional Toll Revenue (RTR) funds for non-federal match should the project be selected for funding. The motion also included direction for staff to administratively amend the Transportation Improvement Program (TIP)/Statewide TIP, along with other planning/administrative documents to incorporate these changes. Tito Rodriguez (M); Theresa Daniel (S). The motion passed unanimously.

10. **Fiscal Year 2025 – 2026 Multimodal Projects Discretionary Grant Program:** Jeff Neal presented a request for Regional Transportation Council (RTC) approval of projects to be submitted for funding consideration through the Fiscal Year (FY) 2025-26 Multimodal Project Discretionary Grant (MPDG) program. A total of \$5.2 billion program solicits project applications for three funding opportunities: National Infrastructure Project Assistance (MEGA), the Nationally Significant Multimodal Freight and Highway Projects Grant program (INFRA), and the Rural Surface Transportation Grant program (RURAL) with applications due on May 6, 2024. For the Dallas County Inland Port (DCIP) Multimodal Connectivity Project, all of the funding amounts and sources are the same as they were for RAISE except that staff will submit the RURAL Grant application on behalf of Dallas County. Jeff also highlighted the cost and funding characteristics of the SH 183 Segment 2E project, indicating that while the North Central Texas Council of Governments (NCTCOG) anticipates being a co-applicant on Texas Department of Transportation's (TxDOT's) MEGA Grant submittal, no direct non-federal funding contribution from the RTC is included. NCTCOG proposes to also resubmit the AllianceTexas Smart Port Project for the INFRA Grant. He mentioned that the FY25-26 MPDG Notice of Funding Opportunity (NOFO) was released on March 26, 2024, and RTC signed letters of support for projects submitted by partners are due April 24, 2024. Additional program, application requirements, and candidate project details were included in Electronic Item 10, while more comprehensive information can be obtained at: <https://www.transportation.gov/grants/mpdg-program>.

A motion was made to approve the submittal of proposed Multimodal Projects Discretionary Grant (MPDG) program applications, with the North Central Texas Council of Governments (NCTCOG) as the applicant for two projects and co-applicant for another project; allocation of previous Regional Transportation Council (RTC) funds: AllianceTexas Smart Port Project & Dallas County Inland Port (DCIP) Multimodal Connectivity Project – same as FY 23/24 MPDG (INFRA) & FY 24 RAISE applications, respectively, but to also include as contingency responsibility for \$10,900,000 in non-Federal funds to partner with local/private entities for the AllianceTexas Smart Port Project only; and administratively amend Transportation Improvement Program (TIP)/Statewide TIP, as well as other planning/administrative documents, to include proposed projects if selected for FY 25-26 MPDG program awards. Michael Evans (M); Jeremy Tompkins (S). The motion passed unanimously.

11. **Developing Mobility 2050: Kickoff:** Dan Lamers presented information on development of Mobility 2050. The Mobility Plan requires an update every four years and the life of the plan must look forward to at least 20 years into the future. The Plan must be financially constrained and go through federal conformity determination process once adopted. The focus areas include new demographics; updated travel demand model and analysis; major updates to projects, programs, and policies; a new financial plan; robust public involvement; and enhanced final product (plan document and tools). Dan highlighted the timeline including the Plan kickoff which began in October 2023, draft Plan to be posted online in January 2025, RTC adoption in June 2025. Dan briefly mentioned the federal, State, and regional goals and planning factors. There are multiple ways to provide input via www.nctcog.org/M50, such as taking the survey/opinion poll or using Map your Experience. Visit www.nctcog.org/PlanInProgress for more information on the Plan. Electronic Item 11 contained additional details.

12. **Look Out Texans Video Local Distribution:** Kevin Kokes provided an update about the Look Out Texans safety campaign and a request for local government assistance to distribute the campaign videos through local media outlets. The Look Out Texans campaign funded by the Texas Department of Public Safety (TxDOT) was launched in 2015 by North Central Texas Council of Governments (NCTCOG) as an education campaign aimed at increasing safety for all road users across North Texas. The campaign highlights the rights and responsibilities when walking, bicycling, or driving, and encourages neighbors, friends, and families to do so as well. Kevin briefly provided driving, walking, or bicycling safety tips including personal testimonies of crash survivors, responsibilities, sharing the road, driver distractions, and awareness. He requested that local governments help spread safety information by running Look Out Texans safety educational videos during March through November on local government access channels, online streaming platforms, public building message boards, and social media. Videos available for distribution range in length and examples can be viewed online at: www.lookouttexans.org/videos. An overview of the partnership effort for local safety education and outreach was contained in Electronic Item 12.
13. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 13.1 and Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 13.2.
14. **Other Business (Old or New):** Theresa Daniels mentioned an article in the Dallas Morning News on “How Flying Cars Could Change How We Travel” and how we could incorporate that in our travel in the future.
15. **Future Agenda Items:** There was no discussion on this item.
16. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, May 9, 2024, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:58 pm.

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

This document is a compilation of general public comments submitted from Wednesday, March 20 through Friday, April 19, 2024 via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to public involvement and transit were in the majority.

Additionally, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. This tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 53 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. Here's the weekend #AirQuality forecast for DFW! Saturday, April 13: Good (green) Sunday, April 14: Good (green) Monday, April 15: Good (green). To learn more and sign up for Air Pollution Alerts, visit <http://AirNorthTexas.org> — NCTCOG Transportation Department (@NCTCOGtrans)



Almost Air Pollution Watch season — JW-MEME LORD ■ (@ntwxsnr)

Instagram –

1. Swipe through to learn more about the Air Quality Index colors and tag a fellow Texas enthusiast that would love Arlo! #AQI #AirQuality #AirNTx #NorthTexas #DFW #DallasFortWorth #ArloAirmadillo — NCTCOG Transportation Department (@nctcogtrans)



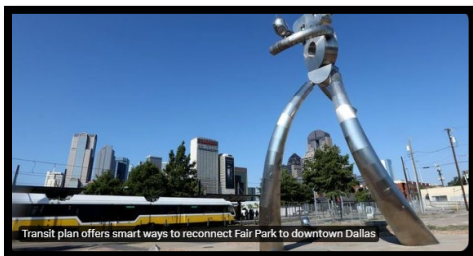
♥ @energylollipop @katiepatrickhello — Jennifer Grantham (@jennifer_grantham)
@jennifer_grantham Wow a character guard! — Energy Lollipop (@energylollipop)

Bicycle/Pedestrian/Sustainable Development

Twitter –

1. Have you heard of Safe Routes to School? It is a nationwide initiative that helps encourage kids to walk, bike, and roll to school safely. Would you like to help plan a Walk & Bike to School Day for a school in D12? Contact Madison.Johnson@dallas.gov for more information. @NCTCOGtrans <http://saferoutesinfo.org> — Cara Mendelsohn (blue square icon) (@caraathome)

2. Transit plan offers smart ways to reconnect Fair Park to downtown Dallas | Opinion — Dallas Morning News (@dallasnews)



This study is important and needs your input. <https://publicinput.com/fairparklinks>. We share the concerns noted about outreach to stakeholder groups. @NCTCOGtrans, we raised this same issue in January and are standing by to collaborate with your team. Send us a messenger pigeon or an email. — Santa Fe Trail (@FoSFT)

www.twitter.com/FoSFT/status/1752444757437997091?t=laX3p_w1WYQqc9cmJ7FkDQ&s=19 We understand last week's slide deck was a parallel presentation of January's. You can find our play-by-play here. Lots of lofty goals, but lots more open questions to be answered. SFT is at the center of the pedestrian/cycle discussion. — Santa Fe Trail (@FoSFT)

Facebook –

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



Safety tip? I thought that was required to know to pass the written test out here? —
Daevon Leroy

Instagram –

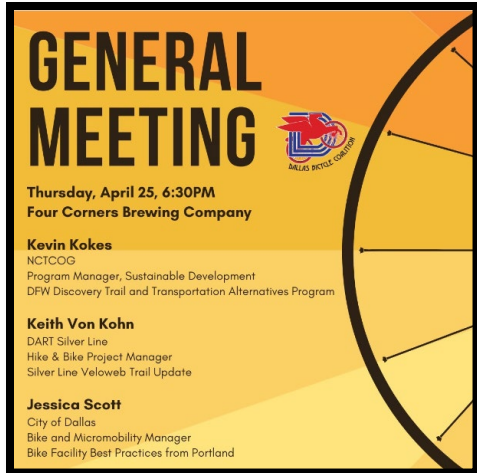
1. Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! — NCTCOG Transportation Department (@nctcogtrans)



Cyclist propaganda — Luis 🌀 (@luis_therat)

Loser — Goob Scooburt (@the_great_gyatsby)

2. Every spring and fall, we organize a general meeting so cyclists have the opportunity to gather and hear from leaders across Dallas working to make streets safer and alternatives to driving more accessible. Join us in a couple weeks for the Spring General Meeting to hear updates about the DFW Discovery Trail, Silver Line Bike Trail, and bike facility best practices from Portland! RSVP on Action Network so we know to expect you. Link in our stories and saved in the Events story highlight. Details: Thursday, April 25, 6:30PM Four Corners Brewing Company @fcbrewing Kevin Kokes @nctcogtrans NCTCOG Program Manager, Sustainable Development DFW Discovery Trail and Transportation Alternatives Program, Keith Von Kohn @dartdaily DART Silver Line Hike & Bike Project Manager Silver Line Veloweb Trail Update, Jessica Scott @dalldot City of Dallas Bike and Micromobility Manager Bike Facility Best Practices from Portland — Dallas Bicycle Coalition (@dallasbicyclecoalition)



High-Speed Transportation

Twitter –

1. Dallas Morning News - TRANSPORTATION High-speed rail in U.S.-Japan talks @POTUS @RepColinAllred @TexasCentral @PeteButtigieg @NCTCOGtrans Let's get this done 👍👍
<https://t.co/RuS3TwDnpi>— Clay Lewis Jenkins (@JudgeClayJ)



Finally. Some movement in this talk. It took for the President to intervene for Dallas City Council members to quit scratching their rear end & get this moving — Middle Earth (@DizzChangretta)

Should be linking DFW — Steve Perkins (@StevePerkins14)

Look at the boondoggle in California with a similar project. The politicians are awarding contracts to their friends as the project costs escalate — Cynic1234 (@cdsheetrs)

Well, by the time you get this thing going and have to replace the people in charge because of the delays, overspending, budget overruns, and plain corruption this will never be finished in my lifetime if at all. For the city of Dallas, that is called business as usual. — JayC (@JayCthatGuy)

I bet Texas goes from drawing board to operating before @CaHSRA builds one mile of track. Who wants to take the bet? — MagLevIsMagLAME (@MagLevIsMagLAME)

You have no clue — va room (@VaBogu)

Cub Reporter Clay on the job again, re-reporting news... Except this time with a bad link to the story. And most people living in this train's path don't even WANT this project. — Mookie (@Mookiegarza)

Mail –

1. Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

Other

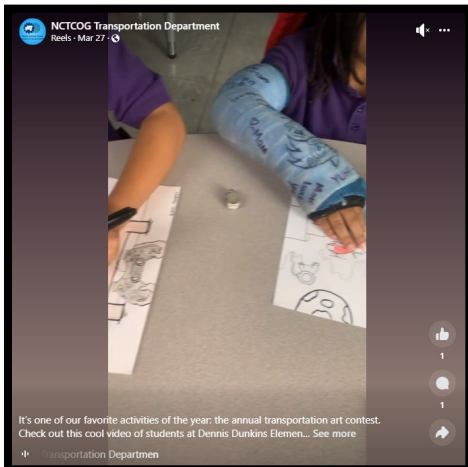
Facebook –

1. Wreck 'Em Tech! If you're a student at Texas Tech University, come out and see us today at the Hire Red Raiders Job Fair in the Student Union from Noon to 4 pm! We're hiring interns and full-time employees. — NCTCOG Transportation Department



I spent 15 years at NCTCOG Transportation Dept. I learned quite a lot over the years. My time there helped me in my career and set me up for success. As a Red Raider and former employee, I can't think of a better place to start your career. — Chad Edwards

2. It's one of our favorite activities of the year: the annual transportation art contest. Check out this cool video of students at Dennis Dunkins Elementary School in Fort Worth working on their art. We're having a hard time picking a winner! — NCTCOG Transportation Department



While you NCTCOG Transportation Department professionals drive your vehicles everywhere, one or more of you lucky ones get paid to watch school children. Wait, let me guess, “The children are our future.” Way to lead, NCTCOG. — Rob Dentremont

3. Did you know there are over 5,000 species of wildflowers that grow along our highways and roadsides? Since 1934, the Texas Department of Transportation has been encouraging the growth of wildflowers and other native grasses to help reduce the cost of maintenance and labor and provide local environmental benefits. Share your bluebonnet photos with us! Just remember to be safe as you enjoy the wildflowers this season. — NCTCOG Transportation Department



Joe Tarkington Kristina Kirby Holcomb A slight break from the Mobility 2050 initiative. I guess all work and no play isn't enough fun. — Rob Dentremont

Public Involvement

Facebook

1. Tell us how the Dallas-Fort Worth transportation system is working for you! 🚗 🚲 🚶
#ConnectNorthTexas #PlaninProgress — NCTCOG Transportation Department



Please see Attachment 2 for comments submitted via Facebook.

Rideshare/Carpool

Facebook –

1. This is the last week to join the Find Your Match Carpool Challenge. If you missed recording your trips, you have until 12 PM on March 17, 2024 to go back and record. Don't miss your chance on winning one of the great prize options! Visit TryParkingIt.com to learn more. — NCTCOG Transportation Department



How well did the NCTCOG employees do at the Challenge? — Rob Dentremont

Roadways

Twitter –

1. A HUGE thank you to our corporate partners for participating in the safety fair and helping educate students on the dangers of driving distracted! It takes every person to ensure that the roadways are kept safe. ❤️ @TxDOT @TxDOTDallas @NCTCOGtrans @AgriLife @TeensDriverSeat — TEXpress Lanes 🚗 (@TEXpressLanes)



Instagram –

1. Our second Teens in the Driver Seat Assembly and Safety Fair was a success! Thank you for joining us as we raised awareness about the dangers of distracted driving. @ferrovial @txdot @nctcogtrans @drive_aware @creekviewleads @creekviewavid — Creekview Student Council (@creekview_stuco)



2. WE WANT TO KNOW! What makes a downtown attractive? What downtowns do you like visiting and why? Attend the Access Butler Place Plan OPEN HOUSE #1 to share your thoughts and learn about Access Butler Place Plan. Your feedback will help shape future transportation and infrastructure priorities! #AccessButlerPlacePlan #Accessibility #Reconnect #FortWorth #Community #Transportation #FWHS #Mobility #Infrastructure #Downtown #Neighborhoods #Engagement #GetInvolved #Planning @cityoffortworth @downtownfortworth @nctcogtrans @txdot — Access Butler Place Plan (@accessbutlerplaceplan)



3. What is your experience traveling to and through the Central Area? Do you have thoughts on how to improve the current transportation route? Attend the Access Butler Place Plan OPEN HOUSE #1 to share your experiences and learn about the Access Butler Place Plan. Your feedback will help shape future transportation and infrastructure priorities! Join us on Thursday, May 9 from 4:30 pm – 7:30 pm (Come and Go) at Fort Worth Central Station, 1001 Jones St, Fort Worth (2nd Floor). On-street and lot parking available next to Central Station. Can't make the event? Don't worry, we will have an online Community Survey starting on May 9! Follow along and learn more about the project goal on the project website www.AccessButlerPlacePlan.com (link in bio) #AccessButlerPlacePlan #Accessibility #Reconnect #FortWorth #Community #Transportation #FWHS #Mobility #Infrastructure #Downtown #Neighborhoods #Engagement #GetInvolved #Planning @cityoffortworth @downtownfortworth @nctcogtrans @txdot — Access Butler Place Plan (@accessbutlerplaceplan)



RTC/STTC/Executive Board

Twitter –

1. It was a great meeting today with the @NCTCOGtrans Regional Transportation Council. We were able to recognize our outstanding @TarrantCountyTX Director of Transportation, Randy Skinner, for his decades of service to our communities. — Manny Ramirez (@MannyRamirez_TX)



Transit

Facebook –

1. "Weekday commuters traveling between Fort Worth and Alliance can skip rush hour traffic when a new expedited bus service goes into effect. Known as the Alliance Express, the high-frequency bus route will offer guaranteed travel times between southeast Fort Worth, downtown and Alliance in north Fort Worth." Read more from the Dallas Morning News: — NCTCOG Transportation Department



\$50 million to get this started? — Wm Atkins

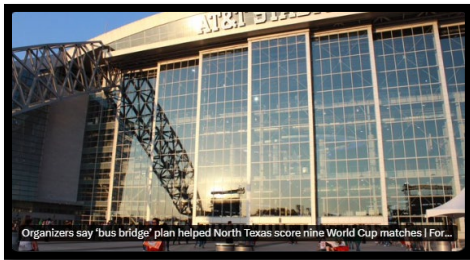
Twitter –

1. The future I want: — Hayden Clarkin (@the_transit_guy)



🌟 @NCTCOGtrans @DallasPlanUD @CityOfDallas @BFSouthDallas @BikeDFW @DDOTransport @DallasUrbanists — Jennifer Grantham (@jen_grantham)

2. Nice work @NCTCOGtrans @NCTCOG_Official Organizers say 'bus bridge' plan helped North Texas score nine World Cup matches <https://fortworthreport.org/2024/04/10/organizers-say-bus-bridge-plan-helped-north-texas-score-nine-world-cup-matches/> #regionalism 🤝🏆 — TARC (@txregionalism)

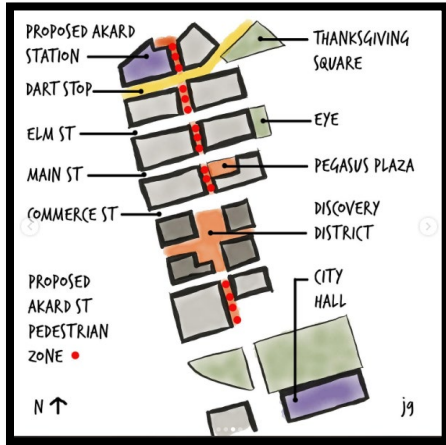


3. Late registration closes Saturday for the 20th Annual Southwestern Rail Conference #swrailconf April 15-16 <https://texasrailadvocates.org/events/2024-southwestern-rail-conference/> @Amtrak @USDOTFRA @SouthernRailCms @AndyBrownATX @TxDOT @Alstom @txslrra @T4America @dartmedia @NCTCOGtrans <https://t.co/B10UgXfzTg> — Peter J LeCody (@railadvo)

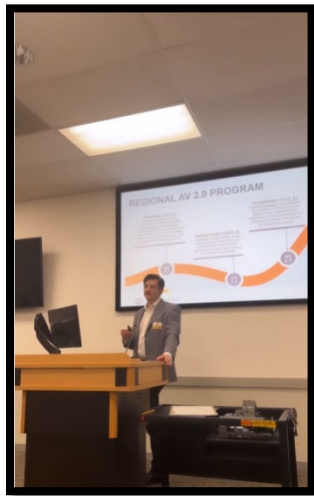
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Instagram –

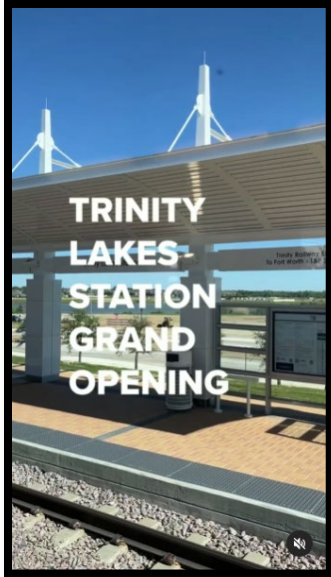
1. Would love to add Akard Street as a pedestrian mall (much like the German Fußgänger Zones—which is where I grew up) — Jennifer Grantham (@jennifer_grantham)



2. Leadership Metrocrest Class XXXIII Transportation Day! 🗣️ 📺 📱 Thank you to our sponsors and hosts! Presenting Sponsor: @nationwideoverspray Day Sponsor: @dartdaily Class Host/Spotlight Speakers: @dfwairport @nctcogtrans #leadershipmetrocrest #addisontx #carrolltontx #farmersbranchtx #leadershipdevelopment — Metrocrest Chamber of Commerce (@metrocrestchamber)



3. This morning, we celebrated the grand opening of Trinity Lakes Station, the newest stop for Trinity Railway Express. This station is all about connecting communities and offering reliable transportation options. We heard from key leaders about the excitement of future development projects that will include shops and homes, making it a great investment into our community. If you haven't already stopped by, add 7979 Trinity Blvd to your map of choice, hop on, and enjoy a comfortable ride between Fort Worth and Dallas. trinityrailwayexpress.org/stations. @apta_transit @masstransitmag @federaltransitadministration @nctcogtrans @tarrantcountytx @cityoffortworth — Trinity Metro (@ridetrinitymetro)



Email –

1. Warren L Patterson

I have a couple of suggestions for regional connectivity by transit.

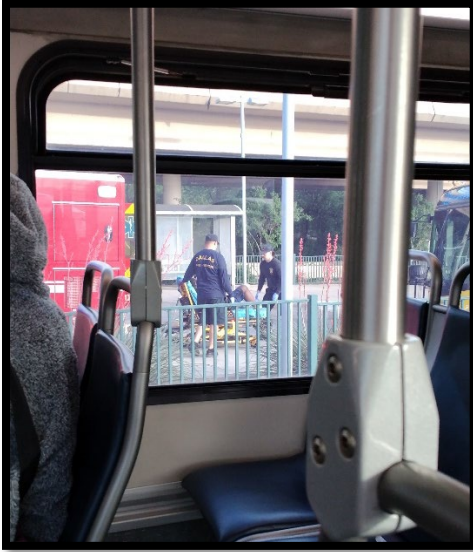
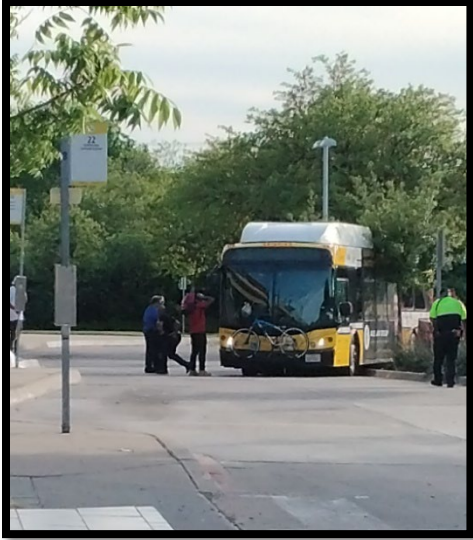
(1) Please build a 2nd line through Downtown Dallas. And get the tracks off the ground, either elevated or underground. Street level trains downtown look so cheap. And slow.

(2) Build out the DART station at Knox Street. With the traffic and the urban landscape of that neighborhood it would be great.

2. Zach Middleton

See attached. Friday night at Forest Lane Station. Bus driver got off a bus full of people and it rolled backwards over a curb and through an iron fence. Just a few hundred more feet before it landed in White Rock Creek.







Questions on Topics NOT Related to
March 11, 2024 Public Meeting

Phyllis
Silver
3/25/2024

1) On the postcard announcing the 3/11/2024 meeting and on the Agenda for that meeting in the Resources and Information Section I noticed an entry called DOE Multimodal Delivery Project. From the description on the Agenda, I now know what this project entails. I would be interested to know if "DOE" stands for Department of Energy or something else. If something else, what does DOE stand for?

2) High Speed rail.

I am familiar with the High Speed Rail project between Dallas and Fort Worth that COG has been studying and trying to implement for the last few years.

In addition, for several years (before the discussion of the Dallas to Ft. Worth Rail & prior to this studying the alternative modes of high speed travel between the two cities) I had been reading about High Speed Rail between Dallas/Fort Worth and Houston. This was being spearheaded by a private organization, I believe Texas Central.

Now more recently, I have been hearing about controversy over the routing of high speed rail in the vicinity of Dallas' EBS Union Station. This discussion seems to include both the Dallas to Ft. Worth high speed rail and the DFW to Houston high speed rail. Can you clarify what has transpired? Is the route to Houston still being developed by a private company? Is COG now involved with both routes? I would appreciate a summary of the current situation and developments leading to it. Thank you.



NCTCOG Transportation Department

Published by Sarah Thompson · March 7 ·



Tell us how the Dallas-Fort Worth transportation system is working for you! 🚗🚲🚶
#ConnectNorthTexas #PlaninProgress



PUBLICINPUT.COM/MOBILITY2050

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Mobility 2050 Survey

[Learn more](#)

[See insights and ads](#)

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👍🗨️ 220

182 57

Like

Comment

Share

All comments



Comment as NCTCOG Transportation Department



Nancy Wyrick Hamouch
Having a train stop at the AA Center has worked out so incredibly well! Now get the same for the Cowboy's and Rangers' stadiums

4d Like Reply [Send message](#) Hide



Dawn Mills Self
I like the way this survey is organized.

3w Like Reply Hide



Joshua Demond Tyson
We need txdot to add more lighting onto the highways particularly IH20 in South Dallas

2w Like Reply Hide

4 👍



Marta Galindo

I would like to better service with the bus transportation. We should be able to go to our destabilizing within. 39 minutes to any lactation in Dallas.

4w Like Reply Hide



Carol Hood Pierce

Thank you for TRE. Being able to travel by rail when needing to go from Fort Worth to the doctor in Dallas and back is so much more enjoyable than driving with all the traffic and road construction.

4w Like Reply Hide



Lauri John

I wish that there were a regional transportation system that included Arlington & Mansfield.

5w Like Reply Hide



Gordon Scruggs

Lauri John it does include Arlington and Mansfield. It is for transportation in all of North Texas. 🤔

4w Like Reply Hide



Joe Tarkington

Gordon Scruggs As I said previously, Arlington gets no money for mass transit because they don't have any.

4w Like Reply Hide



Gordon Scruggs

Joe Tarkington you are correct, they have no mass transportation. But they receive a significant amount of transportation funds for roadways. In fact, most of the funds spent in the Dallas for Worth area is on roadways. One example is the current roadway interchange at I 30 and SH 360. 🤔

4w Like Reply Hide Edited



Reply to Gordon Scruggs



Joe Tarkington

Lauri John Arlington should have joined DART, but chose not to. I have seen it said many times, Arlington is the largest city in the United States that does not have public transit.

4w Like Reply Hide



Mi Licater

Joe Tarkington Arlington taxpayers are currently funding THREE varieties of PUBLIC TRANSIT: Via, (or whatever name they changed it to) HandiTran, and the UTA student buses.

THREE already. You're welcome.

4w Like Reply Hide



Joel Wasinger

Mi Licater Arlington's participation in mass transit has been late, haphazard and only after considerable prodding. Meanwhile y'all are funding all kinds of professional sports nonsense. No thanks.

4w Like Reply Hide



Annabelle Griffin Randolph

Mi Licater not good enough. We need light rail running into the entertainment district.

3w Like Reply Hide



Mi Licater

Joel Wasinger If these were actually 'professional' sports... they wouldn't require TAXPAYER PROPPING.

Great gig they've got, no?

And no, 'mass transit' is a myth. Arlington taxpayers are already forced to fund THREE DIFFERENT VARIETIES OF 'PUBLIC TRANSIT':

HANDITRAN



3w Like Reply Hide



Randy Fischer

Annabelle Griffin Randolph If you have the money to build it, go for it.

6d Like Reply [Send message](#) Hide



Reply to Joe Tarkington



Jim Gyurkovic

Lauri John there is,

It's called the **#VISION34Corridor** by Smart City Texas.

Our invention is an innovative transit solution for this metroplex which mirrors the line that founded it. From July 2 1902- Christmas Eve 1934 Northern Texas Traction company operated the INTERURBAN Electric Railway from Dallas to Ft Worth VIA Arlington.

The entire Right of way remains from this line-

JEFFERSON. LANCASTER.

DIVISION.

1 road 32 miles 100 ft wide-

We have been gaining traction with advancing this project in Dallas even last evening in Ft Worth, The problem lies right here in Arlington with the City manager Trey Yelverton, and our Mayor and my former lawyer Ross.

The single greatest impediment to progress in this entire metroplex are those 2 men.

3w Like Reply Hide



Mi Licater

Jim Gyurkovic They aren't 'standing in the way'... they simply haven't yet concocted a sufficient means of gravy for themselves off it.

Previous 'mayor' Willy will get his gravy with civil engineering contracts; Y and Big Hoss Ross will 'object' until they're satisfied with their pieces of the pie.

Then all of Arlington will be f*cked.

3w Like Reply Hide



Steve Springfield

Jim Gyurkovic The current voters in Arlington wanted these men and their actions. Current Arlington voters can change Arlington by voting in future elections.

1w Like Reply Hide



Randy Fischer

Jim Gyurkovic What happened to the Interurban? Not enough passengers to support it?

6d Like Reply [Send message](#) Hide



Jim Gyurkovic

Randy Fischer the Interurban route between Dallas and Ft Worth was profitable and award winning 4 seperate times in the 20s.

What killed the Interurbans was the Depression, Drilling oil and the New Deal. Anti trust lawsuits against Electric compani... [See more](#)

6d Like Reply [Send message](#) Hide



Randy Fischer

Jim Gyurkovic ... In other words, lawsuits and lack of passengers killed it. Do you think it would be profitable today? Or would it lose money faster than DART does today?

6d Like Reply [Send message](#) Hide



Reply to Jim Gyurkovic



Mark Olson

Lauri John Arlington always has plenty of money for Jerry World and Globe Life. Much more important than mass transit. You get what you pay for. The only reason Hurst got a TRE Stop is because Bell Helicopter donated the land and wanted it for it's employees. No thanks to City of Hurst itself. The stop was originally announced as Hurst Bell. That was quickly changed to only Bell.

3w Like Reply Hide





Mi Licater

Mark Olson If few people will use it, EVERYONE shouldn't be forced to fund it. That is only fair. Bell wanted it, so BELL funded it. That's the way this should ALL work.

For all those whining about 'lack of mobility'... set yourselves on ANY intersection in either Dallas or Fort Worth, and witness how many EMPTY BUSES pass by.

The vast majority of buses are EMPTY, the vast MAJORITY of the day. They always have been empty. One of the greatest scams perpetrated.

The Interurban was PRIVATELY owned and operated. Nobody ever mentions that. When it ceased to be profitable, it FOLDED.

"The Texas Interurban Railway lines to Terrell and Denton, placed in operation in 1923 and '24 respectively, were among the last interurban lines to be built in the entire United States. In fact, even before they were built it was realized they would not be profitable, and Electric Bond and Share, a utilities holding company, committed to the city of Dallas to build the lines because of its railway contract, offered to pay half a million dollars to be let off the hook – but Dallas said, "Build!" so build they did, utilizing the Katy branch to Denton by electrifying it. "

Which is precisely why American taxpayers get to fund Amtrack: government idiots decided it was 'needed' after it ceased to be profitable. And we've been throwing sand down that rat-hole ever since.

3w Like Reply Hide



Randy Fischer

Mi Licater ... EXACTLY.

6d Like Reply Send message Hide



Reply to Mark Olson



Reply to Lauri John



Cynthia Phagan Bittick

The trains in Tarrant County - TexRail - need to go to where people want to go - like a stop in the stockyards and at the zoo!

And the train from Dallas and the train from Fort Worth end in two DIFFERENT terminals. They should be connected!

4w Like Reply Hide Edited



Bill Cahill

Cynthia Phagan Bittick It's a five minute bus ride from North Side Station to the stockyards, it's really easy and the day pass covers the bus too.

With regards to Texrail going to Terminal B and DART going to Terminal A, it's a short walk between terminals there at the stations. It would be really unwieldy to route rails to the same terminals in the space that they have.

4w Like Reply Hide



Cynthia Phagan Bittick

Bill Cahill Those transitions are hard to do with suitcases - especially for people from out of town or out of the country, or locals who are just unfamiliar with the specific area, and for people traveling with children.

4w Like Reply Hide



Matt Reed

Bill Cahill just do not understand the stockyard stop not being walking distance to the stockyard as the grapevine train stops in the stockyards

3w Like Reply Hide



Cynthia Phagan Bittick

Matt Reed I've traveled the train many times and it's never gone through or near the stockyards, much less stopped in the stockyards.

3w Like Reply Hide



Reply to Bill Cahill





Kayla Rae Sikora

Cynthia Phagan Bittick and there needs to be more train lines and train stations that are within walking distance for anyone who can walk.

4w Like Reply Hide

5



Charlie Davis

Kayla Rae Sikora I agree Kayla

4w Like Reply Hide 2



Reply to Kayla Rae Sikora



Jason Willingham

Cynthia Phagan Bittick exactly awhile back I looked at trying to take mass transportation from SW FW to Plano. It would take me almost three hours one way.

4w Like Reply Hide

3



Reply to Cynthia Phagan Bittick



Patty Carten Bravo

It's not. We need efficient, safe commuter rail service

4w Like Reply Hide

9



Daniel Muller

As a daily rider, I am pretty sure that just two improvements could save DART:

1. Check fares, check fares, and check fares. (Actually, no one ever checks my fare anymore because I have a tap card -- ???)
2. Crack down on smoking on platforms. Even better, ask all people on the platform for their intended method of fare payment.

2w Like Reply Hide

1



Reply to Patty Carten Bravo



James Simmons

Better than ever! I don't live there anymore.

4w Like Reply Hide



Justin W. Allison

Fix the I 35 W south bound at Belknap 4 lanes down to 2 lanes!!! No more confused tollways!!

3w Like Reply Hide

3



Gary Simonson

Justin W. Allison they probably did that intentionally to force us onto the grossly overpriced toll lanes. Funny how much cheaper the Chisholm Trail tollway is, but it serves the west side where the decent people live in Fort Worth. Yes, that's sarcasm. We see it, ok? NE Tarrant is getting raped on tolla.

3w Like Reply Hide Edited



Harry Cating

Justin W. Allison Agreed but, oh gad, let's not start that construction again!!!

6d Like Reply [Send message](#) Hide



Reply to Justin W. Allison



Matt Reed

Everytime family comes to town they want to go to the stockyards. Was thinking of send them on the train.

3w Like Reply Hide



Cynthia Phagan Bittick

Our whole world here in the USA is dependent on cars. I'd like to see planned communities built that are walkable from residences to grocery stores, pharmacies, schools, and doctors' offices so that people can actually get what they need without a car and without running the risk of being run over by a car!!!

4w Like Reply Hide Edited

10



4w Like Reply Hide



Randy Fischer

Cynthia Phagan Bittick Unfortunately, Doctor's generate auto traffic. Schools generate bus traffic. Grocery stores and pharmacies generate truck traffic. And most people can't walk more than 200 yards without collapsing.

3w Like Reply Hide



Reply to Cynthia Phagan Bittick



Dean Dameron

HYWY 174 in Burseson needs to be totally reworked.

4w Like Reply Hide



Eric Jahnke

Dean Dameron Tell all the Yankees to get out first. Butleson has turned into Hell.

3w Like Reply Hide



Reply to Dean Dameron



Charlie Morrow

Great improvement on I-35W North & TX 170. However, many, many streets on the north side of Fort Worth are HORRIBLE. And most streets in Dallas are in sad shape.

3w Like Reply Hide



Aileen M Schettino

Texas needs mass transit.

4w Like Reply Hide 4 likes



Randy Fischer

Aileen M Schettino I think Greyhound still exists.

6d Like Reply [Send message](#) Hide



Reply to Aileen M Schettino



Sherry Turner

I moved here from Washington state and was very surprised that there is no bus or other mass transit service available. I lived in a small town that had bus service for the whole county. We even had a special bus that ran to other towns/cities for medical visits. Plus your roads are atrocious. Fix it please.

1d Like Reply [Send message](#) Hide



Andrew D Hess

We have a fantastic, extremely efficient, and award-winning highway system here in Dallas. It takes less than 20 min. to go point to point to most places in the Dallas/Fort Worth Metroplex by car. Maybe expanded capital expenditures for things like buses and light rail trains would be better spent subsidizing the use of Uber and other taxi services say for vouchers for those who do not own a car or can't drive or helping those with limited resources buy entry-level vehicles or a work truck to facilitate their economically productive activities.

From a time-needed perspective to travel from point A to Point B around town, nothing beats a car in Dallas!

4w Like Reply Hide Edited



Kit Behringer

Need to fix the holes in the freeways

5w Like Reply Hide 6 likes



Gordon Scruggs

Kit Behringer you can thank your state legislators for that.

4w Like Reply Hide



Reply to Kit Behringer



America Izaguirre

N vi m

13h Like Reply [Send message](#) Hide



Stephan Schnell

High-speed Trains All over the World and also Supportive to the Environment but not in this Country 😞 Just keep on Supporting the Auto Industry. Just creating little Parks ain't cutting it smh

3w Like Reply Hide

5



Randy Fischer

Stephan Schnell you got \$2,000 for a HS rail ticket to ride to Houston? With a stop in Corsicana and Huntsville?

6d Like Reply [Send message](#) Hide



Reply to Stephan Schnell



Albert Mantell

My family lives in Arlington. I live in Ft.Worth. No bus will take me there. I'm tired of the mess at I-20 & Mansfield Hwy.

4d Like Reply [Send message](#) Hide



Brenda Allen

It is miserable attending events in Arlington. No transportation for Ranger or Cowboys games or concerts. No planning. Embarrassing for our region.

4w Like Reply Hide

12



Billy Hall

30 or more years ago there was ZERO planning on any infrastructure in Texas and now we are paying for it in groves !!!

They can build all the roads they want but it's to late and it will always be like it is now and will get worse !!!

Texas government is the worst at all levels I'm not sure what they are doing in Austin but it's nothing to help us High Tax Payers !

5w Like Reply Hide

6



Kayla Rae Sikora

Billy Hall it's not too late. Plenty of European cities have been transformed from lots of concrete to a lot more trees, plants, and pedestrian zones. The cars can coexist, but cars don't seem to be needed.

4w Like Reply Hide

2



Reply to Billy Hall



Masa Ali

I live in Irving. I was relying on the yellow bus Dart , but they changed that few years ago, I used to take from Northgate through Beltline all the way to downtown Dallas. Now it is no longer running on that route , so that's really pissed me off and restricted my movement.that's bad and very negative experience to me .

2w Like Reply Hide



Charlie Teague

Need transportation to DFW airport; & NOT just to terminal A! Yes, there's a monorail to go to other terminals, but ridiculous to get to the other terminals-particularly D, E, & eventually the new terminals

3w Like Reply Hide



Debbie Greenlee

Terrible. We have no real public transportation. Arlington has a few "taxis." We need trains from Dallas to Arlington to Fort Worth to Weatherford with busses that take you to/from the stations to downtown areas and neighborhoods.

4w Like Reply Hide

6



Joe Tarkington

Debbie Greenlee Arlington has chosen to not join DART. I have seen it said, more than once, that Arlington is the largest city in the United States that does not have public transit.

4w Like Reply Hide

2



Debbie Greenlee

Joe Tarkington True on both counts! It's shameful that Arlington and the rest of D/FW doesn't have a good public transportation system. We



Debbie Greenlee

Ben Claybour I doubt that. Look at New York, Chicago, San Francisco!

3w Like Reply Hide

2 🍷 😬



Debbie Greenlee

Ben Claybour According to what you provided, DART uses a LIGHT RAIL system which is different than the larger, longer, rail systems used in the cities I mentioned above.

3w Like Reply Hide



Debbie Greenlee

Ben Claybour That has nothing to do with my original statement. BTW I live in Texas. That is why I originally commented.

3w Like Reply Hide

3 👍 🍷 😬



Reply to Joe Tarkington



Reply to Debbie Greenlee



Chris Youngs

I use the TexRail to DFW all the time and it's a great way to get around. The real issue is DFW is so large, public transportation is problematic because of geography. Take DFW Airport, it's bigger than Manhattan Island. It sits in the middle of the DFW-Denton metro area, which is now over 8M people. It takes me an hour + to drive what used to be 30minutes. Traffic, while still long is way better than LA.

3w Like Reply Hide Edited

4 👍 🍷



Kirk Breidenstein

I'm 63 and gave up driving a car, just too expensive. I ride my E bike the 2 miles down Preston to work everyday and have my doubts I will see 64.

3w Like Reply Hide Edited

2 👍



Andrew D Hess

Notice how many comments are "I Wish" statements about how the public transit light rail/bus system doesn't meet their needs today. Some go on to suggest enhancements to meet their very specific need which involves expending hundreds of millions of dollars in public funds to implement.

4w Like Reply Hide Edited

2 👍



Jim Gyurkovic

Andrew D Hess you must be related to the Hess Family!
lol.

Smart City Texas and Smart city Mobility has a privately funded solution between Dallas Ft Worth VIA ARLINGTON.

The problem is the outrageous corruption from the Junta in charge under the commissariat headed by supreme leader Ross.

Arlington refuses to engage in regional transit solutions.

The biggest impediment to progress regionally, racially and financially is the city of Arlington.

3w Like Reply Hide

2 🍷 😬



Reply to Andrew D Hess



Melanie Vanlandingham

A well connected, expansive network with both local and rapid bus transit will be essential. The current bus network is neither. Bus trips take hours due to inadequate routes, persistent safety and perception issues, and recent REDUCTIONS on routes. DART needs a force of bus monitors and police to improve safety and perception of safety, and an on-going, spirited marketing plan to boost ridership. But the poor local network will never be successful to meet transit goals of reducing the need for a car.

1d Like Reply [Send message](#) Hide



Cindi Owens Argumaniz

Not at all!! Rather, here in Grand Prairie when you don't have a car you can only get Uber or Lyft. Via leaves a lot to be desired. Doesn't help me at all when I need to go to the doctor in Mansfield. I have an extremely tight budget, Social security only. Can cost \$40 to get to and from Mansfield



MarySue Foster

How about reversing the NTTA decision to close a few miles of the road for rail construction during eclipse weekend when we are expecting tens of thousands of visitors on our already crowded roads?

2w Like Reply Hide

3



Donna Youngs

My work would subsidize public transportation but the system here would require me to walk many miles, take trains and buses... and take multiple hours. We've looked at taking the train to love field...2 hours by public transportation walking, buses and trains, or 35 minutes by driving...

4w Like Reply Hide

6



Kayla Rae Sikora

Donna Youngs is there a park and ride that would help you to not have to make too many transfers?

4w Like Reply Hide



Donna Youngs

Kayla Rae Sikora nope.

4w Like Reply Hide



Kayla Rae Sikora

Donna Youngs I hope all of that changes soon. We live in a modern metropolis stuck in the 1930s.

4w Like Reply Hide

6



Reply to Kayla Rae Sikora



The comment Randy Fischer is replying to has been deleted.



Randy Fischer

Ben Claybour You were about DART being the biggest. Now you want to add in the TRE. We can do that - keep in mind CTA is much larger than DART

5d Like Reply [Send message](#) Hide

The comment Randy Fischer is replying to has been deleted.



Randy Fischer

Ben Claybour Didn't I say 93 miles? I think I did.

The times I gave you are from my house at the time of my comment. That transit time will get a little better when the new rail line is finished. But still not close to driving - even during rush hour.

The only way that light rail times might be close to driving times are if one lives right next to a rail station and doesn't have to change buses or trains.

6d Like Reply [Send message](#) Hide

The comment Ben Claybour is replying to has been deleted.



Ben Claybour

Randy Fischer 93 miles of LIGHT rail, TRE is separate. Didn't say anything about DFW, although Cotton Belt line should make a better connection.

6d Like Reply [Send message](#) Hide

The comment Randy Fischer is replying to has been deleted.



Randy Fischer

Ben Claybour In order
NY metro 248 miles
Washington DC 129 miles
Boston 114 miles
Chicago 103 miles

Check out the heavy rail going in and out of the city centers.

Then we can look at the passenger numbers for each.

Sorry I had inadvertently used the length of the NYC system in my earlier comment.

5d Like Reply [Send message](#) Hide

The comment Randy Fischer is replying to has been deleted.



Randy Fischer

Ben Claybour Nice bragging point. 93 miles of rail - 73k passengers per day. Compared to San Diego. 65 miles of rail - 130k passengers per day. Yeah, the DCTA connects to DART in Lewisville. So? Does that change what I said about time spent?

This from Apple Maps:

Drive to DFW in 34 minutes.

Transit to DFW in 2 hours 9 minutes.

AND if you miss a connection, you can add a half hour of time because the next bus/train doesn't run for another 30 minutes.

6d Like Reply [Send message](#) Hide

The comment Randy Fischer is replying to has been deleted.



Randy Fischer

Ben Claybour I shouldn't have used the initials. Sorry. I was talking about the Chicago Transit Authority. They use the 3rd rail system rather than overhead lines.

5d Like Reply [Send message](#) Hide

The comment Randy Fischer is replying to has been deleted.



Randy Fischer

Ben Claybour And if she lives in Denton or McKinney?

Or if she has to walk a mile to the TRE stop? And then wait for the next train?

All that works fine if you live on the rail line and only need to go to the airport.

6d Like Reply [Send message](#) Hide

The comment Ben Claybour is replying to has been deleted.



Ben Claybour

Randy Fischer Denton has better connection to Love Field than DFW, actually.

Did you know DART owns the tracks all the way to McKinney? Did you know

DART has the largest light rail system in the US?

6d Like Reply [Send message](#) Hide

The comment Randy Fischer is replying to has been deleted.



Randy Fischer

Ben Claybour IDK what's going on here. Apparently, my comments have all been deleted by the NTCOG. And some yours have been deleted as well.

5d Like Reply [Send message](#) Hide

 Author

NCTCOG Transportation Department

Hi Randy and Ben,

We haven't deleted any comments on our end. It looks like an earlier commenter may have deleted their response, and so any replies you've made under that thread would be affected. Thank you for bringing this to our attention, and please don't hesitate to reach out if you have any further questions!

2h Like Reply Edited



Reply to Randy Fischer



Reply to Donna Youngs



Eric Jahnke

TXDOT sucks.

3w Like Reply Hide



Brenda Arnold

I drive and usually use the right lane to get through traffic because the left lane is the slowest. It's a wonder people passed their driver's test!

Stay off of 635 from Hi-5 to Skillman exit, and I doubt what they're doing will ever fix that congestion, but be sure to put up an eyesore Q-tip bridge to help everyone!

Now that all the illegals are swarming, four-way stops should be fun.

I will never use DART at Mockingbird Station. Lawnview is much safer!

Bike lanes in Richardson make sense, but Dallas is too dangerous, even for pedestrians. Everyone thinks they have the right of way or can be seen.

Personally, I cut through neighborhoods and do anything I can think of to lower my tension trying to maneuver through traffic.

The 3-G intersection was the worst design I have ever seen. You used to come straight from Samuel to Garland Road without stopping, but now it makes you wait at a curve for the longest time. Why? None of those stores appeal to me. Stop trying to force shoppers. Same with The Arboretum area. Expensive and complicated to try to go see. Nothing but hippie shops line the road next to that vault of plants. Sad that the lake can no longer be viewed from the east side. Homeowners should have their property taxes lowered because of the mess they see.

Express Lanes are a must because some places never unclog, no matter the time of day.

Enforcing driving laws would fix most problems but looks like Laws have gone out of style. Enforcing the Law would save construction money but that would go against the Demolition Dallas style.

#iDrive

4w Like Reply Hide Edited



Brad Rivers

Don't EXPAND current freeways.

Build entirely new freeways east or west of DFW . We don't need more cars piled together. The cars need new freeways to avoid or access DFW completely.

4w Like Reply Hide



Jason Willingham

The adjustable toll rate is nothing more than a money grab. Why can't it be a set price? Whoever designed the 183 stretch did NOTHING to improve traffic flow. That stretch still has the same amount of traffic lanes (non-toll) as it did in the 70s. There was at one time a model of the interchange of 121/183/820 in the NRH city hall with at least five lanes going in each direction. What happened to that?

4w Like Reply Hide



Shawn Edgar

lol horribly

3w Like Reply Hide



Jerrol Davis

Matt Davis thought you might want to add your voice to this

4w Like Reply Hide



Matt Davis

DART rail needs to have paid access to all train stations AND Arlington needs a regular, every day, bus service.

3w Like Reply Hide



Jerrol Davis replied · 1 Reply



Reply to Jerrol Davis



Pat Roth Goulidy

How will our current transportation system handle the upcoming 2026 World Cup? How will people staying in Dallas and Ft. Worth get here? No busses, no trains.. no alternates, only driving.

4w Like Reply Hide



Mi Licater

Pat There will be shuttles, buses, etc. No need to build an entire, PERMANENT system for a SINGLE event.



Joycelyn Williams

Pat Roth Gouldy the TRE goes from Fort Worth to Dallas. DART and Trinity Metro go to DFW. Hope this helps.

3w Like Reply Hide



Pat Roth Gouldy

Joycelyn Williams thanks, I'm aware of these resources. However, the stop is just south of the airport, no help to any of us.

3w Like Reply Hide



Joycelyn Williams

Pat Roth Gouldy definitely take the survey if you haven't. They need to hear from people who will potentially ride the system and why they don't currently.

3w Like Reply Hide



Reply to Joycelyn Williams



Reply to Pat Roth Gouldy



Dot Hunter

What transportation??? None in Arlington.

4w Like Reply Hide





Tammy Chan

I serve as the Executive Director of the **Grand Prairie Homeless Outreach Organization - GPHOO** and also of **CIRCLE Ministries to the Homeless** whose Street Outreach program serves along the border of Grand Prairie with other cities, including, Arlington, Dallas and Irving.

There is more poverty in Arlington and Grand Prairie than meets the eye. Many people are trapped in day pay motels. They aren't counted in the census because they don't have addresses.

The Point In Time Count for the homeless is inaccurate because it must be conducted at night in January and it's hard to find the unsheltered homeless. HUD doesn't consider people in the motels as homeless so they don't get counted during the PIT count.

70% of the AISD Schools and 78% of the Grand Prairie schools are Title 1 schools. Those families have transportation issues, especially the high schoolers who have no opportunity to get a car.

If the voices of poverty found their voice there would be more demand for public transportation.

They are too busy surviving and their needs and voices are suppressed by the expressed voices of those who are more comfortable and who want things to stay as they are.

We believe the NCTCOG and its Transportation Department have a responsibility to survey those who are experiencing poverty and to include the needs of those who are not included in the census, such as the unsheltered homeless and those trapped in motels, but who live here. Otherwise poverty and homelessness will keep growing.

We have recently asked the Census Bureau how people in motels are counted. Several people from the Census Bureau are involved in the response.

Also we have asked a local university to help us study poverty in the day pay motels in Grand Prairie and Arlington.

We studied your report on preventing gentrification as the result of transportation projects. It is helpful, but we also believe there is inequity in planning and subsequent transportation resources due to the lack of voices from people experiencing poverty none of whom would ever see this survey.

How can the real truth of needs be known if those experiencing poverty - no phones - no knowledge of your survey - aren't reached by your surveys?

How are you sampling their needs?

Arlington and Grand Prairie both have VIA. It would be better - more helpful - if those services were linked and served both cities. We have people who can't get to places between the cities very easily.

So many unsheltered homeless don't have phones making the GP Via and Arlington Via services unavailable to them. Buses with stops would be better.

Arlington and Grand Prairie need bus systems to be most equitable to very low income residents. There needs to be bus stations near MCA Hospital and Arlington Memorial Hospital.

When homeless people go there they get released late at night. Via Arlington isn't running nor is Via GP. We have to pay for Ubers or pick them up late at night or in the middle of the night.

Please feel free to reach out to me if you have questions. 214-212-7958. Tammy Chan at tchan@gphoo.org.

3w Like Reply Hide Edited



Charles George

I hate surveys that ask unethical/ immoral questions about Race or Economic Status. These questions keep the Stereotypes going.

I am Retired but have a DART Yearly Pass, so go most place I want to.

I live in the part of town I grew up in, though have lived in other parts of town.

Like Mesquite, Arlington, Grand Prairie, Balch Springs do not support DART or The T.

4w Like Reply Hide



Kurt Dorr

Have ONE toll system for the entire state. It's stupid to have multiple ones. What lobbying group paid off the state legislators to allow this crap?

3w Like Reply Hide





Terry Dunning
What transportation system?

5w Like Reply Hide 13



Joe Tarkington
Terry Dunning The Dallas Ft Worth area has three public transportation systems, basically Dallas, Ft Worth and Denton. NCTCOG is a regional group that doles out federal dollars.

5w Like Reply Hide



Gordon Scruggs
Terry Dunning the North Central Texas transportation system includes the highway, rail, and air systems.

5w Like Reply Hide

2



Rob Dentremont
Gordon Scruggs "...includes the highway, rail, and air systems." - Must include more than that if the leading cartoon depicting a bicycle, a pedestrian, and a person in a wheelchair is accurate.

4w Like Reply Hide



Gordon Scruggs
Rob Dentremont it includes associated facilities like bike lanes, sidewalks and trails, and intersections of these facilities.

4w Like Reply Hide

3



Rob Dentremont
Gordon Scruggs thanks for adding those.

4w Like Reply Hide



Reply to Gordon Scruggs



Sterling Page Lauer
Terry Dunning According to the responses to your original post, they didn't "get" your sarcasm!

4w Like Reply Hide Edited

3



Reply to Terry Dunning



America Izaguirre
Lo
13h Like Reply [Send message](#) Hide



Ed Farrar
TexDot forces traffic, because of construction, onto toll lanes?
1w Like Reply Hide Edited



Joe Tarkington
I have a question too. Why would a regional transit authority have its offices in no transit Arlington?

5w Like Reply Hide Edited

11



Chap Dan Mel-dez
Joe Tarkington easier to control if it's local

5w Like Reply Hide



Joe Tarkington
Chap Dan Mel-dez DART is local and one of three systems that provide transit for Dallas Ft worth. However Arlington has chosen to not have public transit.

5w Like Reply Hide

7



Chap Dan Mel-dez
Joe Tarkington oh I know oh I know.

5w Like Reply Hide

2



Reply to Chap Dan Mel-dez





Rob Dentremont

Joe Tarkington "Why would a regional transit authority have its offices in no transit Arlington?" - Great question. I was told, by someone who has a NCTCOG employee friend, that "...their location is basically impossible to get to without driving." So any "leadership by example" is conveniently excused. Biking to work is great - for other people.

5w Like Reply Hide



Gordon Scruggs

Joe Tarkington The regional transportation Authority covers all of North Central Texas. it includes highway, rail and air transportation systems. Not just mass transportation.

5w Like Reply Hide



Author

NCTCOG Transportation Department

Joe Tarkington Thanks for your question. Unlike regional transit authorities, such as DART, DCTA, or Trinity Metro, NCTCOG is not a transit authority, but the federally designated Metropolitan Planning Organization for the Dallas-Fort Worth region. We play a critical role in guiding the expenditure of federal and state transportation funds in the Dallas-Fort Worth region for all modes of transportation, not just public transit. Our office is in Arlington, the region's geographic center, and our focus is on creating comprehensive and inclusive transportation solutions that benefit the entire community.

We appreciate your inquiry and are committed to ensuring a well-rounded approach to transportation planning and solutions to connect North Texans to places they need to go.

If you have any more questions or if there's anything specific you'd like to discuss, please feel free to reach out. We're here to engage with the community and work towards improving transportation for everyone.

4w Like Reply



Joe Tarkington

NCTCOG Transportation Department So being in the geographic center of DFW is more important than being in area where the people that actually ride transit. I live in Dallas, even if you were in Ft Worth it would be better than being nowhere. You are sen... [See more](#)

3w Like Reply Hide



Randy Fischer

NCTCOG Transportation Department ... Federal funding? Why do we need federal funding for local transportation? Why should someone in ME or WA be paying for our local projects? WE should be paying for these projects since we are the ones using and benefitting from them.

3w Like Reply Hide



Kelli Anne Busey

NCTCOG Transportation Department there is absolutely no public transport available in SW Arlington. The Mayor proudly called Arlington 'the donut hole' for that reason. Now I hear they want a bus system for the rich to get to the stadiums. Great. Just great.

3w Like Reply Hide Edited



Gordon Scruggs

Kelli Anne Busey that is a local issue and has nothing to do with NCTCOG.

1w Like Reply Hide



Gordon Scruggs

Randy Fischer that is a congressional issue and has nothing to do with NCTCOG.

1w Like Reply Hide



Gordon Scruggs

Joe Tarkington NCTCOG has nothing to do with your local transit, other than funding. Your local city and county officials make decisions on what type of transit is in your area.

1w Like Reply Hide



Joe Tarkington

Gordon Scruggs Not totally true. Everything DART builds has federal funding. If there is no federal funding, DART does not build. He who has the gold rules.

1w Like Reply Hide



Randy Fischer

Gordon Scruggs The question was, why does DFW metro need federal funding? If DFW metro wants something DFW metro ought to be collecting taxes for that something.

1w Like Reply Hide



Randy Fischer

NCTCOG Transportation Department In other words - another level of bureaucracy that we must pay.

6d Like Reply [Send message](#) Hide



Reply to NCTCOG Transportation Department



Reply to Joe Tarkington



Joe Winton

My only real problem with the transportation system is the corruption found in the section of 121 passing through Bedford. The absolutely random pricing isn't random. State law states the goal as attempting to maintain at least 50 mph in the managed lane. I've repeatedly seen absolutely astronomical pricing when the lane was very lightly occupied. As much as \$100. Whoever's behind this arbitrary BS should be fired.

5w Like Reply Hide Edited

10



Gordon Scruggs

Joe Winton you can thank the Texas legislature. They overrode the low bidder and took NTTA.

4w Like Reply Hide

4



Wm Atkins

Gordon Scruggs NTTA does not operate the toll roads thru Bedford.

4w Like Reply Hide



Gordon Scruggs

Oops, you are correct. NTTA operates SH 121 from Lewisville to McKinney.

4w Like Reply Hide



Reply to Gordon Scruggs



Reply to Joe Winton



Rob Dentremont

I am tired of surveys, but here is one for you, **NCTCOG Transportation Department**:

How many of you do not drive to the office?

Of those who drive, how many carpool?

6w Like Reply Hide

6



Jere Tucker

Rob Dentremont most of them have state vehicles most likely.... That we pay for..

5w Like Reply Hide

6



Rob Dentremont

Thank you for speaking up, **Jere**. I am connected to my local biking community, and am bothered by how much they all gush over these surveys, as if anyone gives a crap what the bikers have to say. Every single time...

5w Like Reply Hide

3



Gordon Scruggs

Jere Tucker they are not a state agency. They are authorized understate law to act as an agency to facilitate local transportation comprised of local representatives. Your city and county governments select the representatives. This is an opportunity to give your input. [View](#)

5w Like Reply Hide



Gordon Scruggs

Rob Dentremont I would recommend you do the survey with your biking friends. Although in my opinion the state seems opposed to many bicycle rules, the local government has a big say so in our area. The problem is not many people take the time to get involved and try to do anything about it. They just complain.

5w Like Reply Hide



Rob Dentremont

Gordon Scruggs I'm only interested in surveying those in power, seeking cases of leadership by example. Not just "Gee how nice if people (not us) would bike to work."

4w Like Reply Hide



Gordon Scruggs

Rob Dentremont they are only trying to provide options for us to get to work. Ultimately it's our choice on what we want to do. If you don't think we should need the option to ride a bike, then comment on that. [View](#)

4w Like Reply Hide



Rob Dentremont

Gordon Scruggs they are just happily earning a paycheck while pretending to try to make a difference.

4w Like Reply Hide



Gordon Scruggs

Rob Dentremont so improving our roadways is not making a difference?

4w Like Reply Hide



Rob Dentremont

Gordon Scruggs please define "improve."

4w Like Reply Hide



Gordon Scruggs

Rob Dentremont improve=increase capacity to meet future demand.

4w Like Reply Hide



Rob Dentremont

Gordon Scruggs "improve=increase capacity to meet future demand."

Some people believe that more capacity only induces the demand. Just one source of myriad:

<https://www.wired.com/.../06/wuwt-traffic-induced-demand/...>

4w Like Reply Hide



Gordon Scruggs

Rob Dentremont in Austin in the 1980s they stopped widening roadways because it would damage Parks and neighborhoods. It was a disaster. The local transportation system has never recovered. [View](#)

4w Like Reply Hide



Gordon Scruggs

Rob Dentremont by the way, I like the article. But it says roadway demands are determined the same as in the past. This is not true for DFW. The transportation authority maintains traffic models of the entire north Texas area. These models incorporate detailed projected increased populations, trips people make to work, and other data. The modeling used is very sophisticated. [View](#)

4w Like Reply Hide



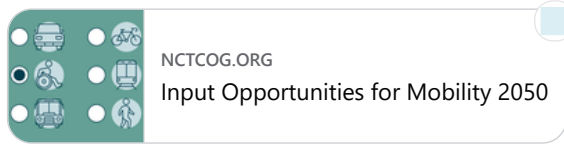
Reply to Jere Tucker





Author

NCTCOG Transportation Department
Thank you for sharing your perspectives. We have one clarification to provide: MPO staff members do not have state vehicles. We're located in the geographic center of the DFW region, allowing us to experience firsthand the transportation challenges we ... [See more](#)



4w Like Reply Remove Preview



Cynthia Phagan Bittick
NCTCOG Transportation Department Thank you for working on the transportation challenges we all face here. I'll definitely fill out the survey!

4w Like Reply Hide



Rob Dentremont
NCTCOG Transportation Department you did not answer my questions. So I guess the answers are none and none. No leadership by example. Car alternatives are great - for masses. But not you. P.S. I only saw your reply by accident, no notification. Please tag me next time, no guarantee of a notification, but an effort.

3w Like Reply Hide



Reply to NCTCOG Transportation Department



Mi Licater
Rob Dentremont NCTCOG is an unConstitutional agency comprised of 'members' whom WE do not directly elect... and it spends millions annually without Constitutional authority.

4w Like Reply Hide



Reply to Rob Dentremont



Rob Dentremont
To All Respondents:
The person who told me that the NCTCOG office is inaccessible by bike also told me that the original poster is probably an intern and nobody from NCTCOG was likely to respond to my survey for them. Priceless.

4w Like Reply Hide



Valerie Tj
Denton sidewalks in my area don't exist!

5w Like Reply Hide



Steve Miller
Great if I wanted to be assaulted, robbed, or otherwise done in by the thugs that frequent the system. I won't and don't use the system. It's not safe.

5w Like Reply Hide



Gordon Scruggs
Steve Miller so you don't drive in north Texas?

5w Like Reply Hide



Steve Miller
Gordon Scruggs yes but never been assaulted, robbed, or otherwise done in inside my vehicle 🤔

5w Like Reply Hide



Gordon Scruggs
Steve Miller so you frequent this transportation system. Just wondered your comment does not make any sense. 🤔

4w Like Reply Hide





Kayla Rae Sikora

Gordon Scruggs yeah. I've ridden the DC metro, NYC subway system, and the Philadelphia Transit Authority. Never had any issues, but one in Dallas where a fight broke out. Got off the train. It seemed the problem was lack of law enforcement for what seemed an eternity but was probably less than 5 minutes.

4w Like Reply Hide



Reply to Gordon Scruggs



Reply to Steve Miller



Mi Licater

It is bankrupting us. Thanks for asking.

5w Like Reply Hide



Gordon Scruggs

Mi Licater so would you prefer dirt roads or no roads?

4w Like Reply Hide



Mi Licater

Gordon The bureaucrats define 'transportation' as much more than 'roads' now. They threw buses, trains, etc. into that category years ago.

Highways, streets, and bridges, I have no issue with... everyone uses those. Even if you don't personally drive on them, they benefit everyone because the TRUCKS that ship items to your favorite store use them, benefiting everyone.

"Mass transit" is the expensive, massive, waste-riddled 'transportation' they're pushing now. Benefits very few outside of those who get the contracts for it.

4w Like Reply Hide



Gordon Scruggs

Mi Licater you should give your comments. The bulk of the funding in north texas goes to roads.

4w Like Reply Hide



Mi Licater

Gordon They don't really want our opinions. They just like to give the public impression that they do. 😏

4w Like Reply Hide Edited



Kayla Rae Sikora

Mi Licater with population density, it helps everyone. The trucks transporting our goods may not be sitting in as many traffic jams.

I can walk faster than a car on I-75 a lot of the time, because no one is moving.

4w Like Reply Hide



Reply to Gordon Scruggs



Reply to Mi Licater



Sissy Coco

Yeah... not giving an unknown app permissions on my phone to participate in the survey.

5w Like Reply Hide



Sterling Page Lauer

It's a nightmare! No speed enforcement on any highways, big rig 18 wheelers speeding and causing accidents everywhere, people driving while intoxicated...it's really scary!

5w Like Reply Hide Edited



Sterling Page Lauer

Actually, I thought of two more to add to this list. Apparently car inspections are no longer required in Texas, and I've seen some junk vehicles on the



5w Like Reply Hide

2



Kayla Rae Sikora
Sterling Page Lauer what?! Eeks! That means they don't necessarily have insurance.

4w Like Reply Hide



Kayla Rae Sikora
Sterling Page Lauer it is supposed to happen next year, but it seems like a very bad idea.

4w Like Reply Hide



Reply to Sterling Page Lauer



Reply to Sterling Page Lauer



Wm Atkins

It's worse since you guys backed the rip off TexPress Lanes.



5w Like Reply Hide

7



Gordon Scruggs

Wm Atkins hugh mistake, that is why you should respond. The state helped them build highways for the rich.

5w Like Reply Hide

2



Cynthia Phagan Bittick

Gordon Scruggs Part of that problem is that to build more roads, we needed more tax dollars (since the gas tax hasn't increased in more than 20 years), and my understanding is the only way to get them built at all was to make them toll roads. No politician wants to be blamed for increasing any tax, so I'm not sure what other options there may have been.

4w Like Reply Hide Edited



Gordon Scruggs

Cynthia Phagan Bittick you hit the nail on the head. Without the toll lanes, none of those roadways would've been widened. There was no funding. Again, thanks to our state legislators. ~~OOB!OOB!OOB!~~

4w Like Reply Hide



Cynthia Phagan Bittick

Gordon Scruggs You're so right! But voters have to take some responsibility, too, because they vote against anyone who might dare admit that higher gas taxes might be needed.

4w Like Reply Hide Edited

2



Gordon Scruggs

Cynthia Phagan Bittick absolutely, voters put the people in who are the problem.

4w Like Reply Hide



Wm Atkins

Cynthia Phagan Bittick Amount of gas purchased has risen with the increase on population.

4w Like Reply Hide



Wm Atkins

Gordon Scruggs Federal roads for the most part are financed by the federal government, not the state. That would include your interstates.

4w Like Reply Hide



Cynthia Phagan Bittick

Wm Atkins Highway 183 that runs east and west through Dallas and Fort Worth may look like a freeway, but it's a state highway - so its last widening was with toll lanes. I don't know for sure, but state highways are usually paid for by the state. Without enough tax dollars, investors will invest in toll roads - and expect a \$ return. Ditto for state highway 121.



Wm Atkins

Cynthia Phagan Bittick 183 is a federal highway.

4w Like Reply Hide



Cynthia Phagan Bittick

Wm Atkins According to TXDOT, Highway 183 is a state highway.

<https://www.dot.state.tx.us/tpp/hwy/SH/SH0183.htm>

4w Like Reply Hide Edited



Wm Atkins

Apparently TxDot can't get their facts straight.

<http://txdot.gov/.../pro.../austin/us183-frontage-roads.html>

4w Like Reply Hide



Gordon Scruggs

Wm Atkins by federal highways I take it you were referring to interstates, most are funded with about an 80/20 split federal versus state funding. Many of the state highways have the same or similar funding.

4w Like Reply Hide



Reply to Gordon Scruggs



Reply to Wm Atkins



MINUTES**Regional Transportation Council
PUBLIC MEETING****Mobility 2050: The Metropolitan Transportation Plan for North Central Texas****DOE Multimodal Delivery Project****Regional Roadway Safety Update****Bridging Highway Divides for DFW Communities Federal Grant Award****Vehicle Emissions Reduction Initiatives****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Tuesday, April 9, 2024, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogApril24. Chris Klaus, Senior Program Manager, moderated the meeting attended by 129 people.

Public Meeting Purpose and Topics

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization, and amended on November 8, 2018. Staff presented information about:

- Mobility 2050: The Metropolitan Transportation Plan for North Central Texas – **presented by Amy Johnson**
- DOE Multimodal Delivery Project – **presented by Ernest Huffman**
- Regional Roadway Safety Update – **presented by Sonya Landrum**
- Bridging Highway Divides for DFW Communities Federal Grant Award – **presented by Stu Burzette**
- Vehicle Emissions Reduction Initiatives – **presented by Anthony Moffa**

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at www.publicinput.com/nctcogApril24.

Summary of Presentations

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas presentation:

<https://www.nctcog.org/getmedia/e492bbaa-d034-4bcc-8903-fdc924e06485/Mobility-2050.pdf>

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

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

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

Public comment periods will occur throughout the development process, and the draft Plan will be posted online in early 2025. To take part in the Plan's survey and assist planning staff in understanding how the transportation system works for the public, visit: www.publicinput.com/Mobility2050.

NCTCOG and the City of Arlington are collaborating on an innovative multimodal drone delivery project funded by the Department of Energy. The project aims to test and document the efficiency and scalability of using drones to deliver food to residents in need. Additionally, it seeks to educate the public on the implementation of autonomous vehicles and aerial drones to reduce greenhouse gas emissions. Project partners for this endeavor include Airspace Link, Aerialoop, Clevon, Tarrant Area Food Bank and University of Texas at Arlington.

The overall goal is to transport food from the Tarrant Area Food Bank to underserved communities using both aerial and ground vehicles. NCTCOG's role in the project includes assisting with community outreach and feedback, producing cost models, creating replication guides, developing Esri story map reports, conducting fleet electrification analyses and creating a blueprint for scaling the operations for Dallas-Fort Worth communities.

A community workshop will be held on May 8, 2024, from 5:30 to 7 p.m., at the Bob Duncan Center in Vandergriff Park where members of the public can watch live presentations and technology demonstrations.

Regional Roadway Safety Update presentation:

<https://www.nctcog.org/getmedia/1847bcb8-d903-4c7d-aa37-9a8e453e0892/Regional-Roadway-Safety-Update.pdf>

Metropolitan Planning Organizations (MPOs) like NCTCOG are required to monitor and set targets for a specific set of performance measures. In December 2017, the Regional Transportation Council (RTC) established initial safety performance targets for 2018 and adopted the Regional Safety Position, which states even one death on the transportation system is unacceptable.

The Roadway Safety Plan provides a framework for identifying, analyzing and prioritizing roadway safety improvements on local roads. It serves as a guide to identify crash factors and allows the selection of appropriate safety projects and countermeasures. The overall goal is to eliminate fatal crashes by 2050.

The 2024 regional safety plan targets include reducing the expected rise in traffic fatalities to no more than 598.5 and limiting the fatality rate to 7.76 fatalities per 100 million vehicle miles traveled. The Safety Plan aims to decrease serious injuries to 3943.7, with a serious injury rate of no more than 4.793 per 100 million vehicle miles traveled. The Plan also aims to limit bicycle

and pedestrian fatalities and serious injuries to no more than 634.7 incidents. Based on the evaluation of 2022 targets, the region did not meet four out of five of its targets and did not make significant progress in meeting them. The Regional Safety Plan allocates \$54 million for Fiscal Years 2024 through 2026 to improve the safety of the regional roadway system.

Funding categories include:

- \$7 million for Speed Enforcement
- \$2 million for Speed Education
- \$2 million for Bike/Pedestrian Education
- \$10 million for Bike/Pedestrian Engineering
- \$25 million for Freeway Operations Engineering and Intercity Connections
- \$4 million for Innovative Ideas to Reduce Youth Fatality Rate
- \$4 million for other projects outside of these categories

Bridging Highway Divides for DFW Communities Federal Grant Awards presentation:

<https://www.nctcog.org/getmedia/1eef88d3-6630-4658-8bb1-930906e159ce/Bridging-Highway-Divides-for-DFW-Communities-Federal-Grant-Award.pdf>

NCTCOG was recently awarded the U.S. Department of Transportation's (USDOT) Reconnecting Communities and Neighborhoods (RCN) Grant. The goal of this grant is to remove and mitigate transportation barriers to improve community connectivity and opportunity.

The grant will be used to build four deck parks in the DFW area: an extension of Klyde Warren Park in Downtown Dallas, Southern Gateway Park near the Dallas Zoo, IH 30 south of Downtown Dallas and SH 5 near Downtown McKinney. These parks aim to improve community connectivity while also providing recreational opportunities. These projects have a strong emphasis on assisting historically disadvantaged communities and environmental justice areas, which aligns with the grant program's goals.

TxDOT will take the lead on implementing these projects, which are expected to be completed between 2028 and 2031.

Vehicle Emissions Reduction Initiatives presentation:

<https://www.nctcog.org/getmedia/33cfe2d6-fc0b-44b8-8d7b-528b03cfda46/Vehicle-Emissions-Reduction-Initiatives.pdf>

NCTCOG has several initiatives aimed at reducing vehicle emissions. The Car Care Awareness campaign promotes proper vehicle maintenance to improve road safety and air quality. The program includes free clinics at emissions repair facilities, educational outreach with community organizations and repair shops and the distribution of educational materials.

Another initiative is the Engine Off North Texas program, which provides local governments, businesses and the public with resources and information on reducing engine idling. This program encourages the installation and use of idle reduction infrastructure and devices, such as auxiliary power units, to lower diesel engine emissions. In 2023, Engine Off North Texas received 49 idling reports and distributed materials to organizations with idle reduction ordinances.

More information on the Car Care Awareness campaign can be found at www.ntxcare.org. For more information on Engine Off North Texas, visit www.EngineOffNorthTexas.org.

COMMENTS RECEIVED DURING THE MEETING

Mobility 2050

James Gyurkovic, Citizen

A. Transit as a congestion solution

Comment: Overall, it appears we have far too many cars on the road and far too many cars entering our city each year. When will we shift our focus to transit and the future? For example, the Jefferson, Division and Lancaster Corridor runs directly from Dallas and Fort Worth to Arlington's Entertainment District.

Summary of response by Amy Johnson: According to the Mobility 2050 survey, the public is expressing a desire to address traffic congestion and improve local transit options. The transition to a more efficient transportation system is gradual and slow, but it is critical to recognize the connections between land use, housing development and location. Ridership is another source of concern, with many people believing providing options will help alleviate traffic congestion. However, many last-mile connections are currently missing in locations, which is cause for concern. NCTCOG is working to improve this issue. In fact, a separate study called Transit 2.0 will be conducted within the next few years and incorporated into long-term plans. The goal is to make the transportation system more convenient and efficient for the growing population.

Comment: I'm not sure if you're aware, but we have a patented project that will connect Downtown Dallas directly to Oak Cliff, down Jefferson Boulevard, through Cockrell Hill and Grand Prairie and into the Arlington Entertainment District before continuing on Lancaster Boulevard into Downtown Fort Worth. We're proposing a separate entity for Arlington and Grand Prairie as well as a privately funded entity to expedite the completion and construction of the project.

David Yaqubian, Citizen

A. Infrastructure implementation

Question: Do you have ability to influence infrastructure implementation? To be more specific, modern roundabouts have been shown to reduce fatalities, injuries and other safety issues while also lowering emissions.

Summary of response by Amy Johnson: NCTCOG's area of responsibility is planning, which involves guiding federal and State funding and policy creation. NCTCOG does not design roadways but frequently works with TxDOT and their design groups, and implementation of transportation plans is at the local level. In some cases, however, they can create Call for Projects to fund projects that may have policies supporting regional implementation.

Summary of response by Chris Klaus: Roundabouts are not always the best solution for traffic congestion. Traffic signal progression may not always work due to excessive congestion on roadways, so alternative strategies must be used to divert traffic off them. As local governments and traffic engineers become more comfortable with roundabouts, there may be a growing trend in this direction. However, there are logistical challenges to implement roundabouts at any intersection, so local governments and traffic engineers should consider roundabouts as an

option when redesigning or constructing interchanges or intersections. By demonstrating their effectiveness and demonstrating the potential benefits of roundabouts, they can help create a more efficient and effective traffic flow system in cities.

B. Transit expansion in Grand Prairie

Question: Are there any plans for some sort of public transportation or DART and Trinity Metro expansion into Grand Prairie?

Summary of response by Amy Johnson: Grand Prairie is not a member of one of the regional transit authorities, but the city did just recently implement their own Via Transportation service. In the Transit 2.0 study I mentioned earlier, one important aspect that will be considered is how to increase transit authority membership so more cities can participate and utilize DART, Trinity Metro and DCTA services.

Hyacinth Szasá, Citizen

A. Transportation and land-use planning

Question: Are you intending to do any coordination between transportation planning and land-use planning for Mobility 2050? Do you intend to analyze the impacts of proposed or recent changes in land-use planning? Are you considering the impact of zoning changes in your forecast?

Summary of response by Amy Johnson: In terms of regional planning, the approach is two-fold. There is a focus on current developments by private entities, which are beyond direct control due to local jurisdiction over land-use and zoning decisions. Secondly, there's an emphasis on desired outcomes and policy direction, particularly through the RTC. The demographic forecast plays a crucial role, becoming more sophisticated in modeling land-use changes and integrating with the travel demand model to anticipate future needs. The policy aspect involves collaboration with the Sustainable Development Team, and a transit-oriented development program and a mobility plan incentivize local governments to implement these policies through transportation development credits. This approach aims to align local actions with regional goals, although the complexity and challenges of such planning are acknowledged.

B. Multimodal funding allocations

Comment: It was mentioned some funding is specifically earmarked for roadway projects, some for transit, some for active transportation and some for more flexible spending purposes. I know federal and State governments have historically allocated more funding for roadway projects than projects focused on other transportation modes. Does NCTCOG plan to prioritize alternative transportation modes when figuring out how to allocate flexible funding that isn't specifically earmarked for roadways?

Summary of response by Amy Johnson: The myth about funding being limited is often debunked, but over the years, significant funding has been poured into roadways and transit. The current plan, the Mobility 2045-2022 Update, aims to invest \$50 to 60 billion in transit and roadway capital infrastructure. The Plan reflects the government's commitment to push for future transit projects, even though they may not be immediately feasible. The current Plan is evenly split between roadway and transit to ensure the government is pushing for future improvements in transit infrastructure.

Summary of response by Chris Klaus: The Federal Highway Administration (FHWA), which provides federal funds for transportation roadway projects, is also advocating for measures to reduce carbon emissions, such as transit, telecommuting, electric vehicles, and additional transit land-use policies. The challenge lies in encapsulating everyone's interests into one multimodal plan.

DOE Multimodal Delivery Project

State Representative Terry Meza, House District 105

A. Project purpose

Question: Is the DOE Multimodal Delivery Project a duplication of Meals on Wheels or is a different population being served?

Summary of response by Ernest Huffman: This service is not a Meals on Wheels program. It's a supplement to traditional delivery services. The Tarrant Area Food Bank is offering an autonomous bot delivery service to help those affected by medical issues like COVID-19. The bots are designed to make it easier for those who cannot access food in person, especially during times of emergency. This service is particularly beneficial for those who often face difficulties in entering and exiting certain locations.

Regional Roadway Safety Update

State Representative Terry Meza, House District 105

A. Safety targets

Question: The 2024 targets were higher than the 2023 targets. Are they higher because we haven't succeeded in meeting the original targets?

Summary of response by Sonya Landrum: Crash reduction targets are set based on a five-year analysis of previous data, which projects trends to determine where crashes are most likely to occur. The pandemic's impact, particularly the significant increase in fatalities early on, has influenced these objectives. Despite improvements in crash numbers, targets appear to be higher due to the COVID-19 anomaly, which caused a spike in crashes following a downward trend in fatalities. Given these trends, efforts are being made to modify the methodology for estimating future targets.

Summary of response by Chris Klaus: The RTC has emphasized that any fatality is unacceptable. With the region approaching nearly a million people every 10 years, there is a struggle to keep up with infrastructure needs. The RTC plans an initial infusion of \$50 million into safety, with potential for additional funding in the future to prioritize public safety.

Hyacinth Szasá, Citizen

A. Bike/ped safety data

Question: Is there data available for fatality rates and serious injury rates in terms of pedestrian miles walked or number of miles cycled? Is the actual risk for cyclists and pedestrians increasing or is it simply due to the increase in traffic volume?

Summary of response by Sonya Landrum: Our crash data is based on whether or not a cyclist or pedestrian came into contact with a vehicle. Our Sustainable Development Team may be able to provide more information on walkability and other aspects related to safety and accessibility.

Summary of response by Stu Burzette: Vehicle-miles traveled (VMT) and miles walked are difficult to track, but we can put you in contact with appropriate staff for additional information.

B. Safety and transportation planning

Question: Do you all plan to collaborate on both safety initiatives and transportation planning? I understand most of the safety initiatives are more on the implementation side rather than the project selection side, but I'm curious if there is any coordination going on.

Summary of response by Amy Johnson: The NCTCOG Transportation Department has many different program areas who act as subject matter experts. The Plan Team collaborates with Sonya and her team on safety issues to develop a safety strategy, so yes, I believe there is integration in terms of long-range transportation planning and safety initiatives.

Summary of response by Sonya Landrum: We are currently examining crashes within specific corridors as we consider funding various projects. The analysis we just presented focuses on the number of crashes and fatalities. However, if you have any suggestions for other measurements in terms of crash data, we can try to incorporate them into our project selection process or at least discuss them.

Phyllis Silver, Citizen

A. City street safety

Comment: High speed on highways is a significant issue, with cars crashing into each other. The work being done on roadways is commendable, but it's important to consider city streets as well. The greatest risk for pedestrians is crossing city streets with traffic lights, as they are not designed to allow enough time for pedestrians to cross, even at a rapid pace. Does your project only deal with highways, or does it include city streets?

Summary of response by Sonya Landrum: Our data analysis does look at all roadway types. However, with the concerns that you're talking about, you'd be better served communicating directly with city staff. A lot of that has to do with the signal timing and those things can be adjusted, but it's just a matter of notifying the city about areas of concern.

Summary of response by Chris Klaus: Many project efforts begin to take shape before they're even officially funded or approved. One such project is the overhaul of signalized intersections. This is a major concern in the Mobility Plan, as people often sprint or run due to insufficient walking time. The RTC has recently funded this project and more funding is being sought to continue it. The goal is to improve the overall quality of life for pedestrians and cyclists.

Bridging Highway Divisions for DFW Communities Federal Grant Award

State Representative Terry Meza, House District 105

A. Old City Park

Question: What is going to happen to Old City Park?

Summary of response by Stu Burzette: The series of deck parks will connect Old City Park to the Dallas Farmer's Market area. There will be connections between the park and downtown.

Vehicle Emissions Reduction Initiatives

State Representative Terry Meza, House District 105

A. Emission waivers

Comment: Regarding vehicle emissions, Texas has a simpler process for obtaining a waiver for older vehicles that do not pass the emissions test during inspection. I bought a 1994 Saab and was told it wouldn't pass emissions. All you do is fill out a waiver, apply and you'll be fine.

Summary of response by Anthony Moffa: The Texas Department of Public Safety (TxDPS) handles the waiver process, but NCTCOG refers people to the waiver station to provide a preview of the process. To qualify, individuals must attempt to repair their cars and show that parts are unavailable. Cars 25 years or older are no longer required to pass emissions tests, with 1999 models exempt this year. The improved durability of car systems and advancements in technology may also reduce the need for waivers. The AirCheckTexas program ended several years ago, and efforts have shifted towards the Car Care Awareness campaign to help prevent the need for repairs. Educating the community about proper vehicle maintenance is emphasized through increased outreach.

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

Website

Joseph H., Citizen

Holding a public meeting on public transportation in the middle of the business day when the least amount of people are able to participate (in person or virtually) would indicate you aren't serious about public input.

Response by NCTCOG Transportation Department

Joseph, thank you for your comment! The meeting will be recorded, and the recording will be available online throughout the 30-day comment period. You can provide your comments on this webpage, email us at nctcogApril24@publicinput.com or leave a voicemail at 855-925-2801 (meeting code 10201). We will make sure your input is provided to the appropriate NCTCOG staff, who will respond as needed. Please don't hesitate to reach out to us with any additional questions.

Facebook

Please see Attachment 1 for comments submitted via Facebook.



NCTCOG Transportation Department

March 26 at 12:37 PM · 🌐



DOE Multimodal Delivery, Mobility 2050, and more for review/comment.

TRANSPORTATION PUBLIC MEETING

APRIL 9 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX 76011

SUBMIT COMMENTS & QUESTIONS TO NCTCOG:



nctcogApril24@PublicInput.com | PublicInput.com/nctcogApril24
Phone: (855) 925-2801 (Enter code 10201) | Fax: 817-640-3028
P.O. Box 5888, Arlington, TX 76005-5888



WWW.PUBLICINPUT.COM/NCTCOGAPRIL24

April Public Meeting

Learn more

We want your feedback! Meeting 4/9 @ noon

See insights

Boost a post

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Most relevant



Joe Tarkington

This is NOT a public meeting. This location was chosen to disinvite every one with out a car. You couldn't find a location with public transit? No church would allow you to use their building? I guess the West Dallas Multipurpose Center was unavailable too.

3w Like Reply Hide 3



Rob Dentremont

And...apparently all about getting around in 2050...how...relevant.

As opposed to, say, a presentation on all the government employees in North Central Texas get to work and elsewhere using means other than the single occupant motor car today. And grow from there.

3w Like Reply Hide 3



Kristina Kirby Holcomb

Joe Tarkington I saw this information when I clicked on the post. Thought it might be helpful for you and others.

Attend in person or watch the presentations live at www.publicinput.com/nctcogApril24. A video recording will be made available afterwar... See more

3w Like Reply Hide 2



Rob Dentremont

Kristina Kirby Holcomb I read that, think I will "watch," meaning I guess that "I cannot ask questions"(?) Maybe Joe prefers interactive meetings...Joe?

Regarding the shuttle from DFW Centrepoint, I entered that destination into my DART app and the resu... See more

3w Like Reply Hide 3



Joe Tarkington

[Rob Dentremont](#) I think they should have the same meeting in Ft Worth, Dallas, and another random smaller town in the area. Assuming they do want input from the public. I am not a fan of zoom meetings.

2w Like Reply Hide



NCTCOG Transportation Department

[Rob Dentremont](#) Thank you for your comment. Our public meetings are hybrid and can be watched live on

www.publicinput.com/nctcogApril24... [See more](#)

2w Like Reply Hide



Pete Rudd

[Dennis Wills](#) for your perusal

3w Like Reply Hide



Daniel Muller

In Arlington !



2w Like Reply Hide



Comment as NCTCOG Transportation Department



TRANSPORTATION

PUBLIC MEETING

MAY 13 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX 76011

PRESENTATIONS

Planning Advances for High-Speed Rail between Dallas and Fort Worth

With the Federal Railroad Administration advancing their Corridor Identification and Development program for intercity passenger rail around the nation, the Dallas to Fort Worth High-Speed Rail project is positioned for potential federal funding support as planning activities continue. Additionally, this project continues to gain momentum regionally as discussions of fine-tuning alignment locations occur prior to the environmental analysis and documentation phase of the project.

2025-2028 Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is a federal and State-mandated list of transportation projects with committed federal, State and local funding within a four-year period. Staff will present an overview of the TIP development process and provide the TIP document, which includes a draft list of regional active projects.

New National Air Quality Standard: Fine Particulate Matter

On February 7, 2024, the EPA changed the national air quality standards for fine particulate matter (PM_{2.5}) from 12.0 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) to 9.0 $\mu\text{g}/\text{m}^3$. Due to this change, areas in both Dallas and Tarrant County might not meet the new standard when the EPA makes its final decision in 2026. Staff will present additional information about these new standards.

ONLINE REVIEW & COMMENT

Proposed Amendments to Mobility 2045 - 2022 Update:
publicinput.com/nctcogMay2024

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

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

Attend in person, watch the presentations live at publicinput.com/nctcogMay24 or participate via phone by dialing 855-925-2801 then code 1234.



RESOURCES & INFORMATION

Mobility 2045 - 2022 Update - Administrative Revisions: publicinput.com/nctcogMay24

NCTCOG Spatial Data Cooperative Program
nctcog.org/sdcp

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

Try Parking It:
tryparkingit.com

North Texas Innovation Zone Aims to Drive AV, Delivery Tech

The Mobility Innovation Zone in Alliance, Texas, north of Fort Worth, is becoming a center for developing next-gen transportation technologies. It's situated near an interstate, rail lines and an air cargo hub.

March 29, 2024 •

[Skip Descant](#)

Leaders are developing a mobility innovation district in the Dallas-Fort Worth metro region to take full advantage of its strategic location in fostering next-generation technologies related to autonomy, deliveries and aviation.

The Mobility Innovation Zone in Alliance, Texas, is situated near a busy air cargo hub, rail lines, and Interstate 35, enabling it to grow industries around autonomous trucking and air taxis, as well as stimulate new approaches in package delivery.

Alliance is a 27,000-acre master-planned community on the north side of Fort Worth. Its mobility innovation initiative began in 2020 through a partnership with Fort Worth, which has made mobility a target industry in its strategic plan.

“It’s really an opportunity to kind of layer in what we had already been focused on, and see how we can advance that effort from the standpoint of not just attracting large-scale companies, but really building up companies here that have some really creative technology,” said Robert Sturns, director of economic development for the city of Fort Worth.

Officials are already recruiting companies to further develop their technologies in the innovation zone. In [Hillwood Communities](#), one of Alliance’s master-planned developments, last-mile autonomous robot-like deliveries are underway, as are drone deliveries in partnership with [Manna Drone Delivery](#), an Irish company.

The challenge is not just infusing neighborhoods with technology, said Ian Kinne,

director of Logistics Innovation at Hillwood, which manages the innovation zone, but ensuring it drives amenities that can elevate the quality of life.

“It doesn’t make sense for a 2 ton vehicle to deliver a 2 pound package,” he said, echoing a common refrain among package delivery innovators who focus on more sensibly matching the package to its delivery vehicle.

Facilities like Perot Field Fort Worth Alliance Airport, roughly 2 miles south, function as a hub for the development of drone technologies as well as electric vertical-takeoff-and-landing (eVTOL) aircraft.

“I think we see some real opportunity there,” said Sturns, who noted Wing, a drone delivery company, has done testing in the area. [Wing](#) recently signed a deal with Walmart to deliver purchases in the area that weigh up to 3 pounds.

“I think it’s definitely an area where as technology continues to advance, people start to see some scalability on some of these models moving forward,” Sturns added.

Alliance has also been partnering with firms developing hydrogen fuel cell technologies and with autonomous vehicle companies like Drive.ai to establish the region as a developer of automated trucking technology.

Its architects see the innovation zone as a place to develop the kinds of traffic management technologies modern cities will need, as planners shape streets to serve more types of users in a wider variety of vehicles.

Fort Worth is looking at the opportunities for transportation innovation internally “from the context of transportation management, obviously,” said Sturns. “But from a pure economic development standpoint, being able to point to these innovative technologies being developed here, and growing here, that just continues to put Fort Worth on the map in the way that we just haven’t seen.”

1.7 MILLION TEXAS HOUSEHOLDS ARE SET TO LOSE MONTHLY INTERNET SUBSIDY

The Affordable Connectivity Program provides a \$30 monthly subsidy to help low-income households pay for internet service. The program is slated to run out of money at the end of the month.

By Pooja Salhotra
April 2, 2024

The \$30 per month Daisy Solis has saved off of her internet bill for the past two years stretched a long way.

Those dollars covered new shoes for her three, growing children, dinners out at the Chick-fil-A that popped up in her town of Peñitas in South Texas, and part of a higher-than-usual electricity bill.

Now, Solis worries she might have to sacrifice on her internet speed because a federal subsidy that has helped her pay for her internet plan is set to expire at the end of April.

The [Affordable Connectivity Program](#) provides a \$30 monthly subsidy to help low-income households pay for internet service, and up to \$75 per month for households on tribal lands. The \$14.2 billion program was part of the 2021 Bipartisan Infrastructure Law and has helped 23 million households in the U.S — including 1.7 million in Texas — save money on their internet bills. The program's funding is slated to dwindle at the end of April, though, potentially cutting millions off from the internet. In May, limited remaining funding in the program will allow eligible households to receive a partial discount; there won't be any benefits after May.

"It has really helped me in that I don't have to stress out about the bill," said Solis, 27. "Even though it's \$30, \$30 goes a long way."

The program's termination will disproportionately impact South Texas, where counties along the Texas-Mexico border had higher than average rates of participation. Overall, 1 in 7 Texans used the program. But in some border counties, including Hidalgo County, about half of its residents used the subsidy, according to data from the Federal Communications Commission.

"Some people have told me they might not get internet if [the subsidy] goes away," said Marco Lopez, a community organizer at La Unión del Pueblo Entero, a nonprofit organization that supports low-income neighborhoods in the Valley. "I don't know what to tell them because it's not just cutting off their internet; it's cutting off their opportunities for jobs, for school, for telehealth."

A bipartisan group of lawmakers has introduced a bill that would extend funding for the Affordable Connectivity Program through the end of 2024. But the bill has not moved and faces considerable pushback from Republican lawmakers who claim the Biden administration has spent "recklessly."

In a [December letter](#) to the chair of the FCC, a group of lawmakers, including U.S. Sen. [Ted Cruz](#), disputed that the broadband program was necessary. The lawmakers said that most households using the subsidy already had broadband subscriptions. But that's likely untrue. According to an [FCC survey](#), 47% of respondents reported having either zero connectivity or relying on mobile service before enrolling in the federal program.

During a Monday press call, Stephen Benjamin, senior adviser to the president, blamed Republicans for failing to extend funding for the internet subsidy.

"If Congressional Republicans fail to act, 23 million Americans, including millions of their own constituents, will lose access to affordable, high speed internet and may not be able to access the benefits that brings, like access to education, telemedicine, job opportunities and more," Benjamin said. "It's past time for Congressional Republicans to step up and prevent their constituents' internet costs from increasing in the coming weeks."

On Tuesday, FCC Chair Jessica Rosenworcel sent a letter to Congress urging them to fund the program until the end of the year. She said the funding has been particularly critical for vulnerable populations, including veterans, seniors, and students.

"We know that nearly half of ACP households are led by someone over the age of 50," she wrote. "The ACP and the broadband service it supports is 'need to have' for many seniors, who depend on the program for managing their health and maintaining access to their medical teams."

The program's termination comes as the state and federal government pump historic sums of money to expand broadband infrastructure and close the so-called digital divide. Texas is poised to receive more than \$3.3 billion federal dollars to help connect the roughly 7 million Texans who lack access to affordable internet. The state will bolster those funds with an additional \$1.5 billion that voters approved in November.

Some advocates worry that terminating the Affordable Connectivity Program at this juncture could jeopardize the success of future broadband investments.

"If we build the infrastructure but then all these people lose internet access, we are going to be taking one step forward and two steps back," said Kelty Garbee, executive director of Texas Rural Funders, a nonprofit focused on rural philanthropy. "It is important to take a long view."

Rural areas lag behind their urban counterparts when it comes to broadband access. The combination of low population density and remoteness make such areas unattractive to internet service providers, who are hesitant to invest in expensive infrastructure without a guaranteed pool of customers. Garbee worries that ending the government subsidies could shrink the rural customer base and make those areas even less attractive to internet companies.

Jordana Barton-Garcia, who focuses on broadband investments for nonprofit organization Connect Humanity, said that while the termination of ACP will be a significant loss for high poverty areas, the program is a "Band-Aid" solution. She said the subsidy doesn't address the root of the problem: that the economics of broadband do not work in rural, low-income areas.

"Instead of being ruled by profit-maximizing major corporations, we need other models to serve low and moderate income communities," she said. "We need to be able to serve without maximizing profits and instead serve for the public good."

Some communities have found innovative ways to provide broadband to their rural constituents at a low cost. The city of Pharr in Hidalgo County, for example, created a municipal internet service program that offers plans for as low as \$25 per month, the price residents in the border community said they could afford. Barton-Garcia said Pharr won't be affected by the termination of government subsidies because the city has already secured its own funding. Pharr used

grant money, a municipal bond as well as American Rescue Plan dollars to create a municipally-run internet service.

Large internet providers such as Comcast said they will continue to support low-income customers with an affordable plan. Comcast offers eligible customers a plan called internet essentials for \$9.95 and a slightly higher-speed plan for \$29.95.

For smaller providers in rural Texas, though, a low-cost plan is not financially feasible without government support. Charlie Cano, CEO of ETex Telephone Cooperative, said his lowest cost option is \$62 per month.

“Anything lower than that is going to jeopardize our business model,” Cano said. “I’m nervous about what we are going to do about that low-cost option.”

In order to qualify as a grantee for the Broadband Equity Access and Deployment Program — the main broadband program created by the bipartisan infrastructure law — providers must offer a low-cost option to low-income customers. Providers like Cano worry this requirement may make it difficult for companies like his to win federal grant dollars.

DALLAS APPROVES MORE THAN \$30 MILLION IN CONTRACTS TO IMPROVE SIDEWALKS CITYWIDE

The areas for improvement were identified as part of the city's sidewalk master plan, an initiative developed in 2021.

By Everton Bailey Jr.
March 27, 2024



The Dallas City Council on March 27, 2024 approved a nearly \$34 million construction contract to improve sidewalks around the city to make them compliant with ADA standards.(Brandon Wade / Special Contributor)

The Dallas City Council on Wednesday approved an almost two-year, nearly \$34 million contract with a concrete company to install sidewalks and curb ramps along DART bus routes around the city [to comply with the Americans with Disabilities Act](#).

The money comes from [\\$90 million in excess sales tax funds that DART approved giving Dallas last year](#). The work by Hutchins-based Estrada Concrete Company will cover 12 areas that city officials have identified since at least 2021 as priority spots to fix broken, missing and non-ADA compliant sidewalks. The deal also covers any additional work needed for water and wastewater line adjustments in those areas.

The council also approved a two-year, \$4.3 million contract with Chavez Concrete Cutting in Balch Springs for sidewalk improvements in those same areas. That money is a combination that includes general funds, American Rescue Plan money and funds from the 2012 and 2017 bond programs, according to city documents.

“This item and the next collectively is about \$38 million for barrier-free ramps,” said council member Chad West during the Wednesday City Council meeting. “That is a great investment in our accessibility.”

The 12 spots run from near the Dallas border with Carrollton, and the Coit Road and Interstate 635 area in the north to Elam Creek, and the Hampton Road and Illinois Avenue area in the southern half of the city. They were identified as part of the city’s sidewalk master plan, an [initiative developed in 2021](#) when city officials estimated needing \$2 billion to repair 50% of Dallas’ broken sidewalks and to fill sidewalk gaps.

Related: [Dallas’ minority neighborhoods face major transportation issues, SMU study finds](#)

Work linked to both construction contracts is estimated to begin in April and be finished by early 2026.

HOW MANY TEXAS BRIDGES ARE 'STRUCTURALLY DEFICIENT?'

Five Dallas bridges are among the top-traveled structurally deficient bridges in the state.

By Amber Gaudet
March 27, 2024



Texas fares better than many other states when it comes to bridge health.(Elías Valverde II / Staff Photographer)

Texas bridges are among the safest in the nation, according to a [2023 analysis by the non-partisan American Road & Transportation Builders Association](#). Nearly 20% of the state's more than 56,000 bridges need repair, but less than 2% are considered structurally deficient, meaning one of the key elements is in poor or worse condition.

On Tuesday morning, [a cargo ship smashed into the Francis Scott Key Bridge in Baltimore](#), bringing the structure down and presumably killing six construction workers on the structure. The bodies of two people were recovered from the site Wednesday, Maryland State Police said.

North Texas does not have any boat ports or bridges similar in structure to the Francis Scott Key Bridge, but there are [hundreds of bridges that cross other roadways, railroads, rivers, lakes and basins](#).

Related:[A list of major U.S. bridge collapses caused by ships and barges](#)

Five bridges in Dallas are among the most-traveled structurally deficient bridges, including:

- Interstate 35E over Oak Lawn Avenue and Turtle Creek, with more than 194,000 daily crossings
- Interstate 30 over Lake Ray Hubbard with nearly 142,000 daily crossings
- Northbound Interstate 45 Connector over Interstate 30 with more than 138,000 daily crossings
- Interstate 30 westbound over Interstate 635 with more than 81,000 daily crossings
- Interstate 635 eastbound over the Kansas City Southern railroad, with more than 76,000 daily crossings

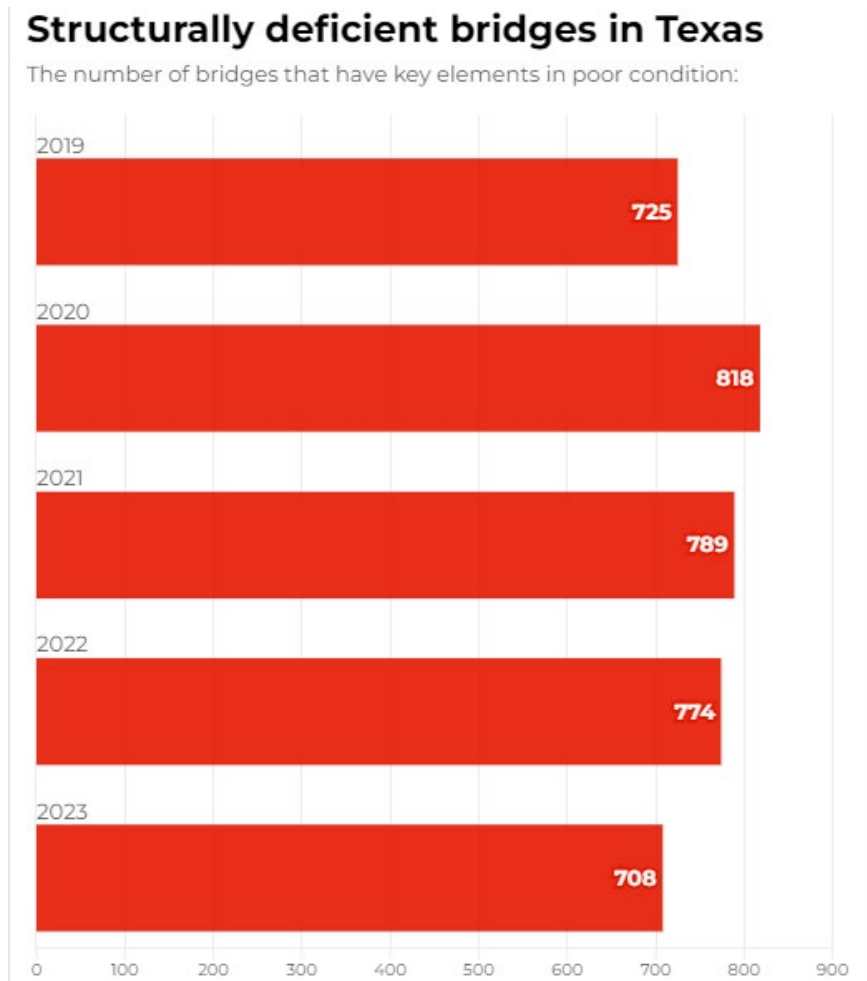
Texas will receive a total of \$576.8 million in bridge formula funds over the life of the [Infrastructure Investment and Jobs Act](#). More than \$178 million has been committed toward 88 projects as of June 2023.

The I-635 bridge over the Kansas City Railroad and the I-30 bridge over I-635 are being rebuilt as part of the [LBJ East project](#), which is expected to wrap up in 2025.

The Dallas District has awarded a contract for the I-45 to I-30 direct connector ramp repair job and it should start in the next few months, according to the Texas Department of Transportation.

TxDOT has identified funding for the I-35E at Oak Lawn project, and is working on repair plans, the agency confirmed. A maintenance project contract for the I-30 bridge over Lake Ray Hubbard will be awarded in April.

The number of structurally deficient bridges last year, 708, is down from 774 in 2022. Of the more than 11,000 that need some kind of repair, 2,679 — which account for over 9.3 million daily crossings — have been recommended for total replacement.



KERA

NORTH TEXAS HOPES FOR MILLIONS FROM POLLUTION REDUCTION GRANT

By Marina Trahan Martinez

April 1, 2024



The North Central Texas Council of Governments recently agreed to move forward applying for \$77 million from an EPA grant to help reduce climate pollution.

Executive board members voted to ask for double if the state doesn't also apply for funds.

Money could pay for a five-year climate pollution reduction project.

It could help with a range of environmental related initiatives — from replacing outdated street lights to buying \$2 million-dollar generators for weather events.

Waste management would get \$23 million of the grant, if awarded, energy \$20 million, agriculture and water/wastewater would each get \$17 million.

Dallas City Council Member Cara Mendelsohn raised the recent sewage spill from one area into another.

“There's sort of a highly publicized event about North Texas municipal water district's break in Plano that went downstream through my district all the way to White Rock Lake,” she said. “And

this is actually a fairly frequent occurrence within the water district, their water district, impacting Dallas.

She asked Sue Alvarez, the council's environment and development director, whether water districts like Plano should get money earmarked from the grant to fix those type of problems.

"Are you going to target specific instances where it is causing a hazard to other entities?," Mendelsohn said. "Dallas wouldn't be applying, we have a water district where mostly things like that don't happen, but we would be interested in another area applying and getting help to fix their line because it does impact us."

Alvarez "tactfully" said the council's environmental department would encourage communities who need repairs to apply.

"Very tactfully said," Mendelsohn replied. "And if you need help, I will say it in a more direct way to them."

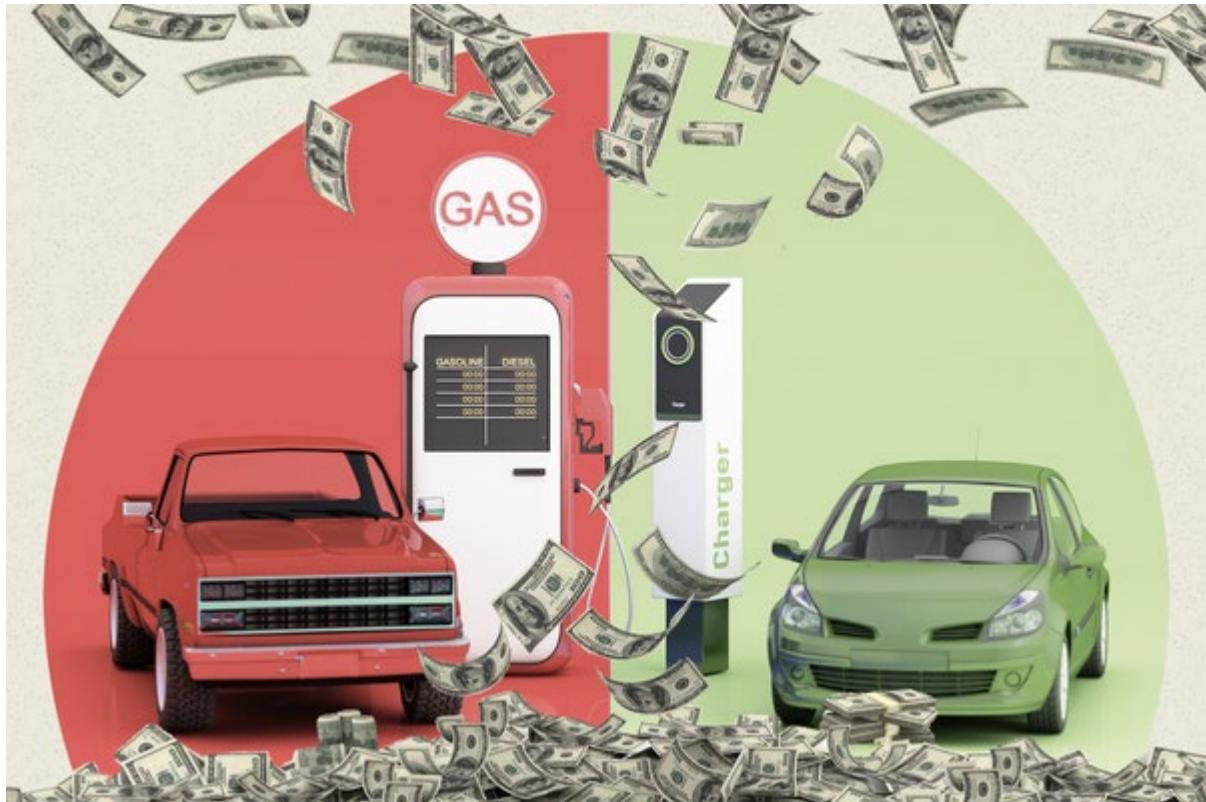
The North Central Texas Council of Governments brings together area city and county governments. An executive board governs it.

The transportation department is also applying for \$122 million.

BIG WINNER IN BIDEN'S EV CHARGING REVOLUTION: GAS STATIONS

An exclusive data analysis for E&E News shows EV infrastructure law money may be boosting traditional sellers of fossil fuels.

By David Ferris
April 4, 2024



When Americans steer their electric vehicles off the highway and into shiny new charging stations — many paid for with federal tax dollars — they're likely to find them in a curiously familiar place: the gas station.

More than half of the charging stations being built so far from the 2021 bipartisan infrastructure law are rising at truck stops and gasoline stations, according to data exclusively provided to E&E News by EVAdoption, an EV data consultancy. In essence, the law's \$7.5 billion pot for charging is reinforcing the very fossil-fuel infrastructure that the EV era would seem to consign to oblivion.

That raises the prospect that money intended to cut emissions could throw a lifeline to companies that traditionally have raised them. Even so, many experts say the two industries are a natural fit.

"I've always kind of assumed that the combination of fueling station and convenience stop would dominate," said Loren McDonald, the founder of EVAdoption. "They're safe. They're well lit. They have bathrooms on site. They have restaurants and stores. They check a lot of the boxes."

After initially resisting EVs and their charging needs, fueling centers are now using their lobbying strength and financial might to win federal dollars they say are a necessary cushion to survive an expensive gas-to-EV transition.

“Now is when you really start seeing [gas stations] in a big way in the funding programs, really taking center stage,” said Lori Clark, who oversees EV strategy at the North Central Texas Council of Governments, a regional planning organization.

The clamor for charging cash crosses blue and red state lines. The EVAdoption data shows that infrastructure law awards are set to transform gas stations in states that former President Donald Trump won in 2020, including Texas, Ohio and Utah, as well as states President Joe Biden won, such as Rhode Island and New Mexico.

Service stations have an upper hand in this first wave of subsidies because they occupy the very real estate where the federal government wants to build a charging backbone: at 50-mile intervals along the interstates and no more than a mile from highway exits.

But that’s not the only reason. Behind the scenes, service-station industry lobbyists have been working to tilt the rules to their advantage.

As a result, the biggest winners at the dawn of the EV-charging era are some of the biggest fossil-fuel sellers — familiar names like Pilot Flying J, Love’s Travel Stops, Sheetz, Circle K and Wawa — along with the retail division of oil major Shell.

The trend is finding little pushback. Even the Sierra Club — famous for its campaign to shut down coal-fired power plants — is cautiously welcoming the entry of gas stations into the EV economy.

“It’s not a bad thing we’re seeing the deployment of fast chargers at those locations,” said Joe Halso, a Sierra Club staff attorney who focuses on electric vehicles. “They are recognizing, whether they admit it or not, that electricity is the fuel of the future.”

Infrastructure law funding is funneled through the National Electric Vehicle Infrastructure program, or NEVI, administered by the Federal Highway Administration. Dollars don’t go directly into the pockets of gas station owners. Rather, the money is parceled out to states, where departments of transportation are responsible for building a statewide network and determining award recipients.

The money highlights a crucial difference between the EV and gasoline eras in terms of who owns the infrastructure.

At a gas station, the business owner and gas-pump operator are usually one and the same. That’s not so with charging stations. Instead, the charging provider — who owns and operates the equipment — often locates in the parking lot of another business called the site host.

As a result, the entity winning a federal award to build and operate the chargers — the bidder — is often distinct from the site where those chargers are located. Site hosts are not receiving NEVI funds but may benefit by linking up with charging companies that are.

As bidders, truck stops and gas station chains won \$92.1 million, out of a total of \$265 million awarded by the infrastructure law to date, according to the EVAdoption data. An additional \$12.2 million was won by BP Pulse, the charging arm of British oil major BP.

The other award winners are mostly charging networks, led by Tesla, which got \$23.4 million. Other entities that won smaller shares are real-estate developers, the electric automaker Rivian and a handful of electric utilities.

Gas and diesel sellers' dominance is even greater when it comes to the site hosts — the places where the stations are actually built.

Gas stations and truck stops together are hosts for almost 54 percent of NEVI-funded charging stalls. The largest chains dominate. For example, two of the nation's biggest truck stop chains, Love's and Pilot Flying J, are slated to host 39 charging plazas each.

Outside the fueling arena, state toll-road authorities, banks, hotels, casinos, malls and restaurants like Arby's and Waffle House are expected to be site hosts.

States that have awarded NEVI funds to build chargers include Alaska, Colorado, Georgia, Hawaii, Indiana, Kansas, Kentucky, Maine, Michigan, New Hampshire, New Mexico, New York, Ohio, Oklahoma, Pennsylvania, Rhode Island, Tennessee, Texas, Utah and Virginia.

Convenience wins, rural towns lose

The surge in cash for gas stations is prompting some environmentalists to say the Biden administration is missing an opportunity to pursue another of its goals: stimulating rural economies.

Under the Biden administration's Justice40 Initiative, states are required to place 40 percent of federally funded EV charging stations in census tracts where poverty is high and educational attainment is low.

But because the NEVI rules require proximity to the highway and sites that operate 24/7, they could lead to EV drivers not stopping and spending money in rural downtowns, which are sleepy at night and distant from turnoffs.

"I had some hopes about bringing some rural economic development and community benefits, but it's not as obvious to me that those things are being pursued rigorously" by the administration, said Sam Houston, a vehicles analyst at the nonprofit Union of Concerned Scientists.

In an emailed statement to E&E News, the Federal Highway Administration emphasized that the initial goal of the program is to create a convenient highway network. It also mentioned that another part of infrastructure law funding, called the Charging and Fueling Infrastructure program, funds projects off the highway with a priority on building charging stations in rural areas.

"From my time working at the local level, I know that finding electric vehicle charging in a community is different from finding charging along highways," Transportation Deputy Secretary Polly Trottenberg said in a January [press release](#).

The extensive application processes that states have put in place to win the money may also be creating barriers to small-business owners, including mom-and-pop gas stations and convenience stores. Overwhelmingly, the gas stations that will host NEVI stations are regional or national chains.

For example, a property owner in southwestern Colorado said in comments to the state that the paperwork led him to quit the process. “The requirements to receive these funds were way beyond the sole [proprietors’] reach and way more complicated than it needed to be,” he wrote.

Fuelers flip

Until recently, the gas station industry and its lobbyists often ignored EVs and their charging needs. “Their attitude was one of general opposition,” said Halso, the Sierra Club attorney.

Few gas stations hosted chargers, and when it came to public subsidies, [the industry’s goal](#) was to make sure electric utilities — a potential source of competition — didn’t get them.

That changed with the \$7.5 billion for charging, along with a swelling number of EVs on the road.

Over the last two years, NATSO, the main trade association for truck stops, has spent “a lot” of time working on NEVI, said David Fialkov, the association’s vice president of government affairs, raising his eyebrows for emphasis. “Meaningful time and political capital,” he added.

NATSO submitted comments to FHWA in early 2022, asking the agency to make service stations the cornerstone of NEVI, arguing that the things EV drivers need are what gasoline stations already have.

“Most fuel retailers are open 24 hours a day, seven days a week and provide restrooms, food and beverage options,” NATSO said in its comment. It also argued it has the incentive to overcome the glitches that have bedeviled charging stations and sapped the public’s confidence in charging infrastructure.

“We are conscripted to make sure that the customer experience is pleasant,” said Fialkov. “You don’t see a lot of broken gas pumps, and the reason is that the guy who runs the station loses money when the pump isn’t working.”

Federal rules are silent on what amenities a charging station must have to receive funds. But some states have, intentionally or not, aided gas stations in their application processes by requiring the sort of offerings that gas stations possess, such as restrooms and food courts. In some states, extra points are awarded to applications providing those perks.

Once the federal government set its minimum rules, Fialkov said, NATSO turned its efforts to persuading state DOTs to require amenities. “We wanted more uniformity and direction so every state would do it in the same way,” Fialkov said.

'It's a rough case'

Although the major fueling chains are winning the funding race, many say that building an EV-charging business will be a challenge.

“It’s a rough case,” said Tim Langenkamp, a vice president at Pilot Flying J, which is aiming to install about 200 charging plazas at its stations by the end of this year, in collaboration with the automaker General Motors and charging provider EVgo.

“The NEVI support is an important way of making the economics ... better,” he added.

A chief problem for funding recipients is one that might never occur to an EV driver: A bank of charging stalls can make an electricity bill rocket through the roof.

Gasoline fluctuates a lot in price, but gas stations manage that by changing what they charge customers per gallon. That construct collapses when the fuel is electricity.

The reason is that the price of electricity can get volatile when businesses use a lot of it. If many EV drivers plug in to high-powered bank of chargers at the same time, it can result in a financial penalty from the electric utility, which needs electricity usage to be stable. This penalty, called a demand charge, makes it difficult for gas stations to project if EV chargers will be moneymakers or money losers.

“Demand charges is high on the list of things that keep me up at night,” said Kim Okafor, the general manager of zero-emission solutions at Love’s.

Winning the federal funds, Okafor said, is “tedious” and “time consuming.”

She said she brought on an engineer and a couple of project managers solely to manage NEVI grants. Of the states, she added, “they are not making it easy.”

What companies lose in terms of upfront costs and aggravation, they hope to make up from the pockets of EV drivers.

Sujay Sharma, the CEO of the American branch of BP Pulse, said that unlike gasoline customers, who typically linger five minutes or less, EV drivers stay on-site for 20 to 25 minutes, helping a company’s bottom line by buying food and drinks. “The EV consumer, their basket size tends to be higher,” he said.

The gas station’s presence on the future electric highway is one that EV drivers are just going to have to get used to, said McDonald of EVAdoption.

“For the people saying, ‘My God, this money is going to the evil oil companies’ — the way to think about it is that they are offering a solution,” he said. “There’s going to be lighting. There’s going to be windshield squeegees and water. There’s going to be drinks. There’s going to be food.”

“You’ve got to think of it as a place you refuel body, mind and car,” he said.

DALLAS WEEKLY

'WE HAD TO OWN THE LAND': HOW THE FOREST THEATER BECAME A NEIGHBORHOOD REVITALIZATION PROJECT

Editorial

April 4, 2024



A rendering of the future Forest Theater, provided by the Forest Forward team.

By Jennifer Treijo

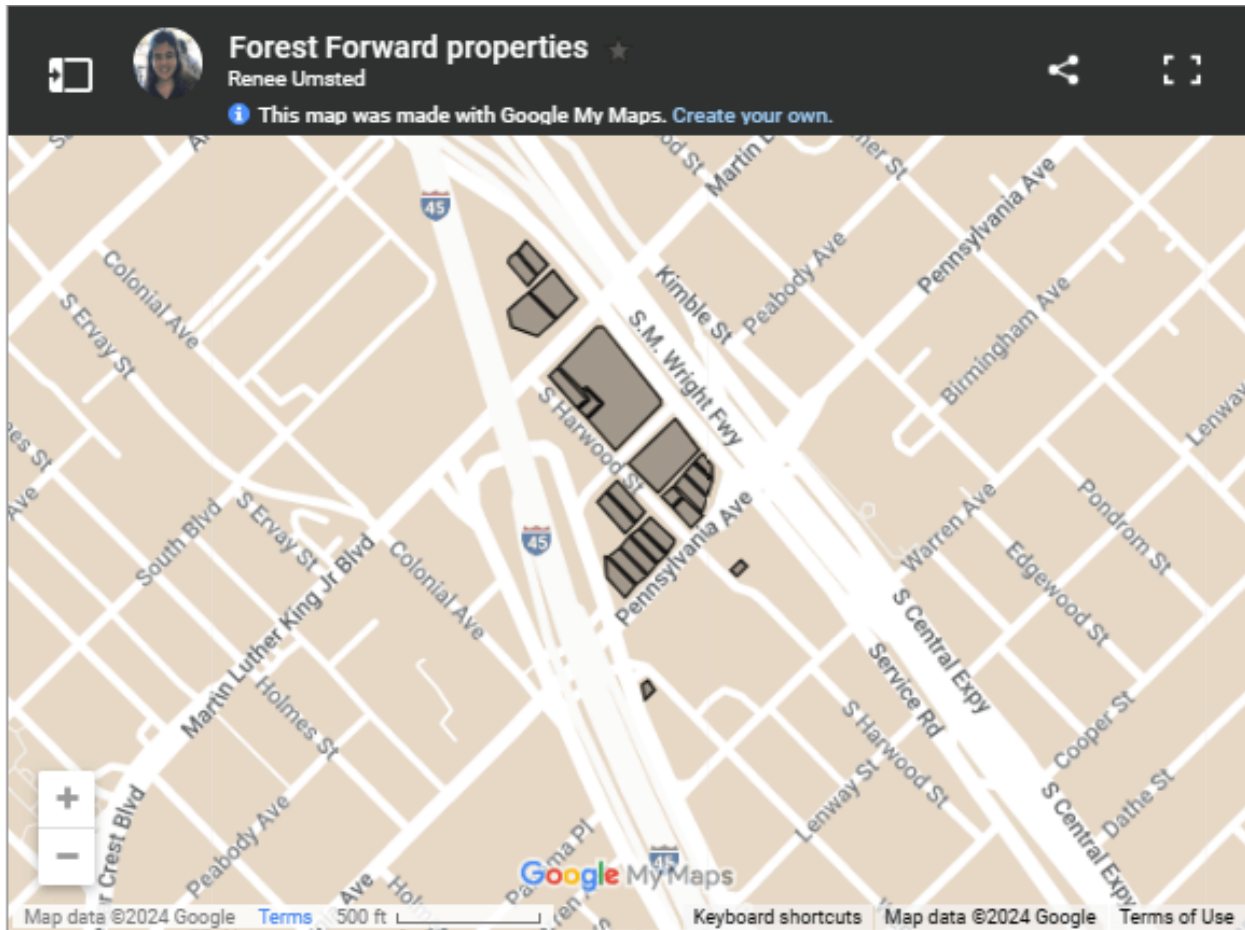
For the first time in its history, the Forest Theater on Martin Luther King Jr. Boulevard is owned by a Black-led entity.

“Historically, it has been owned by a Jewish family,” says Elizabeth Wattley, president and CEO of Forest Forward, the nonprofit that stewards the theater. “But now, it’s entirely owned by our organization.”

[The historic theater](#) was constructed by the [Hoblitzelles](#) in 1949, when South Dallas was a primarily Jewish neighborhood, and MLK Boulevard was Forest Avenue. As Black families moved into South Dallas in the 1940s and '50s and white families moved out, the theater, which [opened as a whites-only venue in 1949, began catering to Black-only audiences by 1956.](#)

[Wattley began working on the Forest Theater revitalization](#) when she was the director of strategic initiatives at [CitySquare](#), which purchased the theater in 2017. In 2020, Wattley decided to branch off and filed [a 501\(c\)3 for Forest Forward.](#)

What originally [started as an effort to revive the theater](#) has expanded in scope, with Forest Forward acquiring several surrounding parcels of land between Julius Schepps Freeway and SM Wright Freeway. Forest Forward now owns the theater, the former liquor store just north of the theater, the gas station next door to the liquor store, and the lots behind the theater where an infamous gambling house once stood.



All of the additional acquisitions prompt the question: How did Forest Forward go from reopening a historic theater to what it is calling [a “neighborhood revitalization effort”](#)?

“Quite frankly, a lot of people know land is king,” Wattley says. “And for this to be a true neighborhood revitalization effort, we needed to be able to build, and we had to own the land.”

“I just kept saying, ‘I promise this is going to happen,’ ” she recalls. “But we also couldn’t be too vocal about our fundraising effort because that would just continue to make prices rise.”

Wattley [announced Forest Forward’s \\$75.215 million capital campaign in 2021](#), a nod to the South Dallas neighborhood’s zip code and an amount that makes it one of the community’s most expensive real estate projects.

Over time, Forest Forward has acquired much of the triangle of land between the theater and Pennsylvania Avenue. One proposed use for this land is residential housing.

“It’s currently zoned for parking, so if we move forward with housing, we have the opportunity to work with the community for what type of housing,” Wattley explains.

She says that the housing project currently is in a conceptual phase, but they have floated the idea of townhomes or multifamily units. They are able to fit 150 units if they decide to move forward.

Zoning laws in the City of Dallas require entertainment spaces to have parking lots — about 350 parking spaces in the theater’s case. So where will the parking go if Forest Forward builds housing on the land currently zoned for it? Under the highway, adjacent to the theater.

To achieve this, Wattley has been working with Mike Morris, the director of transportation at the [North Central Texas Council of Governments](#).

“There has been a lot of accomplishment in this work, but did I ever think that we would be able to pull off parking under the highway and have it funded?” Wattley asks. “That one is still a really big deal for me.”

Land ownership and developers in South Dallas are ‘like Game of Thrones’

Based on information from the [Dallas Central Appraisal District](#), Forest Forward now owns 22 South Dallas properties. The land value of the properties is \$1,596,840.

While Wattley is proud of big wins in acquiring the liquor store and the gambling house, she emphasizes there is still work to be done and negotiations to be made, especially in the triangle of land between the theater and [Dr. Martin Luther King Jr. Arts Academy](#).

She points to a color-coded map showing the “target geography” of their neighborhood revitalization efforts. Two-and-a-half parcels on her map are a different shade.

“This one’s actually a fascinating story,” Wattley says, referring to the half parcel at 1808 Peabody. “It’s owned by a prominent Black family in the City of Dallas.

“The reason it’s a little triangle is because it was taken in eminent domain years ago to build the highway. So they still own that little triangle. It’s an undeveloped bubble, but we’re working with them to see if we can acquire it to have all the lots.”

One parcel in the triangle at 1812 Peabody is in the [Urban Land Bank](#), but Wattley affirmed that Forest Forward expects the City to work with them on acquiring it.

South Dallas Councilman Adam Bazaldua didn’t answer our questions about that parcel. He said in a statement that he is “currently in discussion with Forest Forward for a piece of Harwood street to be abandoned and used as a pedestrian amenity and serve as a connection between Forest Forward and the Martin Luther King Jr. Academy.”

After that, just one parcel remains, Wattley says. It was purchased for \$80,000 from someone who knew all about the Forest Forward project, Wattley says. When they tried to buy it from him, “this guy held us for \$350,000,” more than four times what he paid for it, she says.

Because of situations like this, Wattley says she and her team learned to move quietly as they purchase land for the project.

“Land ownership and developers in South Dallas right now are... it’s just insane,” Wattley says. “It’s like Game of Thrones.”

Goodbye, gambling house and liquor store

Purchasing the liquor store across the street was tough, Wattley says. It was open 24 hours a day, seven days a week, and was incredibly profitable.

“When we introduced ourselves, the owners actually wanted us to keep the liquor store and be the new tenants,” Wattleley says. “They were like, ‘Why wouldn’t you want this business that already cash flows so much monthly?’ ”

Forest Forward began by purchasing the land next door to it, which previously was a gas station.

“That needs some environmental work because there’s a gas tank underground that’s leaking,” Wattleley says. “So we’re working with the City to get that pulled out.”

In order to acquire the liquor store, the Forest Forward team implemented an aggressive fundraising campaign.

“There are people that really care about this work,” Wattleley says, “and they helped us make the acquisition.”

Another big win for the Forest Forward team was acquiring the gambling house located behind the theater.

“Oh, everybody knows this gambling house,” Wattleley says. “That gambling house had been in the community for over 30 years, and [it was connected to the City of Dallas leadership](#). So, it was famous.”

Raising funds for the gambling house took more “savvy financing,” Wattleley says, adding that they did it through “mixed sources,” including some financing structures through the [LiftFund](#).

As soon as Forest Forward acquired the gambling house, they knocked it down.

Aside from the environmental work for the liquor store and the gas station, a significant amount of remediation work must be done on the theater.

“That building is just filled with asbestos, and we are doing a full abatement across the entire place,” Wattleley says.

Forest Forward also is working with the City to update infrastructure in the neighborhood. Wattleley points out the intersection where South Harwood Street and Peabody Avenue meet: “Our pipes are 100 years old, clay and 6 inches around. So we cannot redevelop this building without [the pipes] being replaced.”

Wattleley says the theater structure needs \$3.8 million of investment in infrastructure just to make it operational.

We asked Bazaldua about any City dollars invested or committed to the theater. He didn’t specify but says he is “committed and look[s] forward to continuing work with Forest Forward and DISD to make this project as successful as it possibly can.”

Forest Forward’s zoning requests to renovate and redevelop the theater, build the underground parking, and temporarily use land north of the theater for construction parking, will be [heard by the City Plan Commission](#) on Thursday, mere hours before [Forward Forward’s groundbreaking celebration](#). If approved, the plans would move forward to City Council for final approval.

Can longtime South Dallas residents stick around to enjoy the Forest Theater?

Over the past several years, as Wattley has given tours of the theater to curious South Dallas neighbors, she pleaded with them: “Hold on to your land.”

This is one of the Dallas neighborhoods that [the federal government labeled “definitely declining” in 1937](#), based on its Black population. The label stuck to property valuations until recent years when, suddenly, property developers and investors began seeing dollar signs in a devalued market adjacent to Downtown.

The sudden and rapid property value increases are making it hard for many longtime South Dallas residents to afford their property taxes and stay in their homes. Wattley says she wishes they just had a little more time.

“It’s not that new development isn’t wanted; it’s that new development needs to be built within the light of the community,” she says.

Wattley says she has learned the true impact of highway construction through this work. South Central Expressway wasn’t there when the theater opened in 1949. The highway was constructed in 1955, with eminent domain clearing a path for the highway to cut through the neighborhood.

This 1955 photo looks south on construction of Central Expressway right up against the historic Forest Theater. Image courtesy of University of Texas at Arlington Libraries, Special Collections.

Before the highway, “if you’re a person of color, you have to sit in the balcony,” Wattley says. “So they really weren’t catering to you; they really didn’t care if you came to it or not. But by 1956, the only way the theater could survive was to cater to the Black community that was there.

“What that tells me is how quickly a neighborhood could flip. That shows you how fast this mass exodus happens.”



Wattley believes it could flip again, just as quickly, which is why she has advised South Dallas neighbors not to sell their properties yet in the face of gentrification.

“If people are going to sell their property, or whatever the case may be, that is their personal business,” Wattley says. “But it is understanding what’s ahead. And if you can hold on, then it could prevent some of the mass slip.

“Then, the neighborhood could revitalize and serve the residents that are here. That was my goal.”

TEXAS' FIRST EV CHARGING HUB FOR TRUCKS PLANNED FOR ALLIANCE

By Bob Francis

April 4, 2024



A rendering of the EV charging hub at Alliance. (Courtesy | Hillwood)

The state's first public commercial EV charging facility designed for trucks and last mile fleets is set for construction at AllianceTexas.

Hillwood, the developer of AllianceTexas, is partnering with Austin-based [Gage Zero](#) on the project.

"We see an opportunity here in North Texas to start deploying this," said Ian Kinne, director of logistics innovation at Hillwood. "A lot of customers have challenges deploying electric trucks, and we just wanted to find the right partner to work with. We feel like this is the right time."

No time frame is set yet for the project, Kinne said.

"We'll announce more at a later time, but we want our customers and potential customers to know we're committed to providing sustainable infrastructure solutions for our customers," he said.

Several logistics and shipping companies, such as FedEx and Amazon, have committed to reduce emissions and have a presence at AllianceTexas.

"FedEx is working toward a goal of carbon neutral operations globally by 2040, which includes a phased approach for electrifying our entire pickup and delivery fleet," said a FedEx spokeswoman.

Amazon has committed to have 100,000 electric delivery vehicles on the road by 2030, according to the company.

Area companies such as [Peterbilt](#) in Denton are also planning to produce electric vehicles, Kinne said.

“There’s a lot of EV activity in this area, and we want to be ready for it,” he said.

AllianceTexas is a global logistics hub consisting of the AllianceTexas Mobility Innovation Zone, BNSF Alliance Intermodal Facility, one of the largest intermodal hubs in the nation, Perot Field Fort Worth Alliance Airport, and it offers direct access to I-35W and State Highway 170.

“We think we’re in the perfect location to provide this service,” Kinne said.

Gage Zero is a fleet electrification solutions company that develops and operates electric vehicle charging infrastructure. It will develop, own and operate the AllianceTexas EV charging hub as part of its network of sites planned throughout the U.S.

“Hillwood is exactly the type of collaborator Gage Zero wants to work with to fulfill our mission,” said Zeina El-Azzi, Gage Zero CEO, in a news release. “As innovators and leaders in our industries, together we can solve the complexity of both land development and electrification for medium- and heavy-duty vehicles in a convenient location for fleet customers. Projects like this serve as a blueprint for how fleets across the country can partner with land and clean energy developers to reduce their carbon footprint and meet sustainability goals.”

Last year, Gage Zero announced a [commitment of \\$300 million from ARC Financial Corp.](#) to develop charging infrastructure sites for medium- and heavy-duty electric fleets.

NBCDFW

'WE BELIEVE IN THIS': BIDEN ADMIN BACKS DALLAS TO HOUSTON HIGH-SPEED RAIL

On Lone Star Politics, Transportation Secretary Pete Buttigieg said he supports a Dallas to Houston bullet train, calling it "one of the most interesting and promising projects to come next"

By Phil Prazan
April 7, 2024



The Biden Administration's Transportation Secretary Pete Buttigieg threw his support behind a high-speed train project between Dallas and Houston, kickstarting a project delayed for years.

In August 2023, [Amtrak joined the project](#) after [Texas Central and Japanese investors slowly backed away from previous plans](#). In an interview with Lone Star Politics, Secretary Buttigieg said the new vision has "enormous potential."

"We believe in this. Obviously it has to turn into a more specific design and vision but everything I've seen makes me very excited about this," said Sec. Buttigieg.

The secretary cited how the [population is laid out in Texas](#). The cities in the "Texas Triangle" - Houston, San Antonio, through Austin to Dallas - are a long drive or short flight away. That, mixed with a lot of potential customers, makes it a prime case for high-speed rail.

In December 2023, the Dallas to Houston Amtrak submitted the project to the Federal Railroad Administration's Corridor ID program and it received \$500,000. The money will go to prepare the outline of the project, a cost estimate, and timeline known as a Service Development Plan (SDP). Amtrak is working on that SDP currently. After the plan is finalized, Amtrak will submit a final design, construction plans, and gather required permits including environmental reviews.

After all that, the train project will be added to a pipeline of projects for priority [Federal funding](#) through the [Federal State Partnership-National Program](#).

The North Central Texas Council of Governments also submitted [plans for a high-speed train between Fort Worth and Dallas](#). That plan also is on the [list of Corridor ID grants](#). The Fort Worth leg recently [received pushback](#) from Dallas City Council and major real-estate developer Hunt Realty Investments.

A Los Angeles to Las Vegas public-private partnership and a Los Angeles to San Francisco project were previously in the Corridor ID program. Those projects recently received roughly [\\$3 billion each from the Federal government](#). Secretary Buttigieg tells NBC 5 the Dallas to Houston leg may be on deck next if the paperwork comes through in the months and years ahead.

"Looking all around the country, one of the most interesting and promising projects to come next is that Texas Central vision," said Sec. Buttigieg.

The [most intense](#) pushback on the project comes from landowners in between Dallas and Houston who don't want to sell their land, don't want the massive construction, or the speeding train through their property. Earlier, the project received eminent domain power from a Texas court. People living and lawmakers representing the area around a proposed Bryan-College Station stop have [largely advocated against such a project](#).

When asked, Secretary Buttigieg said using eminent domain must coexist with property rights. He told NBC 5 his department will side with the landowners if they're being abused.

"You've got to do right by the landowners who could be impacted. It's up to the project sponsor to do that," said Buttigieg, "We will come in and make sure that everybody's rights are upheld."

In mid-April there's a large gathering of train advocates, companies, federal and state officials in Hurst.

Despite the years of delay, back-and-forth, and changes to the plan, Secretary Buttigieg says he hopes bullet trains are the future of American transportation.

"I really believe that the first time someone in America sees true high-speed rail, there's going to be no going back," he said.

TRINITY METRO CELEBRATES OPENING OF NEW TRAIN STATION IN EAST FORT WORTH

By Teresa Gubbins

April 5, 2024



Tarrant County's biggest transit enthusiasts turned out for a grand opening of Trinity Lakes Station, a new train station in east Fort Worth that's on the Trinity Railway Express (TRE), the commuter rail line offering service between Fort Worth and Dallas.

A gathering hosted by Trinity Metro drew representatives of the Federal Transit Administration (FTA), Tarrant County Commissioners Court, Fort Worth City Council, plus other leaders, stakeholders, and transpo nerds.

The new station is a [replacement](#) for the Richland Hills Station, which closed in February after 24 years. In 2016, Richland Hills residents voted against continued support of Trinity Metro, resulting in the Richland Hills station being decommissioned. Boy, they must be kicking themselves right now.

The new station is about two miles from the old one, and will now be one of 10 stops on the Trinity Railway Express between Fort Worth and Dallas.

Richard Andreski, President and CEO of Trinity Metro said in remarks that the new station represented the future of the city.

"This train station is about mobility; it's about connecting communities," he said. "People depend on reliable transportation to get to work, to visit family and to participate in their community – and rail transit is a big part of that."

Trinity Lakes Station also offers TRE travelers connectivity to two Trinity Metro bus routes, including service to Tarrant County College Northeast Campus. The new station is part of Trinity Lakes, a 1,600-acre master planned community that includes retail and residential transit-oriented development.

Michael Morris, Director of Transportation for North Central Texas Council of Governments, stressed the importance of celebrating the teamwork involved in making Trinity Lakes Station a reality. "Stop and celebrate what you have as a Fort Worth family and how you deliver projects," Morris said.

"When you invest in transit, you're investing in hope, you're investing in air quality, you're investing in cities, you're investing in economic development, and you're creating an opportunity to change the world, one station at a time," he said.

Additional speakers were: Laura Wallace, Director of Program Management and Project Oversight, FTA Region 6; Gyna Bivens, Fort Worth Mayor Pro Tem, District 5 Fort Worth City Council Member, and Chair of the Regional Transportation Council; Jeff Davis, Chair of Trinity Metro Board of Directors; and Ken Newell, Trinity Lakes Developer.

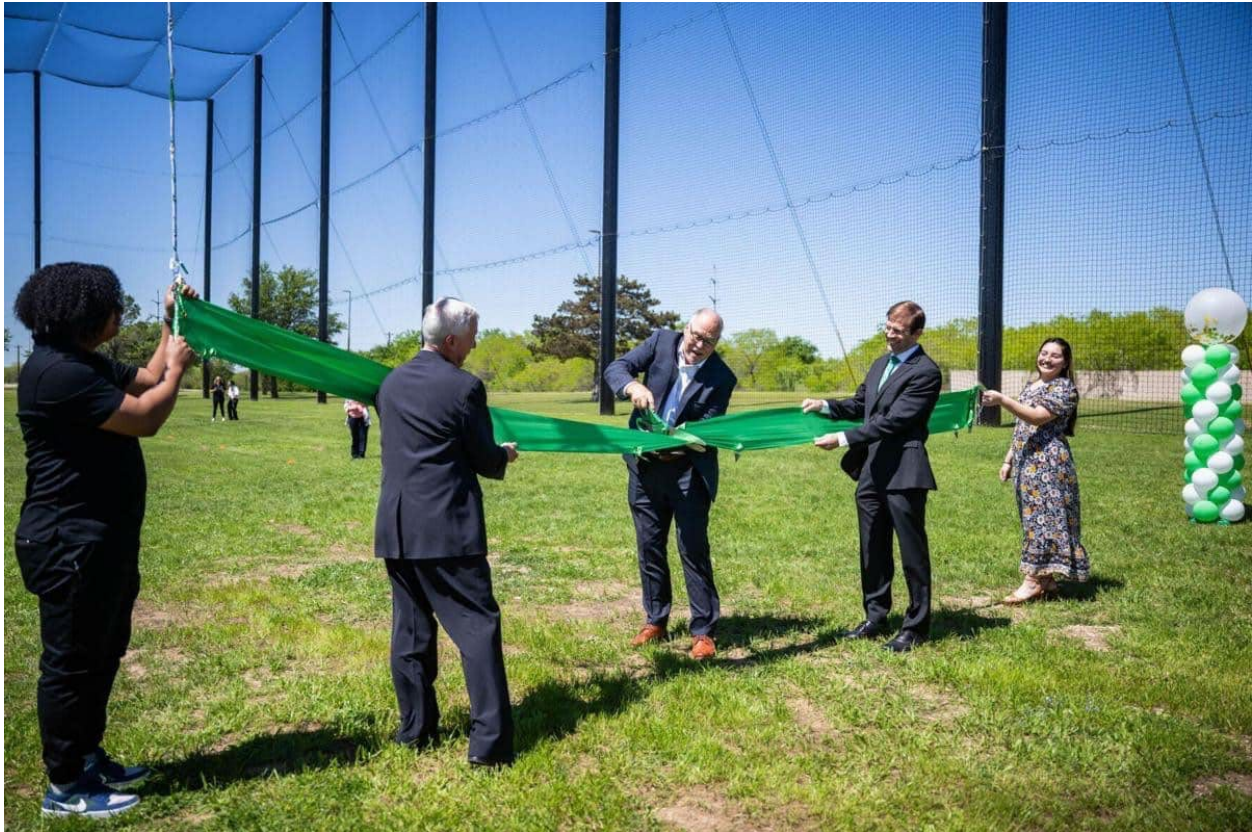
Trinity Metro is a regional transportation system that provides public transportation to meet the needs in Tarrant County. The agency's vessels include buses, TEXRail, ACCESS paratransit, ZIPZONE on-demand rideshare services, Fort Worth Bike Sharing, vanpools, and Trinity Railway Express (TRE), a 34-mile commuter rail line jointly owned and operated by Trinity Metro and DART. Trinity Metro is the sole owner and operator of TEXRail, a 27-mile commuter rail line that runs between downtown Fort Worth and Dallas Fort Worth International Airport's Terminal B.

DRONEXL

UNT'S NEW DRONE TESTING FACILITY SET TO REVOLUTIONIZE TRANSPORTATION

By Haye Kesteloo

April 6, 2024



University of North Texas President Neal Smatresk officially opens the new drone testing facility at Discovery Park by cutting the ceremonial green ribbon during Thursday's inauguration event. Image credit: Pete Comparoni, UNT (courtesy photo)

The University of North [Texas](#) (UNT) has unveiled its latest addition to Discovery Park, the UNT Advanced Air Mobility test facility. This massive, state-of-the-art drone testing center is poised to transform the transportation landscape in the [United States](#). The facility, made possible by generous donations from UNT alumnus Jim McNatt and the College of Engineering, will serve as a hub for cutting-edge research and development in the field of unmanned aerial vehicles (UAVs).

A Game-Changing Facility

The UNT drone test facility is an impressive sight, standing four stories tall, spanning nearly half a football field in length, and measuring 300 feet wide. Its net-like walls and mesh-covered top create an indoor environment suitable for testing drones in various conditions. Terrence Pohlen, senior associate dean of the G. Brint Ryan College of Business and director of the Jim McNatt

Institute for Logistics and Research, emphasized the facility's potential to drive advancements in transportation safety, sustainability, and affordability.



University of North Texas President Neal Smatresk officially opens the new drone testing facility at Discovery Park by cutting the ceremonial green ribbon during Thursday's inauguration event. Image credit: Pete Comparoni, UNT (courtesy photo)

Transformative Applications

UNT researchers envision a future where drones revolutionize various aspects of daily life. Potential applications include:

- Unmanned air ambulances for faster emergency response
- Drones assisting autonomous delivery trucks in navigating obstacles
- Prescription drug and medical equipment delivery directly to homes
- Infrastructure inspection and weather monitoring
- Autonomous drones transporting health care workers to homebound patients

These innovations could significantly reduce supply-chain costs, lower emissions, and improve overall efficiency in transportation.

Collaboration and Customization

While not the first of its kind, the UNT test center is among a select few such facilities nationwide. The university collaborated with officials from a similar facility in Buffalo, [New York](#), to customize their design to withstand extreme weather conditions. The test center's flexible structure, featuring clip-mounted panels, allows it to adapt to various environmental challenges.

UNT is actively partnering with government agencies and companies across the country to test advanced air mobility technologies. Researchers have already conducted tests on future airspace system automation, electric vertical takeoff and landing aircraft, and simulated air routes between Discovery Park and Hillwood's AllianceTexas Flight Test Center in Fort Worth.

The UNT Advanced Air Mobility test facility marks a significant milestone in the advancement of [Drone Technology](#) and its potential to reshape transportation in the United States. By fostering research, collaboration, and innovation, this cutting-edge facility is set to pave the way for a future where drones play an integral role in enhancing safety, sustainability, and accessibility in various aspects of life.

As Terrence Pohlen aptly stated, "The sky's the limit" for the possibilities that this groundbreaking facility will unlock, according to [Inforney](#).

IRVING WEEKLY

CHARGING SMART PROGRAM LAUNCHED TO BOOST ELECTRIC VEHICLE READINESS IN NORTH TEXAS COMMUNITIES

By Irving Weekly Staff

April 8, 2024

[Dallas-Fort Worth Clean Cities](#), in collaboration with the North Central Texas Council of Governments (NCTCOG) and the Interstate Renewable Energy Council ([IREC](#)), has introduced a new initiative called [Charging Smart](#). This program, supported by the Department of Energy's Vehicle Technologies Office ([VTO](#)), aims to recognize and assist communities in preparing for the growing presence of electric vehicles (EVs).

Charging Smart offers personalized technical assistance at no cost to municipalities, aiding them in establishing and implementing policies conducive to the widespread adoption of EVs and EV charging infrastructure. Participating local governments can attain Bronze, Silver, or Gold designations based on specific criteria, signaling their commitment to becoming EV-friendly communities.

The pilot phase of Charging Smart targets regions in North Texas, Southern California, as well as the states of Colorado and Virginia. Meanwhile, communities in Minnesota, Michigan, and Ohio are already progressing through a developmental phase of the program, with expectations that one of these states will produce the inaugural Charging Smart designated cohort this spring. A similar initiative has been initiated in Northern Illinois in collaboration with Charging Smart.

Charging Smart intends to expand its reach nationwide in the future, but currently, local governments in North Texas are encouraged to participate in the program and avail themselves of its benefits.

KBTX

DEPARTMENT OF JUSTICE URGED TO INVESTIGATE ALLEGED 'FOREIGN INFLUENCE' IN TEXAS HIGH-SPEED RAIL PROJECT

By Donnie Tuggle

April 9, 2024

JEWETT, Texas (KBTX) - A letter, dated April 5, 2024, obtained by KBTX and addressed to the Honorable Merrick Garland, Attorney General of the United States, raises concerns about the Foreign Agents Registration Act (FARA) and its enforcement.

The letter was sent by [Steve Roberts](#), a Partner at [Holtzman Vogel](#), on behalf of [Texans Against High-Speed Rail](#) (TAHSR), an organization that works with hundreds of land and property owners, stakeholders, and elected officials in the path of a proposed high-speed rail project.

TAHSR President Trey Duhon expressed concerns about the project's environmental impact statement, ridership calculations, flooding and drainage issues, public safety, and new developments along the route.

"Once Amtrak expressed interest in resurrecting the Dallas to Houston HSR from the hands of the distressed assets company now controlling what is left of the project, we felt it was important to review what we know of the project with fresh eyes. We found additional issues with the Environmental Impact Statement for the project, as well as concerns related to FARA," said Duhon. "We understand that high-speed rail is a priority for the Biden Administration but given the serious environmental justice issues and alleged improper handling of foreign financial backing of this project, we strongly advise the US Department of Transportation and the Biden Administration to pick a different horse."

Last month, TAHSR board members met with Amtrak's Senior Vice President of High-Speed Rail Programs, Andy Byford, to discuss concerns about the Environmental Impact Statement, environmental justice, ridership calculations, flooding, public safety, and route development. TAHSR collaborated with Holtzman-Vogel to compile information for the letter to the DOJ, requesting a review due to the project's lobbying efforts for funding and technology regulations.

The letter highlights a decade-long endeavor by entities collectively known as "[Texas Central](#)," operating within the State of Texas, allegedly under the influence of various sovereign wealth funds of the Japanese government.

Last year, Texas Central Partners and Amtrak [announced their intention](#) to explore a potential partnership aimed at advancing planning and analysis for the proposed Dallas-Houston 205-mph high-speed rail project. The approximately 240-mile route aims to offer a travel time of under 90 minutes between two of the nation's largest metropolitan areas, with the possibility of including a stop in Grimes County along the route.

Roberts alleges that Texas Central, through DC-based consultants such as New Magellan Ventures, has been promoting a proposed high-speed rail line between Dallas and Houston with funding and technology purportedly from the Japanese government. Despite these activities, neither New Magellan Ventures nor any of the Texas Central entities have registered with the Department of Justice under FARA.

“Through a group of DC-based consultants – namely, New Magellan Ventures – Texas Central has promoted a proposed Dallas-to-Houston high-speed rail line with what appears to be Japanese government funding and using Central Japan Railway’s Shinkansen technology (the “Project”),” the letter said.



Texas Central High Speed Rail Route(KBTX)

The letter outlines the involvement of Japanese sovereign wealth funds, particularly the Japan Bank of International Cooperation (JOIN) and the Japan Bank for International Cooperation (JBIC), in financing the project. It suggests that through these investments, the Japanese government stands to own significant portions of land along the proposed rail route.

In the letter to the DOJ, Roberts argues that Texas Central, acting as an apparent agent of the Japanese government, has engaged with federal government authorities including the Federal Railroad Administration and the Surface Transportation Board without disclosing its foreign funding sources.

“Through these efforts, Texas Central appears to have acted (and may still act) as an agent of the Japanese government with regard to numerous political activities intended to influence both lawmakers and the public within the United States with reference to formulating, adopting, or changing the domestic policies of the United States,” the letter added.

The letter concludes with a request for the Department of Justice to review the matter and enforce FARA to ensure transparency and protect U.S. national interests from undisclosed foreign influence.

“I respectfully request that you and the Department review the facts and circumstances of the matter described above to ensure that this law is enforced and applied fairly and uniformly to protect U.S. national interests from the unreported influence of foreign nations,” the letter said.

According to a statement from Texans Against High-Speed Rail, State Representative Cody Harris also supports the call for DOJ intervention, citing concerns over eminent domain, the project's escalating costs, and the potential control of Texas lands by foreign entities.

"We are calling on Merrick Garland and the U.S. Department of Justice to enforce the Foreign Agents Registration Act (FARA) as Texas Central continues its efforts to take Texas land for a rail system that is now projected to cost well over \$30 billion. Beyond the serious issue of eminent domain and the ways it would tear apart ranches that have been held by Texas families for generations, this effort is effectively handing Texas property to foreign entities."



A rendering of the high-speed train. (Texas Central Partners)(KWTX)

This letter comes amidst ongoing discussions and scrutiny by some Central Texas and Brazos Valley landowners surrounding the proposed high-speed rail project, including recent updates provided to Dallas city leaders and ongoing exploration by Amtrak to potentially partner in the project's development.

Plans for the high-speed train began in 2014 with land acquisitions following shortly after. According to Texas Central's website, construction was set to kick off in 2021 but opponents say they've seen no signs of life from the company.

Landowners along the route maintain the project is not viable or economically feasible and have long argued that they've been disrupted and should be allowed to move on with their lives if the project is no longer going to happen. They also say a project of this magnitude looming over their property makes it difficult to sell or make any modifications to their land.

Last December, after nearly a decade of anticipation, the high-speed rail project linking Dallas and Houston received a significant boost. Up to \$500,000 in funding was allocated for the Amtrak Texas High-Speed Rail Corridor, marking a pivotal moment in its development.

Additionally, the North Central Texas Council of Governments recently discussed a Fort Worth to Houston High-Speed Rail Corridor, slated to receive up to \$500,000 in funding. In contrast to the Houston to Dallas line, officials aim to extend this potential line to Fort Worth.

[NCTCOG previously said](#) the plan is to connect Fort Worth, Dallas, and Houston with a new high-speed passenger rail service. The corridor, with stops in Fort Worth, Arlington, Dallas, the Brazos Valley, and Houston, is entering Step 1 of the program. This means they're working on a detailed plan, schedule, and cost estimate to get the service development plan ready.

Despite some skepticism, proponents continue to advocate for the feasibility and benefits of the Dallas-Houston high-speed rail endeavor.

Texas rail advocates are gearing up for the [20th Annual Southwestern Rail Conference](#) scheduled for April 15-16, 2024.

NBCDFW

HOW FORT WORTH TACKLES FLOODING HOTSPOTS

The city has about 350 flood-prone spots

By Tahera Rahman
April 9, 2024

There are a lot of people in Fort Worth who try to make sure water stays flowing and doesn't start flooding.

About 75 people on the stormwater management team check about 350 flooding hotspots across the city before, during, and after heavy rainfalls.

"Checking to make sure there's no debris in front of the pipes," said one crew member as he checked drainage on 8000 Old Granbury Rd. in South Fort Worth.

"This is one of our low-water crossings that we have to maintain regularly," said Juan Cadena, stormwater operations officer.

He said the road floods with pretty much every heavy rainfall and now, they have a system that alerts them 15 minutes before water gets to the road.

"We get rain gauges upstream that will let us know we're getting a lot of rain and we can actually close this location before it actually overtops," he said.

It's why they have pre-set barricades on the side of the road.

Another Fort Worth team is tackling long-term flooding solutions for some areas through the Hazardous Road Overtopping Mitigation (HROM) Program.

The program started in 2020 "in response to life-threatening and fatal incidents associated with flooded roads," [according to the city's website](#).

"It entails locating high-hazard, low-water, crossings based on where water, instead of going under the roadway, winds up going over the roadway during heavy rain events," explained Justin Naylor, Fort Worth transportation and public works department senior professional engineer.

Naylor said their list has 100 high-risk areas where creeks often flood roads. It's a separate list from the 350 hotspots across the city, although there may be some overlap.

One area was Shoreview Drive off of Bomber Road, which had two recorded high-water rescues.

Naylor's team elevated the road and added bigger culverts, or pipes, to help water drain better.

He said since they finished the project last year, "We are not aware of any flooding in this area."

Naylor said they've completed two construction projects, have one under construction, and four in the design phase.

He added that construction projects aren't feasible at every high-risk area on their list, and there have been 35 safety improvements at other sites, such as guard rails, signage, striping, and/or lighting.

Funding partly comes from the stormwater utility fee on neighbors' water bills, along with grants.

KERA

ORGANIZERS SAY 'BUS BRIDGE' PLAN HELPED NORTH TEXAS SCORE NINE WORLD CUP MATCHES

By Sandra Sadek & Kailey Broussard

April 10, 2024

Weeks after learning that North Texas secured more 2026 FIFA World Cup matches than any other host city, Michael Morris credits his transportation plan — and its “special sauce” — as the reason the region scored high with the organizing agency.

Morris, who heads the North Central Texas Council of Governments' transportation department, revealed the special ingredient is nothing more than a “bus bridge,” or a bus service that serves as a backup if trains are full.

The bus bridge is part of a range of transportation options, focused on repetition and planning for all scenarios, that impressed FIFA, Morris said.

“We think we have nine events because they must have liked the stadium, the region, the hotels and, I think, the transportation plan,” Morris said. “They quickly realized how comprehensive this particular vision is, which I think is what sort of blew them away.”

Regional planners have tested the use of managed lanes and buses over several major events, including WrestleMania 38 and Super Bowl XLV, to bridge the trackless expanse between the TRE CentrePort station in Fort Worth and Arlington's Entertainment District.

“We went to four Super Bowls before we put the transportation plan together for our Super Bowl, Super Bowl 45,” Morris said. “So (FIFA's) hearing from someone who's done this before, versus they go to a lot of U.S. cities and those plans haven't even been put in place in those cities.”

The road to 2026 focused on four areas: getting people to the stadium, risk management, other services, and a gap analysis of which services are missing. Morris compared the analysis to a college relay race.

“Is there enough wayfinding? Is there enough shade? Is there water? (Are) there restrooms? You don't want to lose anything in a baton pass,” Morris said.

The Regional Transportation Council, the independent transportation policy body of NCTCOG, will use [\\$17.5 million from the city of Arlington](#) to fund improvements around the Entertainment District that include updating signs, sidewalks and streets.

Driving personal vehicles remains an option. Using toll lanes and premium parking at AT&T Stadium are ways to improve that experience, but Morris said he doesn't expect many people will be driving, given the international audience of this major sporting event.

“These (people) are from other countries; they drive on a different side of the road. They'll be nervous driving anyways, and we hit that really hard in our presentation, and I think (FIFA) agrees with that,” he said.

Instead, North Texas plans to capitalize on public transit in a city where there is no established transit agency.

The solution? Charter buses.

At this time, a request is out with the U.S. Department of Transportation for a national waiver that would allow public sector transit vehicles to run outside their designated routes during the event to supplement the charter buses that will move people.

However, Morris said, the Council of Governments will prioritize securing more charter buses rather than relying upon existing public transit buses, given the shortage of workers and buses in that sector at the moment.

“Even if granted a waiver, you may not have enough public sector people to provide that particular service,” Morris said. “Given where we are with the transit agencies desperately trying to get regular bus drivers. I’m not sure we will be exercising public sector fleets to substitute on transit routes when the transit agencies are desperately trying to serve the transit reps they currently have.”

During the Super Bowl, Morris said, 800 charter buses were used to move 30,000 people.

Similar to the Super Bowl, World Cup charter buses will have to adhere to a predetermined route from the hotels to the stadium. However, in the past, charter buses tried to deviate from predetermined routes. That will be remedied in the contracts.

“I’ve already told the (Dallas) Sports Commission, if (the buses) don’t run the route that we tell you, you’re not gonna get paid,” Morris said. “That’s why you test these events. What do you learn from these events? We learned the drivers didn’t follow the route.”

The buses will also supplement the Trinity Railway Express rail line, bringing people coming from Fort Worth or Dallas to the CenterPort station onto the stadium.

“This is the special sauce we added to our presentation, and we call it a bus bridge,” Morris said. “We will stack public sector buses at our rail stations, so if the rail vehicles get full because we anticipate a significant international presence, we will put them directly on public sector buses and run them on the managed lanes just like the motorcoaches.”

Following the [allocation of matches Feb. 4](#), many pointed to Arlington’s lack of public transportation as the main reason why North Texas did not win the final game. At this time, North Texas has not received feedback from FIFA on why AT&T Stadium did not receive the final game, said Monica Paul, executive director of the Dallas Sports Commission.

However, that has not stopped the commission and its partners from continuing with preparations. A lot has been done since the Feb. 4 match announcement, Paul said.

“Right now, we’re really planning around the match schedule as best we can in all the standard areas that you would to put on an event from a staffing standpoint,” Paul said.

The main challenge at this moment is updating the baseline budget for the nine matches while finding various revenue streams to help cover some of the costs of hosting the event, including transportation to and from the stadium.

“We’re definitely in the process of figuring (it) out because while we had some baselines, one of the things on a budget standpoint we never put together was nine matches. We had six, four, five, eight, but never nine,” Paul said.

As North Texas waits to hear whether it will be hosting any national team's base camp, the international broadcast center and the referees' headquarters, one thing is certain: Dallas-Fort Worth is keen on making the most of their match allocation.

"I think nine matches shows that FIFA wants Dallas to be a central location, a hub. I think it makes their overall operation dealing with 16 different host cities and three different countries maybe be a little bit easier from a connectivity standpoint," Paul said.

KERA

NORTH TEXAS OFFICIALS EYE ELECTRIC BUS FLEET FOR FIFA 2026 WORLD CUP

By Pablo Arauz Peña

April 11, 2024



Since FIFA announced in February that nine 2026 World Cup games will be held at AT&T stadium in Arlington, transportation officials have been rushing to make preparations in a city known for its lack of public transit.

Now they want to bring a fleet of electric buses for transit during the games. It's part of a larger public transportation strategy that also [includes a \\$17 million "bus bridge" plan](#).

The Regional Transportation Council voted Thursday to apply for funding through the Federal Transit Administration's 2024 Low or No Emissions and Bus/Bus Facilities Competitive Grant Program.

If approved, the grant would fund 59 electric buses. Fifty of them would be used during the games. Another nine would go to Trinity Metro for service in the rest of Tarrant County.

"We are on a tight timeline to actually take delivery of the buses in advance of the 2026 World Cup games," Shannon Stevenson, program lead with North Central Texas Council of Governments, said.

Stevenson said the NCTCOG is asking for around \$55 million to purchase the buses. The fleet would include 20 larger buses about 40-45 feet long, and 30 smaller buses, "or what we would call the light duty or the cutaway vehicles," Stevenson said.

NCTCOG's transportation director Michael Morris said that after the FIFA games, the buses could be loaned out for the 2028 Olympics in Los Angeles. Then, the buses would be shipped back to North Texas for local use.

Morris added that the program would fit into FIFA's climate strategy that includes a goal to reduce its carbon emissions by 50%.

"So submitting it, if we win or lose, shows FIFA that we're very much in the spirit of what it is they're trying to do," Morris said.

TEXAS LEADS THE NATION IN HIGHWAY RAIL CROSSING CRASHES

Though Texas has been a leader in crashes for years due to its expansive rail network, collisions have been trending downward thanks to public education efforts.

By Amber Gaudet
April 11, 2024



A driver goes through the railroad intersection at Jefferson St and Center St on Wednesday, April 10, 2024, in Grand Prairie. A train can be seen further down on the railroad track. Texas leads the nation in highway-rail crossing collisions, given the state's expansive rail network. (Juan Figueroa / Staff Photographer)

There were more crashes at highway-rail crossings in Texas last year than in any state in the nation.

Preliminary [data from the Federal Railroad Administration](#) shows Texas had 246 crashes with trains involving vehicles and pedestrians at at-grade highway-rail crossings, 73 more than California, which took the second spot. The state also had 16 deaths and 75 crossing injuries. Accidents accounted for more than \$11 million in reportable damage last year and were most often caused by human error.

With [more miles of railroad than any other state](#), Texas has been a leader in crashes for years. But safety incidents have been trending downward amid increased public education efforts.

“In the '70s and '80s we were up to 12,000 collisions annually and then in 2021 it was reduced all the way down to 2,000 nationally,” said Jessica Devorsky, executive director of Texas

Operation Lifesaver. [Operation Lifesaver](#) is the largest rail safety organization in the U.S. and is funded by Class I railroads.

From 2019-2021, Harris County had the [highest number of highway-rail incidents](#) at 81, followed by Tarrant County with 30 and Dallas County with 26.



A driver goes through the railroad intersection at Jefferson St and SE 14th St on Wednesday, April 10, 2024, in Grand Prairie. Union Pacific 8147 can be seen parked in the background. Texas leads the nation in highway-rail crossing collisions, given the state's expansive rail network. (Juan Figueroa / Staff Photographer)

“These are high population centers and when you have a lot of people you’ll have a lot of cars, you’re going to have more pedestrians and you’re also going to have [more] freight rail,” Devorsky said. “It’s just the nature of these high-density population places, so that’s why we’re seeing a lot of incidents in those places.”

The freight rail industry has come under increased scrutiny following the East Palestine, Ohio, derailment in February 2023. While federal regulators have raised red flags about [stagnant safety records](#) over the past decade and warned of the [increased risks associated with running longer trains](#), Devorsky said there hasn’t been a clear association between industry practices and collision rates.

“If the trains are longer it’s taking them longer to get through crossings... but as far as the data is concerned, as of now, the FRA hasn’t reported any major change with precision railroading,” Devorsky said.

Trespassing casualties are up nationwide, so as part of its education efforts, Texas Operation Lifesaver is cautioning people to stay away from railroad tracks and stay vigilant near crossings.

TRUCKS KEEP DRIVING THROUGH NO-TRUCK ROADS. WHAT CAN FORT WORTH DO ABOUT IT?

By Jaime Moore-Carrillo

April 11, 2024

“Look how small these babies are.”

Teena James motioned to the liberated school children streaming out of W.M. Green Elementary on a cloudless Thursday afternoon in early February.

“I want you to see how tall an 18-wheeler is.”

As if summoned, one then reared into view. The white freight truck wheezed up David Strickland Road toward the intersection with Parker Henderson, a small caravan of cars trailing patiently behind.

“That truck ain’t supposed to be here!” James’ friend and fellow activist Letitia Wilbourn exclaimed.

The truck passed, revealing a police car parked on a dirt shoulder farther up the street, from where the semi-trailer had come. “And there go the police!” Wilbourn said, more indignant this time. “The police are sitting right there.”

Too often, James and Wilbourn say, large commercial trucks from nearby industrial zones drive through their neighborhood in southeast Fort Worth on roads too narrow for their size, too fragile for their weight and too close to homes for their emissions.

They and other residents report spotting semi-trailers lumbering down no-truck roads with daily frequency and near total impunity.

Police say they crack down on bad trucking as best they can, given the force’s limited manpower and what officers describe as other, more pressing priorities. They point to signage improvements and efforts to communicate with chronic offenders as signs of their commitment to enforcement.

What emerges is a pattern repeated across much of Fort Worth: residents contending with the adverse effects of booming industry, while the city — and its infrastructure — strain to manage the challenge.

School Zone

Fort Worth established W.M. Green Elementary School in 1959.

An unofficial history of the school describes the surrounding area around the time of its founding as “rural,” its campus “surrounded by oak trees.”

“Woods, just woods,” C.E. Brown remembered of the landscape, sweeping the horizon with her hand as she rested against the front of her pickup parked a few dozen yards from the school’s entrance.

Brown, 54, with red-tinted hair and an easy, full smile, taught at W.M. Green in the late 1980s. She and her three daughters, all W.M. Green alumni, grew up in Echo Heights, the once quiet residential community around the school situated roughly seven miles southeast of downtown.

Vestiges of the neighborhood's rustic terrain remain visible around the campus. The school's only access road, David Strickland, is tight, uneven, and scantily lit. Cattle still roam the pasture across the street. Lacking a paved sidewalk, children living in the mobile home community next door squeeze through a dirt path to get to and from class.

Decades of rapid industrialization has eaten away much of the greenery. City officials [designated the neighborhood an "industrial growth center"](#) in 2000, touting its proximity to major freeways. Groves have since given way to garages, ranches to warehouses.

W.M. Green now shares David Strickland with vast truck lots owned by some of the nation's largest logistics firms, including XPO, UPS, and Estes Express. A nearby repair shop would be a shorter field trip than the neighborhood park. In recent years, Echo Heights [residents fended off multiple proposals to construct](#) an industrial facility on the farmland right across the street.

The city pitched two square no-truck signs along the road about 400 feet from the campus' eastern edge in an attempt to shield the school from truck traffic.

"They have no business to go through David Strickland continuing through the school," said Rajnish Gupta, the chief traffic engineer for the city's Transportation and Public Works department. "On that stretch, they don't need to go there."

Freight drivers, residents say, routinely ignore the signage.

Four parents parked curbside for pick-up one April afternoon each described seeing two to four trucks heave by as they offload their children for class and wait to retrieve them later in the day.

"It's just something that happens," one father said.

A school employee corralling kids into back seats reported seeing five to seven on any given day. What companies they belonged to is uncertain.

Whether offending drivers are misguided by their GPS systems or consciously shaving time off their trips is also not entirely clear.

"With all the construction going on over at Loop 820 and I-20, I know they're opening and shutting different routes around there," said Nathan Holsey, an officer in the Fort Worth Police Department's commercial vehicle enforcement division.

In response to inquiries for this story, UPS said it never routes its freight trucks through residential neighborhoods.

"We have designated feeder paths for all our destinations that purposefully avoid non-truck areas," a company representative wrote in response to questions from the Star-Telegram. "If we are in a non-truck area, it is either because of a detour or a slight chance that our driver got lost."

XPO, FedEx, Estes, and Abrams Expedited, a smaller trucking group in the area, did not respond to requests for comment.

“There are many circumstances where trucks are using it as a shortcut,” Gupta said. “That’s the issue in Echo Heights.”

Enforcement

Tensions between haulers and homeowners have flared across the Fort Worth area, from [small towns on its outskirts](#) to fledgling [subdivisions within city limits](#).

The strain is a byproduct of converging growing pains.

The Metroplex’s population has soared over the past decade. W.M. Green had one class per grade in the early 1960s ; it now educates more than 500 pupils, according to its website.

The region’s freight industry has boomed in tandem. Dallas-Fort Worth [led the nation in active logistics real estate construction](#) last year. The amount of land [set aside for cargo storage has almost doubled](#) in size since the turn of the century.

Orchestrating the steady coexistence of residences and industry has become a pressing puzzle for city planners. Appropriate signage, Gupta says, is one step toward solving it.

“In those situations where we see there are alternate routes available and they shouldn’t be using that road, we put a no-truck sign,” he said. Traffic and truck route assessments led the agency to cordon off the western halves of Martin Street and David Strickland and parts of Parker Henderson.

Enforcing the sign’s decrees is another challenge entirely.

Police “can’t be there 24/7,” Gupta continued. “The sign is a static sign.”

The FWPD generated nine reports for traffic incidents along David Strickland Road between Jan. 1, 2023, and March 4, 2024, according to records requested by the Star-Telegram. Only two dealt with commercial trucks; none resulted in warnings or citations. (The Star-Telegram had originally asked for truck violation records for the entire city; the department said it couldn’t provide them since it doesn’t categorize infractions by vehicle type.)

One November afternoon the department received a call from a resident about an 18-wheeler parked illegally near the intersection of David Strickland and Parker Henderson. The incident report’s activity log states an officer arrived at the scene roughly six hours later; no further steps appear to have been taken.

The same resident phoned again in early December to complain about another truck parking transgression near the intersection. An officer pulled up to the site 12 hours after the call; by then, the log states, the truck had gone.

“We do get a lot of calls in that area of David Strickland about trucks,” Reginald Traylor, Holsey’s sergeant, told the Star-Telegram. “We will continue to go there as time permits.”

The unit’s four officers are tasked with carrying out the vast array of state and federal ordinances governing truck traffic — from lane violations, to load inspections, to faulty lights. Any Fort Worth police officer can ticket a truck for driving along no-truck streets; but [agency-wide staffing gaps have](#), Traylor said, contributed to “sporadic” enforcement.

“All departments are short in manpower,” he said. “With the city as large as it is, and as short as we are, it’s personnel.”

A patrol car often lurks around W.M. Green during pick-up and drop-off hours. Though no passing trucks appear to have received tickets last year, officers patrolling the school zone have booked other vehicles for driving offenses. Agents cited a minivan driver for obstructing traffic one morning in mid-December; they nabbed another car for pulling an illegal u-turn the next day.

Holsey recalls pulling over truckers in Echo Heights for road violations before. (Reports for those interactions may not appear in the department’s regular traffic offense records because its team logs incidents in a separate database, he says. Neither Holsey nor his sergeant could estimate how many warnings or citations they’d issued to truck sign violators since last January.)

“I’ve only gone up there a couple times,” in the past year, Holsey said. “We have a lot of other stuff going on — some higher priorities when it comes to commercial vehicle inspections.”

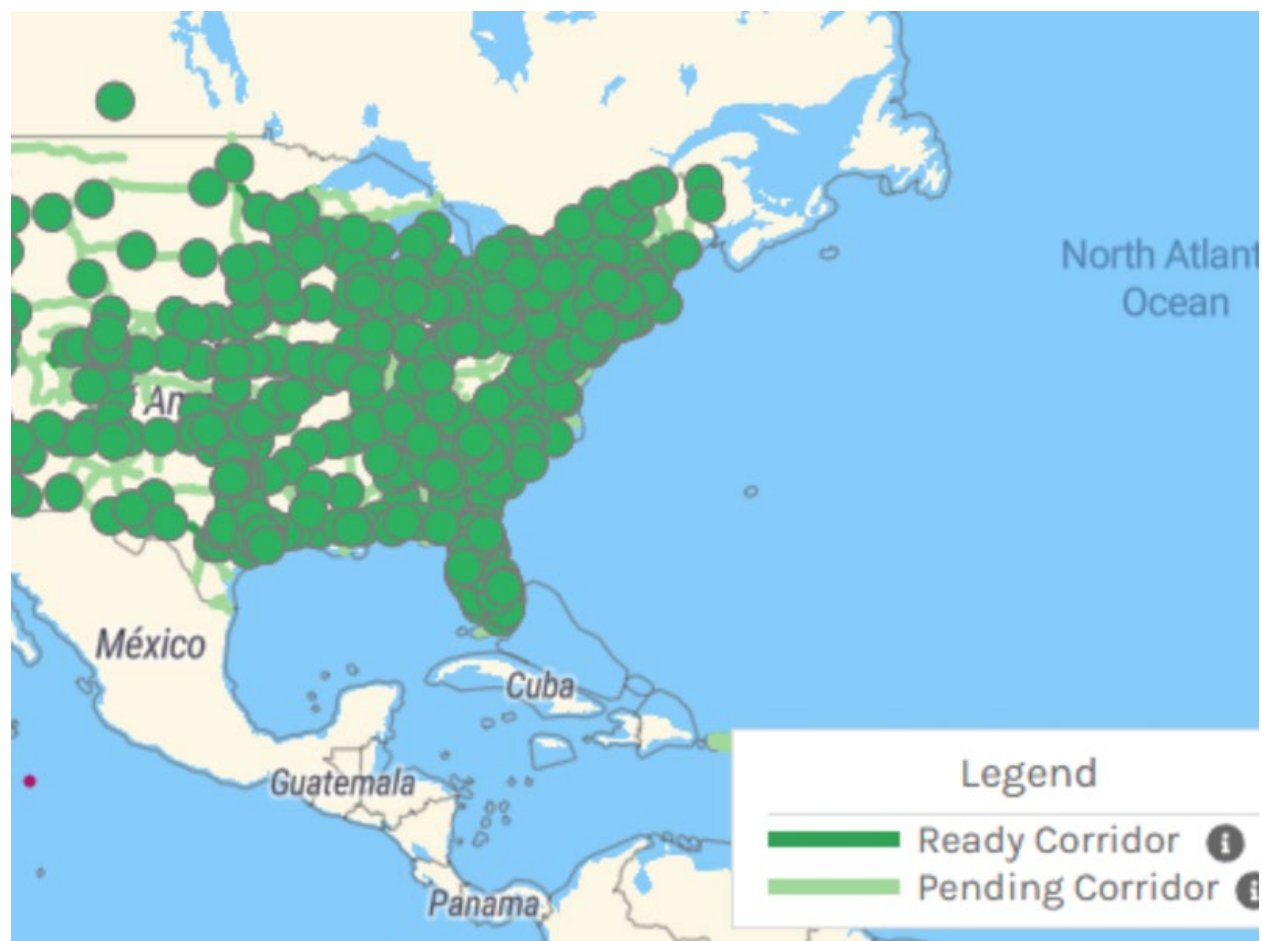
Holsey insists that the department is committed to policing truck infractions despite its limitations. Until late last year, he says, there had only been one no-truck sign separating the two halves of David Strickland. The police and the city’s transportation department installed another and moved them farther up the road, in response to resident concerns and trucker quibbles about the old signage being too difficult to see.

“Since the signs have been placed in a more visible area, we’re going to make an effort to go door-to-door to speak with different companies and their safety directors and let them know our concerns,” Holsey said. “Enforcement will be done in the coming weeks.”

What that enforcement might look like he couldn’t say. But residents hope it will be swift and decisive.

“As individuals, you get so frustrated fighting for the little stuff you do have,” Brown sighed.

NEW ELECTRIC VEHICLE READINESS PROGRAM



Dallas-Fort Worth Clean Cities, hosted by the North Central Texas Council of Governments (NCTCOG) and the Interstate Renewable Energy Council (IREC), have launched a new designation program, Charging Smart, that awards communities for electric vehicle (EV) readiness. Funded by the U.S. Department of Energy Vehicle Technologies Office, the program provides personalized, no-cost technical assistance to help municipalities set and achieve policies that facilitate the equitable expansion of EVs and EV charging in their communities. Local governments that achieve certain metrics are awarded Bronze, Silver or Gold designations in public recognition of their status as EV-friendly communities.

NCTCOG Principal Air Quality Planner Amy Hodges says, “Dallas-Fort Worth has seen tremendous growth in the number of electric vehicles on the road in recent years. In the last 12 months, the number of EVs registered in the region increased by about 50 percent. As more residents choose to adopt EVs in the future, a public charging network to meet the anticipated demand becomes more critical. Through the best practices and processes provided in the Charging Smart program, North Texas communities can ultimately save time and reduce costs in their efforts to provide EV charging to all residents. We are happy to be working with IREC to bring this timely program to our region.”

The pilot phase for local governments is being staged in North Texas and three other states. A few more are already engaged in the developmental phase, and communities from one of them are expected to become the first Charging Smart designated cohort later this spring. Charging Smart will be made available throughout the country in the future.

For more information, email CleanCities@nctcog.org or visit ChargingSmart.org.

DALLAS MORNING NEWS

U.S. AND JAPAN SIGNAL SUPPORT FOR DALLAS-TO-HOUSTON HIGH-SPEED RAIL AFTER LEADERS MEET

President Joe Biden and Prime Minister Fumio Kishida discussed the project during their meeting.

By Zaeem Shaikh
April 14, 2024

U.S. and Japan signal support for Dallas-to-Houston high-speed rail after leaders meet

President Joe Biden and Prime Minister Fumio Kishida discussed the project during their meeting.



The high-speed train that Texas Central Partners proposes operating between Houston and Dallas would be similar to this N700 bullet train that runs from Tokyo to Osaka in Japan. (Texas Central Partners)

Following a White House visit from Japan's chief executive, the U.S. and Japan have both seemed to reaffirm support of the [Dallas-to-Houston high-speed rail](#) project.

The White House released a [fact sheet](#) Wednesday after President Joe Biden welcomed Prime Minister Fumio Kishida. The two leaders affirmed or reaffirmed several "political understandings" on a number of issues ranging from defense and security to economic cooperation to diplomacy and development.

Related: [Sparring over Dallas-to-Houston high-speed rail station idles project funding talks](#)

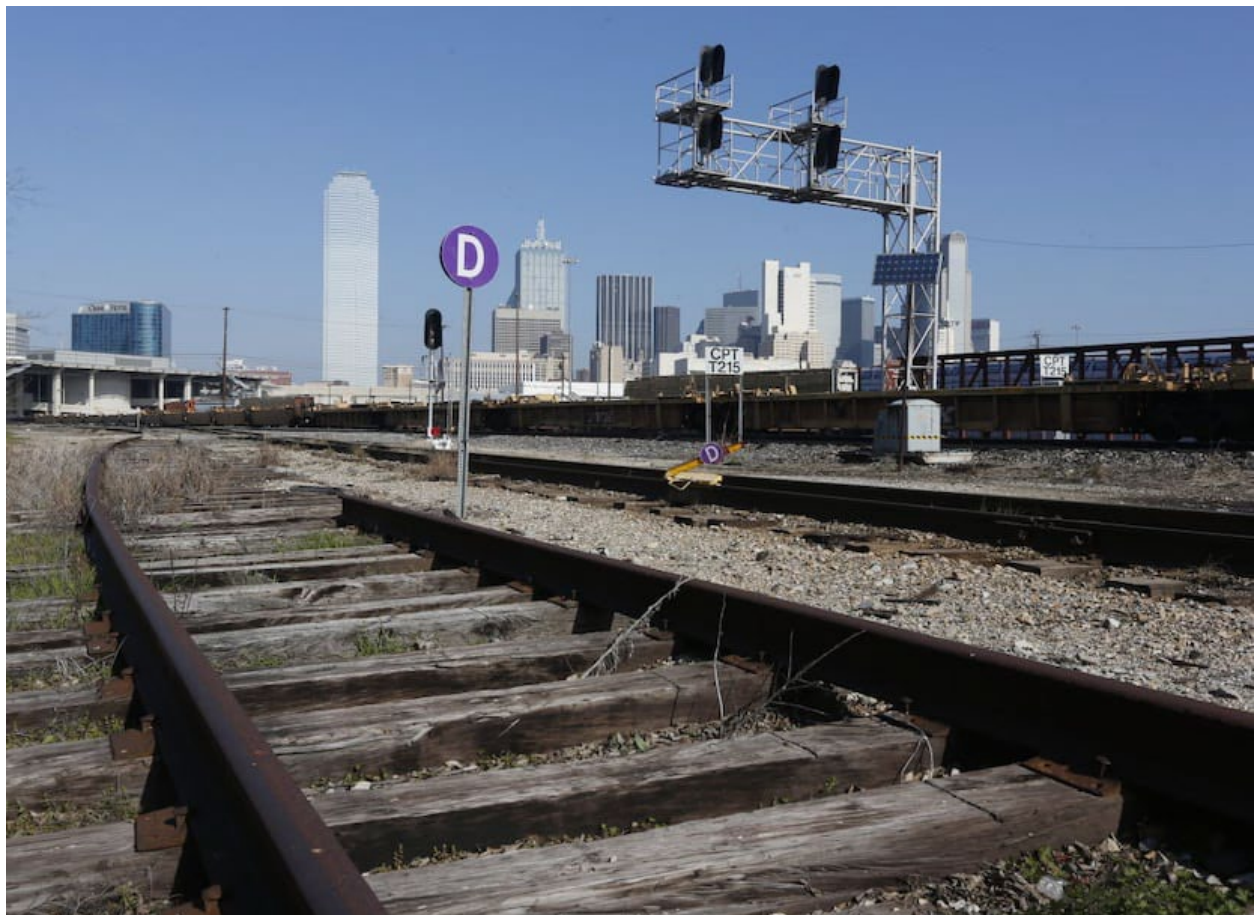
But leading up to the meeting, [Reuters reported](#) that Biden is seeking to revive interest in the multi-billion-dollar project. Three sources familiar with the summit preparations told the outlet that Texas Central's project would be on the agenda for talks.

Following the meeting, [the fact sheet](#) noted the U.S. Department of Transportation and Japan's Ministry of Land, Infrastructure, Transport and Tourism welcomed Amtrak's leadership of the project.

"The successful completion of development efforts and other requirements would position the project for potential future funding and financing opportunities," White House officials wrote in the fact sheet.

[Editorial: High-speed rail: Dallas to Houston should go full steam ahead](#)

The proposal that aims to shuttle passengers from Dallas to Houston in about 90 minutes [has been in development](#) for a decade. The 220-mile drive between the proposed stations takes at least three-and-a-half hours. Japan has a stake in the project as Texas Central is partnered with Japan Central Railways, which owns and operates the country's Shinkansen bullet train.



The approximate location of the proposed Texas Central Station for the Dallas to Houston route on the south side of the downtown Dallas I-30 canyon. (Juan Figueroa / Staff Photographer) (Michael Ainsworth / Staff Photographer)

It has gained steam in the last few months after [Amtrak announced in August](#) it is exploring a partnership with Texas Central for the route. With Amtrak's involvement, [the project was awarded \\$500,000](#) for planning and development from the [Corridor Identification and Development Program](#), created after the passing of the [2021 bipartisan infrastructure law](#).

"We wholeheartedly support the bilateral emphasis on this transformative project, which would connect Dallas and Houston, Texas, with high-speed rail," Andy Byford, Amtrak's senior vice president of high-speed rail development, wrote in a statement about the news. "Amtrak will continue progressing design and project development activities as part of the FRA's [Federal Railroad Administration's] Corridor Identification and Development Program."

The Texas Central plan aims to utilize bullet train technology based on the shinkansen system that would travel largely along high-voltage transmission lines, with a stop in the Brazos Valley, between College Station and Huntsville.



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)

Japan's own government has placed funding in the project. In 2018, the Japan Bank for International Cooperation [signed an agreement to provide a \\$300 million loan to Texas Central](#). In a [news release](#) then, the bank said the financing "is expected to contribute to maintaining and increasing the international competitiveness of Japanese companies."

The agreement included the Japan Overseas Infrastructure Investment Corporation for Transport and Urban Development ([JOIN](#)). Over a majority of the company's shareholders is the Japanese government, according to its website.

It's not clear if JBIC will still be the lead investor or if JOIN will shoulder the bulk of the loan. JOIN's investment portfolio says the company has a max investment of around \$165 million (25.3 billion Japanese Yen).

In a Wednesday note to investors, [Michael Bui](#), Texas Central's chief executive and the senior managing director of FTI Consulting, said both the U.S. and Japanese government noted that Amtrak has reached an agreement in principle with JOIN on a transaction framework to advance the development of the project.

"The objective of the framework is to define a path forward for a joint effort between the United States and Japan to construct the project," wrote Bui, noting that Texas Central is not yet a party to the framework and that discussions are ongoing.

Amtrak officials were not immediately able to comment on the proposed agreement. One of the biggest hurdles is the funding to make it a reality as the corridor could cost tens of billions of dollars. The timeline for the project also remains unclear.

Related: [Mike Rawlings: Get on board with high-speed rail](#)

The project does have some key victories nudging it forward. The Federal Railroad Administration approved [the project in 2020 by issuing an environmental statement](#) and a record of decision that formally selected the alignment for the corridor. The Texas Supreme Court also ruled in 2022 that the company [can use eminent domain](#) to acquire land for its bullet train.

U.S. Rep. Colin Allred, D-Dallas, wrote in [a post on X](#) that he is "glad that this project was mentioned as part of bilateral discussions, and I'll continue working to move this forward."

Planners in Dallas-Fort Worth ultimately hope to have a high-speed rail corridor that carries travelers on a one-seat ride from Fort Worth to Dallas and Dallas to Houston in less than two hours.

The North Central Texas Council of Governments is leading the study for [the corridor between Fort Worth and Dallas](#), which was able to formally begin its federal environmental review phase in March. The corridor also received a half-a-million-dollar grant from the Corridor ID grant program.

Dallas city council members [have raised questions](#) about the need for the stretch connecting the two cities, with a stop in Arlington.

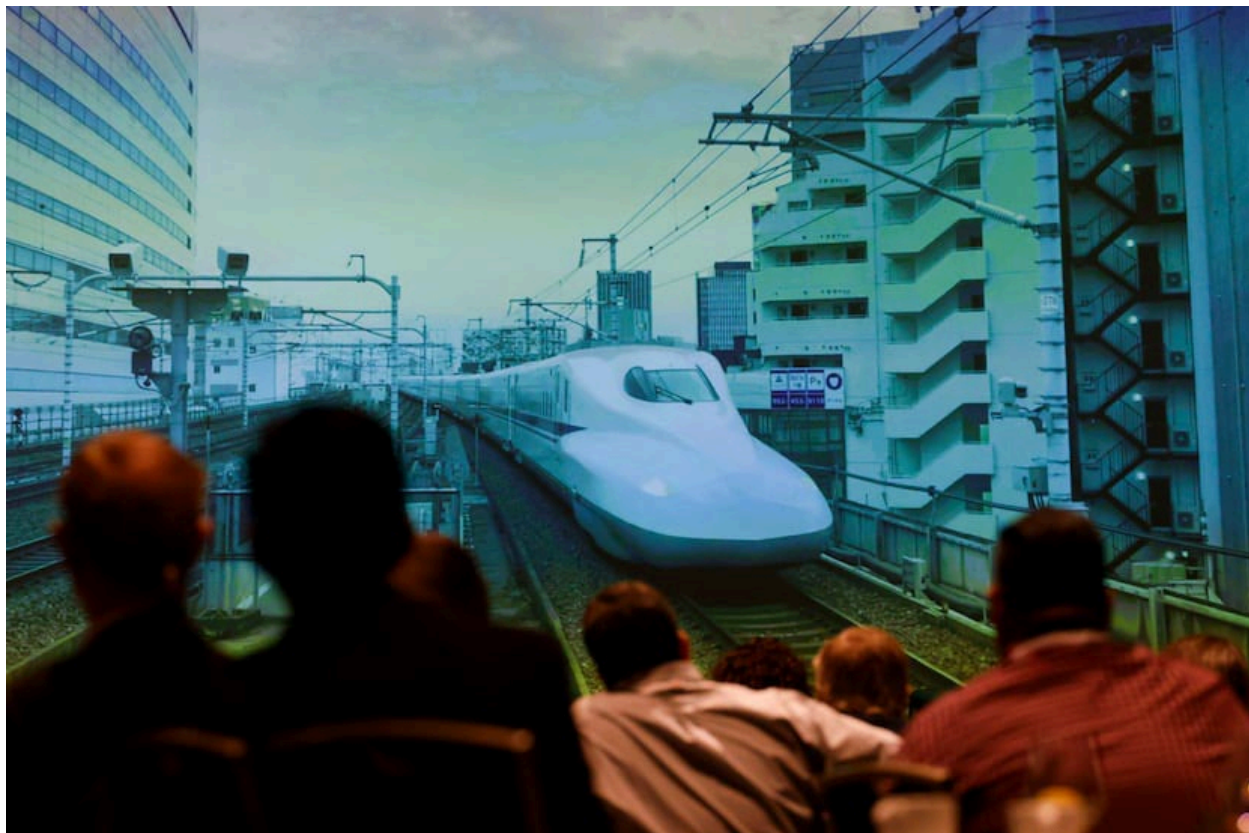
In a recent interview with [WFAA-TV \(Channel 8\)](#), Pete Buttigieg, the U.S. Transportation Secretary, said the state's geography is one of the best candidates in the country for a project like Texas Central's.

"We're funding some of that planning work because I think it can and should become a reality," he said.

'NOW'S THE TIME': AMTRAK LEADER URGES MOMENTUM ON DALLAS-TO-HOUSTON HIGH-SPEED RAIL

Texas is a prime candidate for passenger rail development, Amtrak's Andy Byford told attendees of a rail industry conference Tuesday.

By Amber Gaudet
April 16, 2024



Participants watch a visual representation as Andy Byford, (not pictured), Senior Vice President of High-Speed Rail Development Programs at Amtrak, leads a session during the 20th Annual Southwestern Rail Conference, on Tuesday, April 16, 2024, at Hurst Conference Center, in Hurst. (Shafkat Anowar / Staff Photographer)

HURST — Booming demand, Texas's rapidly expanding population and growing political will have converged to create the right environment to [move high-speed rail ahead](#), Amtrak leadership said Tuesday.

Andy Byford, Amtrak's senior vice president of high-speed rail development, told participants of the 20th annual Southwestern Rail Conference in Hurst that the Dallas-to-Houston corridor "ticks all the boxes" for a high-speed rail project. It would connect two large population centers, it has straightforward topography and "suboptimal alternatives" for travel, pointing to congestion on Interstate 45 and area airports.

"If you put together all those characteristics, and then you figure out okay, which route would you build? There's one that really stands out, and that is Dallas to Houston," Byford said.

The proposed train would shuttle passengers from Dallas to Houston in about 90 minutes compared to the three-and-a-half-hour car trip on Interstate 45. Texas Central Partners, developers of the project, plan to model the bullet train after partner Japan Central Railways' Shinkansen system.

Amtrak announced last fall that it would explore a partnership with Texas Central to move the project forward, and it was awarded \$500,000 for planning and development from the federal [Corridor Identification and Development Program](#). The grant is a sliver of the estimated tens of billions needed to complete the project.

The U.S. Department of Transportation and Japan's Ministry of Land, Infrastructure, Transport and Tourism welcomed Amtrak leadership of the rail project following a State Dinner between President Biden and Japanese Prime Minister Kishida last week.

Byford was not present at the meeting but said there is "huge interest" in the project among Japanese and American leadership.

"I did have a meeting with Secretary Buttigieg, the Secretary of Transportation, and he said he himself is very committed to the project, that the president himself is very committed to the project," Byford said.



Andy Byford, Senior Vice President of High-Speed Rail Development Programs at Amtrak, leads a session during the 20th Annual Southwestern Rail Conference, on Tuesday, April 16, 2024, at Hurst Conference Center, in Hurst. (Shafkat Anowar / Staff Photographer)

Federal Railroad Administration administrator Amit Bose, who gave a keynote address at the conference, did not give specifics on the meeting when asked about it Tuesday but emphasized the federal government's openness to exploring more transportation options in the state.

"From a federal perspective, we cannot overlook how big of a state that Texas obviously is and how much growth is happening here, especially in the Dallas and Houston metropolitan areas," Bose said. "We always look for opportunities to give people who want to travel between these two metropolitan areas [and] not just rely on I-45, not to just have sit in traffic on I-45, so we want to explore options."

A seven-story-high elevated station near Cadiz and Austin streets in Dallas' Cedars neighborhood has [already received federal clearance](#). Regional planners at the North Central Texas Council of Governments hope to continue the rail line west to Fort Worth with a stop in Arlington.

The corridor between Fort Worth and Dallas began the environmental review phase in March despite skepticism about the project from Dallas City Council members. Some fear an at-grade or elevated train route could jeopardize the new [Kay Bailey Hutchison Convention Center](#), though planners are doubtful there is a realistic path forward for an underground route.

Related:[U.S. and Japan signal support for Dallas-to-Houston high-speed rail after leaders meet](#)

Hunt Realty Investments, one of Dallas' biggest property owners, says the elevated rail route would compromise their planned [\\$5 billion development project](#). The route would slice through the southwest corner of downtown Dallas where Hunt Realty Investments owns the more than 20-acre Reunion property, which includes the [Hyatt Regency Hotel and Reunion Tower](#).

Forty-two alternate route alignments have been considered and rejected since 2020, including a subway option that would require a 17-story vertical transfer, adding at least a 20-minute delay for passengers.

Dallas leaders who raised questions about the Fort Worth stop have said they support the Dallas-to-Houston leg of the project, saying it would make the region a top destination for travelers.

Byford acknowledged the hurdles, including that right-of-way for the project has not been fully obtained, particularly around Dallas, and that the project lacks funding. But if the project successfully gets through the Corridor ID process, leadership can apply for a federal-state partnership for grant funding. That process would take about a year, with service projected to begin in the 2030s.

"There's still a long way to go but exciting times nonetheless," Byford said. "If we're ever going to introduce high-speed rail in the U.S., now's the time."

FOX4 KDFW

MCKINNEY CITY COUNCIL APPROVES PLANS FOR \$220M 'SUNSET AMPHITHEATER' CONCERT VENUE

By Amelia Jones, David Sentendrey & Tisia Muzinga

April 16, 2024

McKinney City Council approves \$220M concert venue

The developer is spending \$220 million on the project. Meanwhile, the city is giving the land to Notes Live and will chip in \$26 million toward construction.

MCKINNEY, Texas - Despite protests from people who complained about potential traffic and noise, the [McKinney](#) City Council approved plans to move forward with a new \$220 million music venue.

The open-air Sunset Amphitheater will sit on 46 acres at the corner of Highway 75 and 121.

The city reached an agreement with Notes Live Incorporated for the 20,000-seat venue. But during a public hearing, many residents said they were against the \$220 million project.

City council members voted 6-1 to approve the concert venue Tuesday evening.

The developer is spending \$220 million on the project. Meanwhile, the city is giving the land to Notes Live and will chip in \$26 million toward construction.

Some residents complained that it's too close to their homes.

At a city council special meeting, residents didn't shy away from voicing their opposition.

McKinney approves amphitheater plans despite concerns

The McKinney City Council approved plans to build a multi-million dollar amphitheater later this year. Many residents in Collin County had mixed emotions about the plan and worried it would be too noisy or cause traffic delays.

"There's other uses you can do and still benefit the city without killing the senior assisted living, because it will go out of business. That's a given," said resident Scott Lucier. "The property values around that area will decline. If you want a lot of short-term rentals, this is the way to do it."

"You think it's a great location because it's 121 and Highway 75," another concerned resident said. "You can just as well put it further out so it's not in the middle of all people trying to live their normal lives without all the traffic and all of this noise."

However, those in favor are excited because the venue is designed to host major touring artists, something McKinney and Collin County have never really had.

McKinney residents concerned over \$200M music venue

The city reached an agreement on Monday with Notes Live Incorporated for the 20,000-seat venue. But during a public hearing, many residents said they were against the \$220 million project.

"I'm tired of going to Arlington, to Dallas, to Irving," one supporter said.

"And the people who are in McKinney don't have to go somewhere else for entertainment," another supporter said.

Tuesday morning, the McKinney Economic Development Corporation and the McKinney Community Development Corporation held a joint meeting with Notes Live.

The company explained it's spoken with businesses near the proposed venue site.

"I've spoken to the company just to the northwest. We've communicated. I've talked to the folks at the Sheraton. We communicated with the community college, and they're — I think it would be fair to say — excited about the project," said Notes Live President and CEO Bob Mudd. "We have worked for many months to define specific commitments that we're making related to the concerns that are being expressed here today, and we will continue to live by those commitments."

A NEW BOOK ENCOURAGES TEXANS TO RETHINK URBAN HIGHWAYS

By Shelly Brisbin

In urban Texas, highways have been central to the way we move from place to place. Giant roadways bisect or loop around a city, commuters whizzing down ribbons of concrete and steel at top speed.

But some Texans are beginning to challenge long-held assumptions about highways, asking whether the destruction of neighborhoods required to build them and the segregation these projects intensify are worth the promised quicker commute.

These activists even question a basic assumption about highways – that bigger roads reduce traffic congestion.

In her book, "[City Limits: Infrastructure, Inequality, and the Future of America's Highways](#)," journalist [Megan Kimble](#) examines the effort to rethink urban highways in Texas. She also traces the history of racism and inequality that carved up communities in three of the state's largest cities.

She told the Standard why she wanted to focus on highways in Houston, Dallas and Austin. Listen to the interview above or read the transcript below.

This transcript has been edited lightly for clarity:

Texas Standard: Much of your book focuses on highways in three Texas cities. What's especially interesting about these highway projects in Houston, Austin, and Dallas?

Megan Kimble: I live in Austin. I live about a mile from I-35, which runs right through the heart of the city. So I started reporting the book in early 2020, when I heard about the Texas Transportation Commission voting to allocate more than \$4 billion to expand this highway.

And as I started reporting on highway expansions across the state, I learned about the [North Houston Highway Improvement Project](#), which locals called the I-45 project, which I think is known as notable simply because of its scale and scope. It is a massive highway expansion. It's grown to be a nearly \$10 billion project that will displace 1,200 people, 300 businesses and take about 450 acres of land. So it has an enormous impact on the city. And accordingly, there is a pretty robust opposition to that project.

And then I went to Dallas to look into a campaign that's about a decade old to remove a stretch of highway called I-345 that bounds the eastern edge of downtown. And that was really compelling to me, because that is ultimately the argument of the book – that we actually don't need a lot of these urban highways, and that land could be put to much better use.

» **THE DRILL DOWN:** [Understanding what's going on with I-35's expansion in Austin](#)

I want to delve into a lot of those issues, but first, history is a big part of the story. You tell how urban highways came to be in Texas and around the country, and you also trace the ways this affected neighborhoods. Can you sketch out a bit of the around I-45 in Houston, and what happened to the neighborhoods around it when it was built?

Yeah, a lot of these highways were initially built through Black and Hispanic communities. This happened in the 1950s and '60s. The Voting Rights Act had not yet passed, and city planners very intentionally routed highways through redlined neighborhoods. Which means neighborhoods that were denied access to credit from the federal government a decade or two earlier simply because they had populations of Black and Hispanic people in them.

So in Houston, I chronicle the construction of I-10, which goes straight through the middle of the Fifth Ward, a historically Black neighborhood. And that highway took out three full city blocks. So it demolished about 1,200 structures just in this one neighborhood.

I talked to a woman – her name's Onari Guidry – who lived in one of those homes, and her family was displaced to another neighborhood. And she was determined to graduate from Phillis Wheatley High School. So she walked three miles back to school.

So these highways had an enormous disruptive impact on these communities. In addition to displacing people, they cut the neighborhoods in half. They really severed and segregated cities across Texas and the country.

And in recent years, the plan to expand I-45 and uproot hundreds of homes and businesses got unexpected pushback from Houston residents. What are the plans to expand the highway now and how did the residents affect that?

So this group called [Stop TxDOT I-45](#) started knocking on doors across the city to say, "hey, do you know about this highway expansion that's either going to displace you or your neighbors?" And a lot of people were appalled to hear about it. They didn't know it was coming. People who lived in the footprint of the expansion had no idea that it would impact them.

And so some of those people filed a civil rights complaint with the federal government, alleging that the project violated Title VI of the Civil Rights Act because it disproportionately impacted Black and Hispanic people. And as a result, FHWA, the Federal Highway Administration, paused that project for more than two years while it investigated these serious concerns.

Meanwhile, Harris County actually sued TxDOT for sort of similar reasons, alleging that it had not listened to community concerns. And as a result of those two actions, TxDOT came to the table and negotiated. It's currently under what's called a voluntary resolution agreement. So the expansion is moving forward, but under pretty strict surveillance by the community and by FHWA.

According to this voluntary resolution agreement, they have to do much more community outreach. There's more flood mitigation measures. They're building caps over the highway.

So I would say on the whole, the community got really important concessions from TxDOT because of this fight that wouldn't exist without this grassroots opposition.



You mentioned Dallas, and in Dallas, there’s an elevated section of I-345 that both divides South Dallas – whose residents are predominantly Black – from the rest of the city, but it also gives them access to the northern part of the city where the jobs are. Does I-345 get at the heart of the conflict between those who see highways as a barrier to communities and a necessary option for commuting to jobs?

Yeah, absolutely. I mean, I think the fight over that highway is so complicated and interesting.

You know, like, that highway consumes a lot of land – more than 200 acres of land for a 1.4 mile stretch of highway is either impacted by that highway or directly under it – and that land could be put to better use. It could build affordable housing, get on the property tax rolls for the city of Dallas. But indeed, because we have built our cities around highways, a lot of people rely on it to get where they need to go.

Highways have segregated cities. And, as a result, a lot of people from South Dallas need to go to North Dallas to go to work. I think the argument of the book, though, is like the state of Texas is on track to spend \$65 billion to widen highways across the state through their program called [Texas Clear Lanes](#).

What if we spent that money differently? What if we invested in buses and trains and transit to get people where they’re going by other means? And like all the research shows, that’s actually much better for low income households.

So in Dallas, the solution was to tear down that old elevated highway and dig a replacement underground?

Well, that's the solution TxDOT came up with. That was not the original kind of campaign and vision for that highway.

An urban planner there named Patrick Kennedy proposed almost a decade ago to completely tear it out and replace the highway with a boulevard, which other cities have done – San Francisco, Portland, Rochester, New York. All of those cities have replaced elevated highways or elevated or sunken highways with city streets. And the vision was to remove that highway and, again, use that land for something else and spend that money on other forms of travel.

But it's been a decade-long fight. TxDOT studied removing that highway. Their traffic models showed kind of catastrophic congestion if it was removed, which we can talk about – I think they're kind of erroneous. I think they're a little bit misleading. But as a result, they're now moving forward with what they call a hybrid option, which is essentially a trench. It's just a highway. They just are calling it "hybrid."

» **RELATED:** [TxDOT wants to explore 'smart highways' as the future of freight and commerce in the state](#)

Let's get to the heart of all this – the traffic congestion on older highways. TxDOT and a lot of people who drive on crowded highways have said more lanes means smoother traffic flow, but not everyone sees it that way. Can you explain why?

Yeah, the reason why more lanes does not actually fix congestion is because of a phenomenon known as induced demand, which basically says when you add capacity to a highway, cars will fill up that capacity.

It's basic supply and demand. You make it cheaper and easier for people to access, more people will access it. And this phenomenon has been well understood since the 1960s. It was first documented by an economist in 1962, basically saying, as we've been adding car capacity, cars are filling up that capacity.

The most famous example of induced demand is the Katy Freeway in Houston, which TxDOT expanded to one of the widest highways in the world at 26 lanes. And rush hour traffic is actually worse today than it was before that highway was expanded.

And the basic reason is that people drive more. They either move farther from their jobs and schools, they move out to the far flung suburbs predicated on speedy access on that highway, or they take more discretionary trips. They go to the grocery store four times instead of twice. And as a result, traffic measurably increases, even controlling for population.

That has been documented decade after decade after decade and city after city. And yet our transportation department is still kind of promising to fix congestion by widening highways.

So how do we move people from place to place, and are there projects elsewhere around the country that Texas could learn from?

Yeah, the basic argument of the book is the better way to move people from place to place is through transit. It's much more efficient in an urban area.

I'm not talking about getting between Austin and Houston, for example. I'm talking about moving around within Austin or within Houston. And all the evidence shows it's much more efficient to

move people in buses or trains. And again, that has also been well understood since the '60s and '70s.

I spent a lot of time in congressional records and politicians from both parties were saying, "hey, if we're really going to fix urban congestion, we need to invest in transit." And for various reasons, which I get at in the book, that simply didn't happen.

We spend about four times as much money on highways as we do on transit. And the remedy is we should really, for many reasons – and climate change among them – we need to start spending some of our transportation money on transit. And there are great examples across the country.

For example, Colorado, I just actually was there reporting a story for the New York Times. Their state, DOT has decided to move a lot of its funding from highway widening to transit, recognizing that if they want to meet their statewide greenhouse gas emission reduction goals, they need to get people out of their cars. And so the state is investing in bus rapid transit in Denver to move people around.

We certainly could do that here in Texas. I think it's a good model for like, you know, a kind of car-centric city. How do you start to move away from that? It's like you build better transit systems.

AMTRAK SAYS DALLAS-HOUSTON BULLET TRAIN COULD BE BUILT WITHIN 10 YEARS

By Pablo Arauz Peña, Adam Zuvanich (Houston Public Media)



Amtrak officials are holding an ambitious goal of getting the Dallas to Houston bullet train built within 10 years, although planners are being careful not to set a specific timeline for the project that has garnered nationwide attention.

During the [Southwestern Regional Rail Conference in Hurst this week](#), an executive for Amtrak, the national passenger railroad company of the United States, reiterated that it supports the multi-billion-dollar plan and continues to work toward developing it. Amtrak had previously [announced it was exploring a partnership with Texas Central](#), the Dallas-based company that hatched the bullet train idea a decade ago, and [Amtrak received a \\$500,000 federal grant in December to further study the proposal](#).

"This is very much a project that Amtrak is now leading," said senior vice president Andy Byford, who heads Amtrak's high-speed rail development program. "I have to make sure that in any recommendation I give to my CEO and to my board, that it is a project that is worthwhile pursuing. And right now, having looked at the revenue forecasts and done our due diligence to date, I still think that is the case. That again, though, does not mean that it's a done deal."

During the conference, Byford told a crowd that construction could begin as soon as the "early 2030's," although he was careful not to set anything in stone for a timeline.

The plan is to construct a 240-mile high-speed railway with one stop in between Houston and Dallas, and Texas Central cleared several key hurdles before longtime CEO Carlos Aguilar resigned in 2022 after land acquisitions and fundraising had slowed. The company secured federal approval for the proposed route and the high-speed technology to be used, and the Texas Supreme Court ruled in 2022 that Texas Central had the legal authority to acquire land through eminent domain.

Byford said about 30% of the land needed has been secured for the project, which he estimated will cost at least \$30 billion. Further land acquisition amidst opposition by some rural property owners along the route, broad political support and a mix of private and public funding sources will be required to see the bullet train initiative to fruition, according to Byford, who said Amtrak officials view the Houston-to-Dallas connection as one of the most viable high-speed railways in the U.S. because of the size of their population bases, the distance between them and the relatively flat topography between them.

He also said there is a lack of attractive transportation options between Dallas and Houston, with both Interstate 45 and the region's airports expected to become more and more congested. It takes at least 3-4 hours to travel between the cities by car or truck.

"I think this goes beyond just Dallas to Houston, I think as a nation," Byford said. "The alternative is to condemn Americans to ever more crowded interstates, to condemn taxpayers to just paying for ever-widening of highways, and potentially using ever more crowded airports. Surely now is the time to look at, 'There is an alternative.' It is a proven alternative. It is a system that is safely used in just about every other developed country of the world, except for the U.S."



The proposed project has significant backing in the Dallas City Council, including from Mayor Eric Johnson. Byford met with the council in March to share details of the plan. While most council members support the Dallas-Houston bullet train, [others were skeptical about the Fort Worth to Dallas connection](#), which is being led by the North Central Texas Council of Governments.

It also has federal and international backing: President Joe Biden and Japan Prime Minister Fumio Kishida, in a list of political understandings released by the White House on Monday, expressed their support for the initiative, which would utilize Japan's Shinkansen technology to transport travelers between Texas' two largest cities in a matter of about 90 minutes.

The U.S. Department of Transportation and Japan's Ministry of Land, Infrastructure, Transport and Tourism both "welcomed Amtrak's leadership" of the project and the utilization of Shinkansen technology.

"The successful completion of development efforts and other requirements would position the project for potential future funding and financing opportunities," the White House said.

Byford said Amtrak plans to spend the next 18 months or so further exploring the high-speed railway and how to pay for it, adding that support from the Texas Legislature would be beneficial. And he acknowledged that there are opponents to the plan, such as the nonprofit

organization Texans Against High-Speed Rail, which did not immediately respond to a Wednesday email seeking comment.

Texans Against High-Speed Rail wrote in a Monday post on Facebook that there is "still a lot for the Biden Administration to understand about this project before committing our tax dollars to what was to be a 'private' project. We are working daily to ensure the right people in key positions know and understand the significant issues this project faces."

Notably, the Texas Department of Transportation has little to no involvement in the project. Jeff Davis, regional rail director at TXDoT, told KERA that that's because Texas Central, and now Amtrak, are leading the project.

"We are just simply completing the studies," Davis said. "Once the studies are completed, then it would be up to the legislature what they want to do."

Davis added that if Amtrak is successful in building the project, then TXDoT would have regulatory enforcement power over the rail's operating lines.

"They would have to come to TxDOT to look at grade crossings, they cross our right away and they cross a couple of our roads," Davis said. "We would treat them as any other railroad when they come to us. We would look at the agreements."

But Byford with Amtrak maintains the high-speed rail would benefit the state and its residents, even if they don't plan on riding and don't want their tax dollars going toward the project.

"If you are, for example, an airline and you might argue what's in it for you, well, you can free up gates slots and planes to operate much more revenue-generating medium-to-long-haul routes than what is typically not very profitable, short-haul routes.

"And even if you're say, for example, a resident of Central Texas who might think, 'Well, I don't go to Dallas, and I don't go to Houston, so what's in it for me?' Well, if our forecasting is correct, and the ridership is what we predict it will be, which is very healthy levels of ridership and a very healthy return. ... Those are riches that can be disseminated throughout the whole state, so I think there's something in it for everyone."

NCTCOG TO SEEK FEDERAL FUNDS FOR HIGHWAY CONGESTION RELIEF

By Colby Farr

April 17, 2024



The NCTCOG intends to apply for a \$20 million federal grant to fund a new pilot program meant to reduce congestion on selected corridors in the region during peak travel times. (Colby Farr/Community Impact)

North Texas officials hope to launch a federally funded pilot program to help relieve congestion along several corridors in the region, including US 75.

What's happening?

The North Central Texas Council of Governments intends to apply for a [federal grant](#) after action from the Regional Transportation Council during an [April 11 meeting](#). If awarded, the grant funds would be used to create a smartphone application that would offer incentives to change travel behavior on the following corridors:

- US 75
- I-635E

- I-35W
- I-35E
- I-30

The NCTCOG will apply for \$20 million in federal grant money to fund the project and will use [transportation development credits](#) to meet the nonfederal match requirement. The grant application is due April 22, according to a staff presentation.

Quote of note

“Think of this as just the pilot corridors that have the best chance of winning,” Transportation Director [Michael Morris](#) said. “If they have the best chance of winning and we fail in these corridors, then it’s not a good program we can take to the rest of the region. If we’re successful in these corridors, then I would take it to all the corridors.”

A closer look

For the project, staff selected congested corridors in the region that have other transit modes available for people to shift to, Senior Program Manager [Natalie Bettger](#) said. The proposed smartphone application would offer incentives for people to change their method of travel, such as shifting to public transit.

“We think using these corridors gives us an opportunity to get people to shift out of driving by themselves in their vehicle or possibly shift the time of day in which they’re traveling on those facilities,” she said.

The proposed app would focus on incentivizing shifts to transit vehicles that travel in managed lanes or shifts to what time a person travels, according to the staff presentation.

With the app, staff from the NCTCOG can verify if users switch their method of travel or shift their time of travel to outside peak hours, Bettger said.

“There’s a lot of flexibility by using that type of technology in terms of what facilities we want to focus on [and] what types of incentives we want to offer,” she said. “That’s why this program gives us an opportunity to test that out, to see what kind of impact we can have on congestion within our region.”

Remember this?

[Dallas-Fort Worth accounted for 39 roads](#) among a list of the state’s 100 most congested roads in 2022, according to a [report](#) from the Texas A&M Transportation Institute. Portions of US 75, I-635, I-35E, I-35W and I-30 were listed in the report.

Road congestion was [estimated to cost Texas drivers more than \\$1.2 billion in 2022](#). Portions of the Woodall Rodgers Freeway and US 75 were among the most congested in the state.

FORT WORTH AREA FACES FLOODING, ENVIRONMENTAL CHALLENGES. LEADERS TALK SOLUTIONS

By Haley Samsel

April 22, 2024

Global environmental issues, ranging from energy policy to artificial intelligence and activism, topped the agenda at EarthX's annual climate conference, which kicked off on Earth Day in Dallas. Inside one Hilton Anatole ballroom, however, the focus was squarely on North Texas.

[EarthX](#), a nonprofit organization founded in 2010 as Earth Day Dallas, offered free admission April 22 for its North Texas Day events centered on water quality of the Trinity River, preservation of green space and the future of transportation infrastructure.

As the region's population surpasses 8 [million people](#), city officials and residents alike have begun to recognize the importance of green space, said Robert Kent, the Texas state director for the Trust for Public Land. The trust has worked with cities such as Fort Worth to [develop open space preservation programs](#).

"We've seen a great shift in how parks and trails and other green assets are viewed over the last decade, going from a nice-to-have to a need-to-have," Kent said. "Not only does it create opportunities for recreation, but it's also essential health infrastructure. It's essential water infrastructure, essential transportation infrastructure."

As officials turn their attention to green space, regional planners have a "moral obligation" to reconnect communities that were separated by highway construction several decades ago, said North Central Texas Council of Governments transportation head Michael Morris. That obligation can mean creating green space in places that are currently gray by creating [deck parks](#) such as Klyde Warren or committing to not expand freeways beyond their current sizes.

"I'm a big believer in fairness and equity," Morris said. "We woke up and said, 'The future of transportation has some onus or responsibility to fix as best we can, in our generation, what has happened previously.'"

The legacy of rapid development and urban sprawl has left North Texas with a variety of flooding challenges, said Jerry Cotter, the chief of water resources for the U.S. Army Corps of Engineers' Fort Worth district.

An increase in massive floods between 2009 and 2020 has led federal, state and local officials to act, Cotter said. Under normal conditions, people living along the Trinity River basin would experience one or two floods per decade that rose beyond what planners prepared for, he said.

"During that decade, we had over 20 events," Cotter said. "That's why you're hearing about flooding all the time. It's a very serious situation."

Five years ago, Fort Worth identified [\\$1 billion worth of drainage improvements](#) needed to address [flash flooding](#) in the city. Many of those [problems were triggered](#) by the way development was done, Cotter said.

“Upstream development increases flooding. Scientifically, it has to,” he said. “You’re covering areas with concrete, and you’re also filling in the rivers themselves and depleting storage.”

Working with the North Central Texas Council of Governments and the Army Corps of Engineers, [researchers are conducting a study](#) to proactively plan stormwater and transportation infrastructure in the western half of North Texas. The region, which includes 85 cities and eight counties, is expected to house 2 million residents by 2045 — a 126% increase from 2020.

Officials expect the project, which will map flood risk and propose development policies to prevent flooding in the Upper Trinity River basin, to wrap up in 2026.

“This is a huge project that could be a game changer in the way that we develop,” Cotter said. “The benefits will be just unbelievable.”

As leaders across Dallas-Fort Worth consider solutions to the area’s environmental challenges, they must remember that every element — from the Trinity River itself to the communities that call the region home — is intertwined, said Dallas-based environmental activist and author David Marquis.

“We’ve had to separate the river from the highways, from the communities, from the parks,” Marquis said. “All this ties together. Nothing can be pulled apart. When you look at the forest and the river, that’s the place to begin. It can’t be an afterthought.”

THE TEXAN

NORTH TEXAS TRANSPORTATION COUNCIL APPLIES FOR ELECTRIC BUS GRANT AHEAD OF DFW WORLD CUP

The competitive grants will announce their awards in July.

By Seth Morehead

April 24, 2024

The [North Central Texas Council of Governments](#) (NCTCOG) [Regional Transportation Council](#) (RTC) [voted](#) to proceed with an application to the Federal Transit Administration's [Low or No Emission Grant Program](#) and [Grants for Buses and Bus Facilities Program](#) for the purchase of electric buses.

The Low or No Emission Grant Program is a competitive grant that provides funding to state and local governments for “the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.” The program has \$1.1 billion in available funding.

The Grants for Buses and Bus Facilities Program is another competitive grant that provides funds to state and direct recipients “to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.” The program has \$393.5 million in available funding.

Both programs have emissions conditions, as stated by RTC Senior Program Manager Shannon Stevenson, who presented the [proposal](#).

“So the grant priorities are to support our efforts to buy or modernize our buses and move them towards low or no emissions, improve bus facilities, and then improve our regional air quality goals,” Stevenson said at the RTC meeting where the application was approved. “The grants must include a zero emissions transition plan, as well as 5% of the federal funding must be dedicated for workforce development.”

Both programs are part of the [\\$1.2 trillion](#) Infrastructure Investment and Jobs Act that was signed into law by President Joe Biden in 2021.

Both grants opened applications for projects earlier in 2024, and applications are due on April 25. NCTCOG’s application is for the procurement of up to 59 electric buses and related infrastructure to use for the [2026 FIFA World Cup](#), which will be partially hosted by Dallas-Fort Worth. The council is only eligible for funds from one of the programs.

Fifty of the buses would be used for the World Cup; 20 buses would be 40 feet in length, while 30 would be shorter. Nine 45-foot buses would be procured for Trinity Metro service. Up to 12 electric charging stations for the buses would also be procured.

In total, [the project](#) would cost over \$55 million, of which the buses would cost nearly \$47 million. Of that total, \$52 million would be funded by federal dollars, \$2.8 million would be funded by Trinity Metro’s taxpayer dollars, and \$5.9 million would be funded by [Transportation Development Credits](#), which are federal funds that do not require a local government to match funding.

Awards will be announced on July 10, 2024.

NCTCOG is a voluntary association of local governments that says that its 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 encompasses 14 counties in North Texas with a population of about 7.7 million.

DON'T LET THE COMMUTER RAIL PASS YOU BY

TEXRail has spurred growth in North Richland Hills

By Oscar Trevino

April 25, 2024



A pair of Trinity Metro TEXRail commuter trains pass one another in Grapevine, The actions taken by cities like Grapevine and North Richland Hills to add TEXRail stations were based on the long-term needs of our residents, looking decades into the future, writes Oscar Trevino.(Tom Fox / Staff Photographer)

If cars are the only option, our roads and highways have no chance of keeping up. Building more and more traffic lanes is impractical, unsustainable and cost-prohibitive. Commuter rail is a necessary alternative that will continue to shape the Dallas-Fort Worth region.

“Where the rail goes, the communities flourish. Where it passes them by, they wither and die.” My good friend Grapevine Mayor William D. Tate spoke those words at the groundbreaking ceremony for TEXRail in 2016. As TEXRail is celebrating its fifth year of operation, his statement rings true. Areas up and down the TEXRail line are flourishing.

The 27-mile TEXRail commuter rail line between downtown Fort Worth and DFW International Airport has provided nearly 3 million rides and is growing an average of 25% each year. In 2026-27, ridership will increase exponentially as TEXRail is extended to the Fort Worth Medical District and connects with DART’s 26-mile Silver Line at DFW Airport, creating 53 miles of commuter rail between Fort Worth and Plano.

Reviving passenger service made sense in a Dallas-Fort Worth region experiencing continuous growth and is now the fourth-largest metro area and is expected to add another 3 million people over the next 25 years.

The railroad first came to our community in 1887 when the St. Louis Southwestern Railway Co.'s Cotton Belt Train made two stops per day in Smithfield. In 1925, the Cotton Belt carried 75 million passenger miles, but by 1970 there were zero passenger miles. However, the train tracks and right of way remained.

The actions taken by cities like Grapevine and North Richland Hills to add TEXRail stations were based on the long-term needs of our residents, looking decades into the future. Commuter rail in North Texas is only getting started.

The North Central Texas Council of Governments is developing a plan for what regional transit should look like for the next 40 years. More collaboration between transit authorities, extending service beyond the existing areas and infill development are all part of this plan.

In North Richland Hills, a development is well underway with 150 acres surrounding TEXRail's Iron Horse Station undergoing a building boom. In the last few years, \$250 million in private investment has brought new homes, multifamily units and commercial space to this district, all within a five-minute walk of the station's platform. Approximately 20 acres remain vacant, primarily zoned for office and commercial uses.

This area, just north of Loop 820, sat vacant or underutilized for decades. Much of it was once zoned to be an industrial park, but only a few businesses came. With TEXRail as the catalyst, the city renamed Industrial Boulevard to Iron Horse Boulevard and a new vision took shape for a mixed-use, pedestrian and bicycle-friendly community integrated with transit.

A vision for revitalizing Main Street in the historic Smithfield area of North Richland Hills is also taking shape. With a \$2.2 million Complete Streets grant from the North Central Texas Council of Governments, the city of North Richland Hills will reconstruct Main Street, Snider Street and Center Street and add new pedestrian connectivity to TEXRail's Smithfield Station.

Along with wide sidewalks, streetlights and trees will be added and aging water and sanitary sewer mains will be replaced, making the area ready for new businesses to come in. The city intends for new development along Main Street to have an architectural design that complements existing historic buildings and embraces Smithfield's railroad heritage.

It's true that Texans are fiercely independent and some will never give up their cars, but we have to offer alternative ways to move people around and relieve road congestion. As North Texas continues to grow, commuter rail service will become increasingly important.

Located 15 minutes west of DFW Airport, 15 minutes northeast of Downtown Fort Worth and 15 minutes southeast of Alliance, North Richland Hills is no longer a rural community. Rather, it's located right in the middle of the Dallas-Fort Worth area, with hundreds of thousands of cars passing through the community each day.

As commuter rail continues to grow and expand in the coming decades, it would have been very shortsighted had North Richland Hills let TEXRail just pass us by.

Oscar Trevino is the mayor of North Richland Hills.

DALLAS MORNING NEWS

FOREST THEATER IS ALREADY TRANSFORMING LIVES FOR DALLAS ISD KIDS

The MLK Arts Academy is getting some love thanks to the nonprofit Forest Forward

Dallas Morning News editorial
April 25, 2024



This rendering puts the potential of a newly renovated Forest Theater on display. Thanks to the investment nonprofit Forest Forward has made in the community, the revitalization of the theater also means the Dr. Martin Luther King Jr. Arts Academy is getting some love.(Courtesy: HKS Architects)

The Forest Theater, once the arts and culture anchor of South Dallas, has had so many lives that it's hard to remember all of them. None have stuck. Plenty of plans over the years to restore this iconic movie theater to its former glory have fizzled out.

But now dirt is being turned at the corner of Martin Luther King Jr. Boulevard and S.M. Wright Freeway, and promises are becoming reality. What the nonprofit Forest Forward has in store is exactly the kind of investment that South Dallas needs.

Earlier this month, officials [broke ground on the renovation of the Forest Theater](#), kicking off a period of revitalization for this long-neglected area around Fair Park that will bring more amenities and new homes.

Forest Forward succeeded in raising its initial target of \$75.215 million — a nod to the area's ZIP code. The nonprofit was able to secure money from a variety of sources, including tax credits and funds through the North Central Texas Council of Governments. About a quarter of the funds have come from foundations and individuals, said Elizabeth Wattley, president of Forest Forward.

Wattley said the nonprofit has reached more than 70% of its current funding goal for the theater and is actively seeking additional funds and gifts.

We're particularly excited about the new opportunities that the theater brings for Dallas ISD students in the neighborhood. The renovated Forest Theater will more than double in size and feature a 1,000-seat concert hall, a 13,000-square-foot arts education center, a rooftop space and a renewed marquee that will be lighted for the first time in more than 50 years, Wattley said.

Already, the revival effort has had a positive effect on the neighboring Dr. Martin Luther King Jr. Arts Academy.

Formerly known as the Martin Luther King Jr. Learning Center, this was once a struggling campus. The renovation plans for the Forest Theater carved a path for Dallas ISD to turn the school into an arts magnet.

The goal is to [help students at the MLK Arts Academy get into DISD's much-celebrated Booker T. Washington High School](#) for the Performing and Visual Arts. This year, the arts academy graduated its first eighth-grade class of 24 students, with five of them admitted to Booker T., said MLK principal Romikianta Sneed.

Wattley said \$20 million from Forest Forward is going toward improvements at MLK Arts Academy. That is expected to add 25,000 square feet in new construction and other improvements to the school.

Sneed, the principal, said the Forest Theater will transform lives.

Plans for the area also include a mixed-income housing development and the redevelopment of S.M. Wright Freeway into a boulevard to make the neighborhood walkable.

The Forest Theater and its champions are showing this city just how bright South Dallas shines in the spotlight.

FORT WORTH PLANS REHABILITATION OF WEST BERRY RAILROAD CROSSING AFTER RESIDENT COMPLAINTS

By Emily Wolf & Keyla Holmes



A car drives over the railroad crossing on West Berry Street April 22, 2024. (David Moreno | Fort Worth Report)

The deteriorating railroad crossing near 2000 West Berry St. is a near-constant obstacle for TJ Turner.

Turner, who works at the nearby Cidercade, has to cross the train tracks before shifts. He's felt how the cracked concrete panels under the tracks jostle his car.

"It's a scary patch to hit," he said. "You don't wanna get stuck."

Turner isn't alone in his concerns. Fort Worth's Transportation and Public Works Department has fielded complaints from both residents and city employees about the dilapidated railroad crossing. Those complaints prompted the Fort Worth City Council to approve a \$234,106 rehabilitation agreement with Fort Worth & Western Railroad.

Lara Ingram, a spokesperson for the transportation department, said the railroad crossing is past the point where minor repairs would help the situation. Rails have started sinking below the street surface, and the road leading up to the crossing is uneven with potholes.

Cars cross over the West Berry St. railroad crossing. Portions of the track have sunk, and surrounding concrete has cracked. (David Moreno | Fort Worth Report)

Under the agreement, the city will put forward \$106,974 to share the cost of materials, and the railroad company will provide \$127,132 to pay for materials, labor and equipment. Fort Worth is responsible for any excess costs.

The money allocated by the city will come out of the [2022 bond program](#), which provides funding for railroad safety improvements. That bond program set aside \$6 million for railroad crossing upgrades.

Ingram said the West Berry crossing is at the top of the city's fix-it list. Now that the City Council has approved the agreement, city staff will execute a contract for the work and figure out a construction schedule. The exact timing of the rehabilitation project is to be determined, but the city will make a public announcement ahead of any action.

Turner said while he's in favor of improving that crossing, he worries the necessary construction will worsen existing traffic jams.

Ingram said the construction will take four days of full street closure, from a Friday to a Monday, to complete. Because it is part of a surface improvement program, rather than a long-term capital improvement project, it will take considerably less time than some other closures, Ingram said.

The city has agreed to provide a traffic control plan, barricades and flags as needed during construction.

"Once it's fixed, I'm about it," Turner said.

FORT WORTH STAR-TELEGRAM

HERE'S HOW ONE GROUP IS CHANGING THE IMAGE OF STOP 6. AND HOW YOU CAN HELP THIS WEEKEND.

By Kamal Morgan

April 25, 2024

Teena James remembers when, in 2003, a woman told her the Stop 6 neighborhood of Fort Worth was dangerous.

The [gun violence, gangs, and crime](#) scared the woman, who wouldn't visit the neighborhood.

James, taken back, told the woman she had built a house and raised four children with her husband in the neighborhood.

"I kept telling people how safe it was and how I believed in it," James said. "We just had to get involved and be a part of it."

James has always been involved in her community, serving, for instance, as the PTA president for her children's schools at W.M. Green Elementary and Dunbar High School. In 2003, she started a nonprofit organization, Safe in the Six, that provides resources and collaborative opportunities such as mental health events, clothing distribution and help with transportation.

At 10 a.m. April 27, Safe in the Six will have its 2nd Annual Human Sex-Trafficking and Mental Health Walk for Awareness. It will start at Dunbar High School at 5700 Ramey Ave. and end at Eastover Park at 4300 Ramey Ave.

To participate, register online at safeinthesix.org at no cost.

Participants will include students from the Young Men's Leadership Academy and Dunbar High School and representatives of the Fort Worth Police Department. Last year, over 50 people attended.

James wants the event to help educate the community on sex trafficking and the importance of mental health support for those touched by it.

The walk is held in collaboration with the [5 Stones Foundation](#), an anti-trafficking nonprofit organization that works with law enforcement and organizations that deal with sex trafficking. The [Tarrant County 5 Stones Task Force](#) was established in 2016 to connect law enforcement with organizations that provide services such as shelter, counseling, job training, and more.

Karen Wiseman is president of the 5 Stones Foundation and met James four years ago at a school board meeting. Wiseman saw James' passion and wanted to be a part of her community efforts.

Wiseman says trafficking happens anywhere that people are abused, malnourished and financially controlled. Every child deserves to be valued and understand their self-worth, and it starts with parents, Wiseman said.

"Parents need to be aware of what to look for so that they can protect their kids," Wiseman said. "Because these kids are growing up in an environment where the music, the culture, everything

kind of glorifies the whole pimp life and they make trafficking sound like it's a glamorous life, and it's not."

James also wants to change the perception of her neighborhood.

She says Stop 6 has a stigma attached to it because of the gangs that have been associated with it. She referred specifically to Eastover Park, where she said gang related activities occurred.

The park is one of the many beautiful areas that needs more amenities, such as lights, and to have the trees and grass better taken care of, James says.

Her vision is to one day open a place called One Stop Safe Spot where children can feel protected. It would offer tutoring services and meals and be a place for local college students to find volunteer opportunities in the community.

"That's pretty much my fight, that every child will receive an equal opportunity of receiving high quality education and a safe community where you can raise your family and walk in without feeling threatened, or being harmed," James said.

HOODLINE

TEXAS DEPARTMENT OF TRANSPORTATION LAUNCHES STATEWIDE MULTIMODAL TRANSIT PLAN FOR IMPROVED CONNECTIVITY

By Natalie Petrovich
April 24, 2024

Texas is gearing up to revamp its transit game, and the Lone Star State isn't playing around. According to a recent [announcement](#) from the Texas Department of Transportation (TxDOT), a new Statewide Multimodal Transit Plan (SMTP) is underway, looking to fully transform public transportation. This ambitious blueprint aims to underpin future transit strategies and support local and regional initiatives, tackling challenges like access and congestion head-on.

The SMTP, in the making now, is set to weave together a diverse range of transport modes, ensuring Texans can smoothly navigate from point A to B. What does this mean for commuters? The TxDOT is banking on the SMTP to identify ways to relieve congestion and improve safety, accessibility, and connectivity across Texas. This is not just a paper exercise—the agency has hit the ground, having spoken with Texans in both rural and urban locales to scoop up what they require from their daily commute.

Tapping into local voices, the transportation heads made their way across a whopping 155 counties in the fall of 2023 to catch the pulse of Texans' transit needs. From office-bound workers to social butterflies, TxDOT gathered a rich harvest of feedback. According to their [webpage](#), participants would be more inclined to opt for public transit if it offered extended service hours, more locations, better vehicles, and swankier waiting areas. Additionally, the call for stronger links between smaller towns and the state's big city hotspots was clear. Inter-regional connectivity is a big-ticket item on residents' wish lists.

But it isn't just about roadmaps and talks. TxDOT is putting its ear to the ground to truly understand these needs and wants, encouraging ongoing dialogue through virtual town halls and collaborations with advisory groups. This isn't about reinventing the wheel; the new transit plan aims to align with other far-reaching transportation strategies, like Connecting Texas 2050 and the Statewide Active Transportation Plan. Call it a well-oiled machine for a community on the move, with Texans behind the steering wheel of that change.

What's at stake here is more than just convenience—it's the heartbeat of community life in Texas. If the feedback is anything to go by, transit isn't just a nice-to-have; it's pivotal for the state's growth and residents' quality of life. With the rubber now firmly hitting the road on this plan, the Lone Star transit system is racing towards a future where getting around doesn't have to be a rodeo. Stay tuned for TxDOT's progress and get the latest on the SMTP by visiting their [website](#).

VOI.ID

IKN WILL PREPARE A SMART TRANSPORTATION SYSTEM WITH SECURITY AND SUSTAINABILITY PRINCIPLES

April 28, 2024



IKN Nusantara in East Kalimantan. (doc the Ministry of PUPR)

JAKARTA The capital city of Nusantara (IKN) will be developed as a world-class capital that carries the concept of a smart city. The development of a smart city needs to be accompanied by the implementation of technology, which aims to increase the operational efficiency of cities, public services, and the quality of life of the community.

Deputy for Green Transformation and Digital Authority of IKN, Prof. Mohammed Ali Berawi, said that the smart transportation system (ITS) is one of the features of a smart city that will be developed at IKN.

"One of the public service domains that will be presented at IKN is smart transportation and mobility which will transform the mobility method at IKN," he said, in his statement, Sunday, April 28.

Ali revealed that currently IKN is conducting Proof of Concept (PoC) in the field of smart transportation, such as ATMS, Autonomous Rail Rapid Transit (ART), and AAM.

"We will assess the technology that will be tested based on the value of interoperability, reliability, value for money, technology transfer, and level of technological maturity," explained Prof. Ali.

For information, the Deputy for Green Transformation and Digital Authority of IKN together with the Director General of Aptika, Ministry of Communications and Informatics, along with

representatives from the Ministry of Finance and the Ministry of National Development Planning/Bappenas have a dialogue with the North Central Texas Council of Governments (NCTCOG) and the North Texas Tollway Authority (NTTA), in a series of trade missions sponsored by the United States Trade and Development Agency (USTDA).

NCTCOG is a government agency that serves 16 counts in the North Central Texas region. The agency has more than 230 city government members set up to plan regional development.

NCTCOG's Director of Transportation, Michael Morris, stated the importance of regulation and data governance in developing a smart transportation system in the North Central Texas area.

"An important step that needs to be taken is to ensure the resilience and sustainability of the technology used, such as ensuring public security and good data management," Michael said.

NCTCOG has implemented the Advance Transport Management System (ATMS) and autonomous vehicle systems over the past few years, and is preparing the Advanced Air Mobility (AAM).

"The assessment of the feasibility of technology at NCTCOG is provided through the certification of Certification of Emerging and Reliable Transportation Technology (CERTT) process adopted from NASA's technology readiness assessment system," Michael said.

Director of Traffic and NTTA Incident Management, Eric Hemphill, revealed that the application of technology to monitoring can reduce the rate of accidents and congestion that occur on toll roads.

"Our team can complete an incident in less than 50 minutes by utilizing sensors cameras and artificial intelligence-based analysis," said Eric.

The English, Chinese, Japanese, Arabic, and French versions are automatically generated by the AI. So there may still be inaccuracies in translating, please always see Indonesian as our main language. (system supported by DigitalSiber.id)

FOX4 KDFW

PLANO ADDS ALL-ELECTRIC GARBAGE TRUCKS TO ITS FLEET

By FOX4 Staff
April 26, 2024

PLANO, Texas - North Texas' first all-electric trash and recycling truck is set to hit the streets of Plano Friday morning.

The big, bright green vehicle was officially introduced as part of the city's "Clean Fleet" on Thursday.



Plano leaders said the new truck's battery will not only help reduce emissions, it will also save the city on gas and maintenance costs.

"The cutting edge, two-axle Low Entry Tilt II truck from Battle Motors can serve more than 1,100 homes on a single charge," said Plano Mayor John Muns.

A second electric truck is set to hit the streets of Plano in the next year.

A grant from the North Central Texas Council of Governments helped pay for the trucks.

FORT WORTH REPORT

STUDY LOOKS TO RECONNECT, REDEVELOP FORT WORTH'S BUTLER PLACE

By Sandra Sadek

April 28, 2024



Butler Place, Fort Worth's last remaining public housing site, closed in 2020. Fort Worth Housing Solutions and the city are working to redevelop it into a new vibrant community. (Sandra Sadek | Fort Worth Report)

Restricted on all three sides by a six-lane highway, Butler Place's location has long confined the urban island to isolation. A new study is underway to better access the site and unlock its future potential.

The [Access Butler Place Plan](#), spearheaded by the city's Transportation and Public Works Department alongside Fort Worth Housing Solutions, which owns the site, will explore ways to reconnect the former African American public housing site to the rest of downtown.

The first public open house is from 4:30-7:30 p.m. May 9 at Fort Worth Central Station, 1001 Jones St.

Kelly Porter, assistant director of Fort Worth's Transportation and Public Works, said any future redevelopment of the site will require good accessibility, which is a crucial first step.

Getting feedback on how people view access and what they see as barriers and solutions going forward is key to creating what he calls "connectivity in the core of the city."

Reconnecting a formerly segregated site

The 42 acres are among the last remaining land available for redevelopment in the downtown area. But for years, the property was carved out of the rest of Fort Worth's growing and booming downtown by several highways, Interstate 35W, Interstate 30 and U.S. Highway 287.

Opened in 1940 as one of 52 Public Works Administration projects for low-income housing as part of the New Deal, Butler Place predominantly served an African American population. Next to it is the once racially segregated and historic I.M. Terrell High School, the city's first Black school, opened in 1882.

The school is now the I.M. Terrell Academy for STEM and Visual Performing Arts, part of the Fort Worth ISD [Schools of Choice](#) program.

"Being so close to (I.M. Terrell), named after the first black principal in Fort Worth ISD, there's great symbolism there," said Ernie Moran, a Fort Worth ISD teacher and parent of a student at the high school. "There's a chance to do something really great with that history and that symbolism. I pray that the city doesn't drop the ball."



Exterior view of Butler Place, a government housing project built in the 1940s for African American residents in the Chambers Hill district of Fort Worth. A sign in the front yard reads, "Open for Inspection." (Courtesy photo | UTA Libraries Digital Gallery)

The [final tenants moved out of Butler Place in 2020](#) and were relocated to apartment homes in what the housing authority described as high-opportunity neighborhoods across the city.

Butler Place is a vestige of a time when housing authorities used to concentrate poverty in certain areas of a city. Fort Worth Housing Solutions President Mary-Margaret Lemons said the city has moved forward from this approach and is now focused on creating vibrant mixed-income communities spread out across the city.



After the last tenants moved out in 2020, all doors and windows were boarded up. (Sandra Sadek | Fort Worth Report)

The city held a series of workshops in [September 2019](#) and meetings with the Butler Advisory Committee [continued into 2022](#). While nothing has been finalized in terms of what Butler Place will eventually become, creating something that respects the history of the site while creating economic development is key, Lemons said.

“We really stand on the shoulders of giants that came before us with huge visions for Fort Worth to deconcentrate poverty,” Lemons said. “We no longer believe that warehousing poor people in one part of the city is the right way to do affordable housing, and Fort Worth has been super progressive in embracing that and seeing the future.”

The upcoming study is a continuation of previous work and research done about Butler Place, Porter said. Federal funding for the study was secured through the North Central Texas Council of Governments and supplemented by local dollars.

“There’s no time like the present to go ahead and start figuring out what we need to do,” Porter said.

As part of the study, the city and its partners will solicit feedback on how to improve the surrounding infrastructure, encourage diverse development, and bring new recreational opportunities.

The time is also right to address the accessibility issues of Butler Place at a moment when there is plenty of federal funding available for transportation projects. However, it is too early to determine what kind of funding the future Butler Place could qualify for.

That's why getting this study done is important, Porter said.

"You have to let people know what they're investing in," he said.

In total, the city plans on hosting three to four rounds of open houses, including the upcoming May 9 meeting. There will also be surveys on the project website for residents to share feedback.

"I would hope that somebody whose heart is in the right place, first and foremost, is in the room when those decisions are made and it's not just people who are looking at dollar signs and dollar figures," Moran said.

Preserving Fort Worth's history

While the future of Butler Place is not yet set in stone, housing officials say this is certain: The historical significance of the site will be preserved.



Some historical structures will be preserved and incorporated into the redevelopment of Butler Place, said Mary-Margaret Lemons, president of Fort Worth Housing Solutions. (Sandra Sadek | Fort Worth Report)

Fort Worth Housing Solutions is working on obtaining a local historical designation for the old agency's administration building, which was Carver-Hamilton Elementary School. About 17 of the 42 acres were put on the National Register of Historic Places in the early 2000s.

Since receiving that designation, the housing authority, and the city have been working with the state to outline what parts of the property will be maintained in its originality. The agreement includes maintaining two of the residential buildings, some of the historic resources on-site as well as some of the bricks.

There will also be signage highlighting Butler Place's history and an amphitheater.

Lemons told the Fort Worth Report the agency is working with the U.S. Department of Housing and Urban Development to phase out the remaining Butler Place units still in HUD's system and so is overseen by the federal agency.

Applications for that process were just approved, she said, and the last remaining housing assistance tied to the property will be transferred to other parts of the city. That process could take anywhere from 18 months to two years.

"This is the last large parcel that's adjacent to downtown. We're being very methodical in the steps that we're taking to ensure that we're doing the right thing, not only for the housing authority but for the communities that really are of the utmost importance to us," Lemons said.

The rebirth of Butler Place has been in the works for almost a decade as officials work to give this once-segregated and isolated urban island a second chance at life. As the last large remaining parcel of land adjacent to downtown, all eyes are on the property and what it could bring to Fort Worth.

"We want to make sure that whatever it becomes is something that is a catalyst for the city and for the community, and possibly a long-term income stream for the housing authority," Lemons said. "One of our goals is to make sure that it's not just a one-time shot in the arm of capital, but something that's reoccurring and sustainable for the housing authority to be able to operate well into the future."

\$521M FOR DALLAS STREETS AND INFRASTRUCTURE IS ON THE BALLOT IN THE CITY'S BOND ELECTION

By Pablo Arauz Peña

April 29, 2024

Streets in Dallas [are on the ballot](#) in the May 4 election as voters will decide on whether to approve \$521 million in bond money to improve the city's infrastructure.

Proposition A asks voters to decide whether or not the city should issue the bond money for transportation projects, including improvements on the Malcolm X bridge near Deep Ellum and on State Highway 356 on the city's northwest side.

"The needs of the city [are] pretty huge," said Ali Hatefi, the city's director of public works. "The budget is limited."

Hatefi said the city needs about \$270 million a year to achieve "zero degradation" — which means keeping the city's streets in good condition on a metric called the pavement condition index.

"The scenario that we have, and this bond amount, probably not gonna hit that mark," Hatefi said. "But again, that's another effort to get it closer to the improvements that we need at this point."

Some of the higher value items on the city's [project list](#) include \$16 million for traffic signal and technology upgrades and \$8 million for the city's [Vision Zero projects](#), which aim to reduce traffic-related deaths by 50% in the next six years.

Hatefi added that Dallas already includes around \$65 million per year for infrastructure needs in the general budget, but he reiterated that the bond money will only go so far in terms of improvements.

"It doesn't necessarily mean that we're going to improve all the potholes or all the streets in a bad condition, because that is not happening with this type of money," Hatefi said. "Regardless, you know, any improvement that we can provide to the street network to maintain the conditions that we have, that will be helpful."

Early voting for the May 4 elections ends Tuesday, April 30.



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

April 25, 2024

Michael Morris, PE
Director of Transportation
North Central Texas Council of Governments
616 Six Flags Drive, Centerpoint Two
P.O. Box 5888
Arlington, TX 76005-5888

RE: Dallas-Fort Worth High-Speed Rail Service; Acceptance of Invitation to Participate in Environmental Review

Dear Mr. Morris,

Thank you for your March 21, 2024 letter inviting the Surface Transportation Board (Board) to participate in the environmental review for the proposed Dallas-Fort Worth High-Speed Rail Service between downtown Fort Worth and downtown Dallas in North Texas (the Project). Your letter indicates that the Federal Transit Administration (FTA), as the lead federal agency, and the North Central Texas Council of Governments (NCTCOG) are initiating the preparation of an Environmental Assessment (EA) for the Project. The project corridor is 31-miles long and travels through Tarrant and Dallas Counties, generally along Interstate Highway 30. Your letter also states that the purpose of the Project is to provide transit service that satisfies the long-term regional mobility and accessibility needs for businesses and the traveling public and supports sustainable development within the study area.

Because the Board may have a licensing role in the Project, the Board, through its Office of Environmental Analysis (OEA), is pleased to accept your invitation to participate as a participating agency with FTA in the preparation of the EA.

Adam Assenza of my staff is the environmental protection specialist assigned to this case. If you have any questions or would like to discuss this matter further, please feel free to contact him at (202) 245-0301 or email at adam.assenza@stb.gov. We look forward to working with you and your team on the environmental review for this project.

Sincerely,

Danielle Gosselin
Director
Office of Environmental Analysis



North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

Long-Range Planning, Efforts to Reconnect Communities to be Highlighted April 9

Public comments to be accepted until May 7

April 3, 2024 (Arlington, TEXAS) – The North Central Texas Council of Governments (NCTCOG) is seeking input on long-range transportation planning, efforts to reconnect communities in the region and other transportation planning initiatives during the next hybrid public meeting, which will take place at noon Tuesday, April 9.

The meeting will be held at NCTCOG's Arlington offices, 616 Six Flags Drive. Residents can also watch the meeting live at www.publicinput.com/nctcogApril24, or participate over the phone by dialing 855-925-2801, then code 10201. In addition to feedback provided during the meeting, public comments will be accepted until May 7.

Mobility 2050 is NCTCOG's long-range plan for transportation. The development of Mobility 2050 has been initiated and staff will provide an overview of the key considerations and public input opportunities. For more information on the long-range transportation plan, visit www.nctcog.org/planinprogress.

The Department of Energy Multimodal Delivery Project is a collaborative effort led by the City of Arlington in which NCTCOG is participating. The project aims to test and evaluate new mobility options to deliver essential food items to underserved communities. These deliveries will be made by a combination of vertical take-off and landing (VTOL) drones, battery powered drones that can carry nearly nine pounds and autonomous delivery robots with a cargo bay. Staff will provide information about the project, as well as upcoming demonstration opportunities.

As the metropolitan planning organization for the 12-county Dallas-Fort Worth area, NCTCOG is required to set regional targets for roadway safety by the Fixing America's Surface Transportation Act. These targets are used to track and report on the region's performance through existing documents such as the MTP, the Transportation Improvement Program, and the State of the Region report. Staff will provide an update on the proposed 2024 targets and actual performance of the 2022 targets.

The U.S. Department of Transportation recently awarded NCTCOG \$80 million for the Bridging Highway Divides for DFW Communities project through the Neighborhood Access and Equity grant program. The awarded money will fund the foundational infrastructure for pedestrian caps/pedestrian connections in Klyde Warren Park, Southern Gateway Park, McKinney's State Highway 5 and Interstate Highway 30 in Dallas. Klyde Warren Park and Southern Gateway Park are expansion projects, while the McKinney SH 5 and Dallas IH 30 projects are new investments. Each project will improve residents' options for non-automotive transportation and reduce or remove major highway barriers.

NCTCOG currently leads multiple vehicle emissions reduction initiatives. Staff will present strategies for reducing air pollution, including information about the Car Care Awareness campaign and Engine Off North Texas program. CCA educates vehicle owners and the public about proper vehicle maintenance practices and Engine Off North Texas aims to mitigate the effects of unnecessary vehicle idling. Through participation in these initiatives residents can actively contribute to improving regional air quality. For more information, visit <https://www.nctcog.org/trans/quality/air/For-Everyone>.

Resources and information about Interactive Public Input: Map Your Experience, air quality programs and funding opportunities, Try Parking It and the Business Engagement Program will also be made available online and at the meeting.

For residents who want to take transit to the meeting, \$6 roundtrip rides from the CentrePort/DFW Airport Station to NCTCOG are available through the Arlington Transportation app. To download the app, visit www.arlingtontx.gov/ondemand. For special accommodation due to disabilities or language interpretation, contact 817-695-9255 or email jcastillo@nctcog.org.

Public Meeting Details
Noon Tuesday, April 9, 2024
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, TX 76011

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.

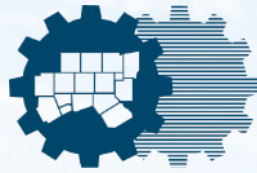
NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered in the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 228 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.

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.

###



NCTCOG PRESENTATION

RECONNECTING COMMUNITIES UPDATE

Karla Windsor – Senior Program Manager
Regional Transportation Council
May 09, 2024

Notice of Award

- Staff was contacted in late February 2024 inquiring if \$80M of the \$95M federal ask was awarded, could the full scope be completed
- Staff assured the United States Department of Transportation (USDOT) that we would accept \$80M and find a way to fill the gap
- Regional Transportation Council (RTC) action is needed to make up the \$15M delta in cost
- No increase in local commitments is proposed, requesting RTC to cover the funding gap
- Slight adjustments to funding may be necessary as projects approach letting
- Work is underway to develop a letter of assignment and the Texas Department of Transportation as a project partner will be the lead contracting and implementing agent



Bridging Highway Divides for DFW Communities

Allocation of Federal Funds in Original Application

Klyde Warren Park (Phase 2)	\$20M
Southern Gateway (Phase 2)	\$35M
Interstate Highway 30: Farmers Market/Three Fingers	\$25M
McKinney State Highway 5	\$15M
	<hr/>
	\$95M



Bridging Highway Divides for DFW Communities

Revised Allocation of Federal Funds

	Original	Revised
Klyde Warren Park (Phase 2)	\$20M	\$20M
Southern Gateway (Phase 2)	\$35M	\$25M + new RTC funds
Interstate Highway 30: Farmers Market/Three Fingers	\$25M	\$20M + new RTC funds
McKinney State Highway 5	\$15M	\$15M
	<hr/>	<hr/>
	\$95M	\$80M



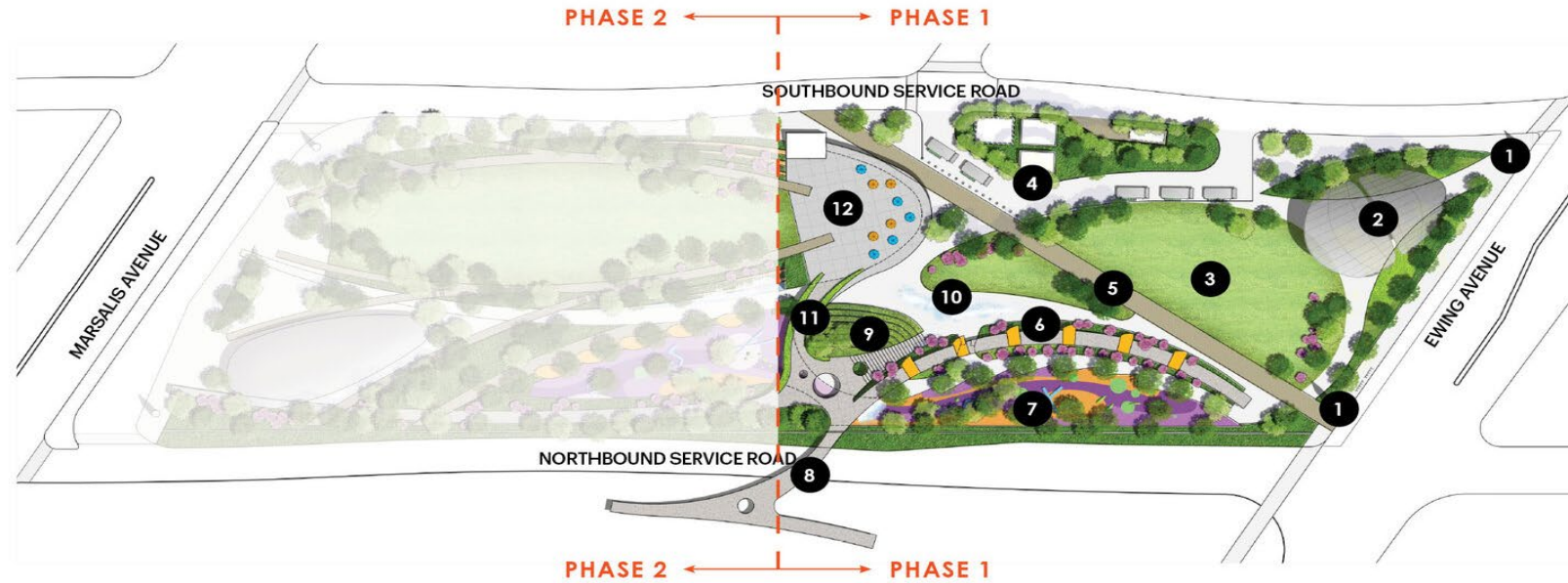
Klyde Warren Park – Phase 2.0



Phase	STBG (federal)	TxDOT PE Funds	Dallas	Dallas County	Private	Federal Discretionary	Total (in millions)
Engineering		\$2.00			\$10.24		\$12.24
Utilities					\$0.40*		\$0.40*
Construction	\$36.80		\$12.90	\$1.30	\$8.80	\$20.00	\$79.80
Total	\$36.80	\$2.00	\$12.90	\$1.30	\$19.44	\$20.00	\$92.44



Southern Gateway Deck Park– Phase 2.0



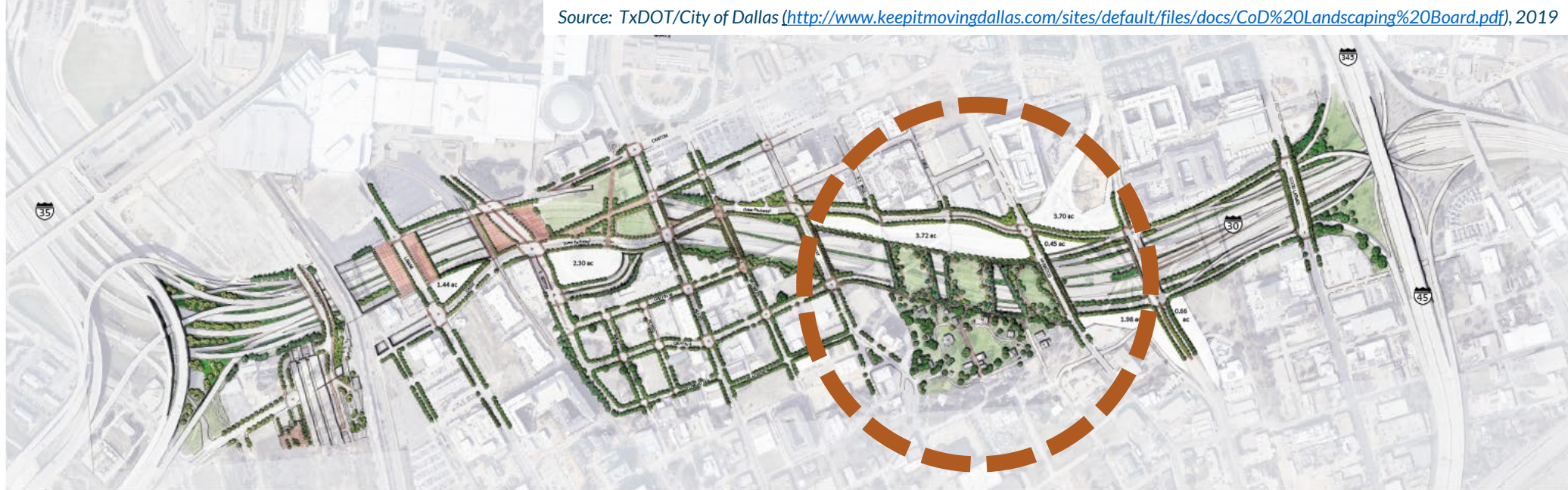
Phase	STBG (federal)	RTR	Dallas	Royce West Funds	Federal Discretionary	Total (in millions)
Engineering				\$10.00		\$10.00
Construction	\$22.00	\$5.00	\$15.00		\$25.00	\$67.00
Total	\$22.00	\$5.00	\$15.00	\$10.00	\$25.00	\$77.00



IH 30 Dallas "Canyon"

Illustrative Plan | DRAFT

Source: TxDOT/City of Dallas (<http://www.keepitmovingdallas.com/sites/default/files/docs/CoD%20Landscaping%20Board.pdf>), 2019

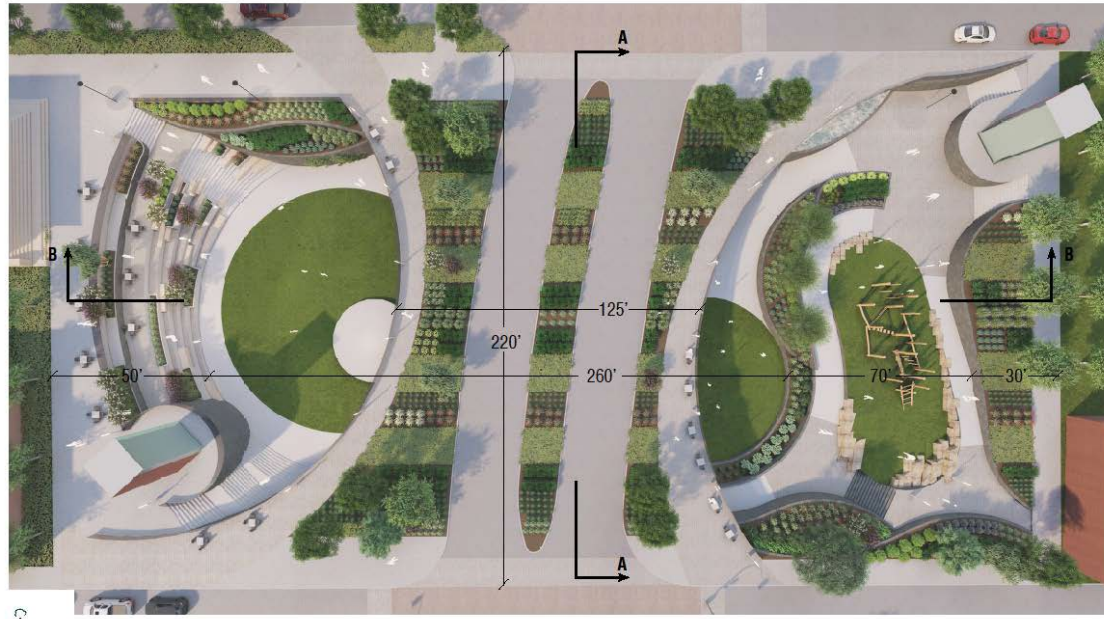


Phase	STBG (federal)	Dallas	Federal Discretionary	Total (in millions)
Engineering	\$2.00			\$2.00
Construction	\$11.00	\$27.00	\$20.00	\$58.00
Total	\$13.00	\$27.00	\$20.00	\$60.00

Dallas Heritage Village | Deck Park + Parkway



McKinney Inverted Deck Park



INVERTED PARK PLAN VIEW

April, 2023 Kimley»Horn

Phase	STBG (federal)	TDCs*	McKinney	Federal Discretionary	Total (in millions)
Engineering	\$3.00	0.60			\$3.00
Utilities			\$0.55		\$0.55
Right-of-Way	\$6.80	1.36			\$6.80
Construction	\$12.85	2.57		\$15.00	\$27.85
Total	\$22.65	4.53	\$0.55	\$15.00	\$38.20

*Transportation Development Credits (TDCs) are not cash and do not count in the funding total



Reconnecting Communities and Neighborhoods – Requested Action

- Request approval of:

An additional \$15M of Surface Transportation Block Grant funds to include in the Reconnecting Communities and Neighborhoods awarded project funding

Administratively amend Transportation Improvement Programs (TIP) and Statewide TIP, as well as other planning and administrative documents to include the amended funding



Contact Information

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Director of Transportation

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Senior Program Manager

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Source: <https://gensler.com/projects/klyde-warren-park-2-0>



**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	MAY 2023 COMMENTS	MAY 2023 RISK RATING	MAY 2024 COMMENTS	MAY 2024 RISK RATING
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY2024														
11726.4	0918-47-168	DALLAS COUNTY	DALLAS	RIVERFRONT BLVD FROM CADIZ STREET TO JUSTICE CENTER WAY	RECONSTRUCT 6/8 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS	\$49,400,000	RTR, LOCAL CONTRIBUTION	06/2022	12/2024 10/2023 09/2022 08/2022	CONFIRM FUNDING IN FY2022	PROJECT LIMITS AND UPDATED DEADLINE (12/2023) WERE APPROVED BY THE RTC IN AUGUST 2022; ENGINEERING PLANS HAVE BEEN REVISED TO REFLECT UPDATED LIMITS; FEBRUARY 2023 TIP MOD HAS BEEN APPROVED BY RTC (STILL PENDING FEDERAL/STATE APPROVAL) TO UPDATE THE LIMITS; FINAL PLANS ARE CURRENTLY BEING REVIEWED, WITH ENGINEERING EXPECTED TO BE COMPLETE BY AUGUST 2023	MEDIUM RISK	ENGINEERING COMPLETED NOVEMBER 2023; FRANCHISE UTILITIES (ONCOR) HAVE DELAYED THE PROJECT; PROJECT MISSED ESTABLISHED DEADLINE OF DECEMBER 2023; PROJECT HAS FUNDING SHORTFALL OF \$14,810,939; STAFF RECOMMENDS THAT THE STTC AND RTC PROVIDE \$11,984,662 OF REGIONAL TOLL REVENUE FUNDS TO ADDRESS THE FUNDING SHORTFALL (DALLAS COUNTY TO CONTRIBUTE ADDITIONAL \$2,000,000 AND CITY OF DALLAS TO CONTRIBUTE ADDITIONAL \$826,277) AND EXTEND THE LETTING DEADLINE TO DECEMBER 2024 (ACTION ITEM)	HIGH RISK
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY2025 OR BEYOND														
11263.2	0902-48-645	HALTOM CITY	HALTOM CITY	UNION PACIFIC RAILROAD CROSSING AT NORTH HALTOM ROAD AND GLENVIEW DRIVE	INSTALL NON-TRANSVERSABLE MEDIANS ON NORTH HALTOM AND NON-TRANSVERSABLE MEDIANS AND OFF-SETTING FOUR QUADRANT GATES AT GLENVIEW DR	\$550,000	LOCAL CONTRIBUTION, 7, 12S	10/2020	TBD 10/2020	FUNDING HAS BEEN OBLIGATED AND WORK AT ONE LOCATION (HALTOM ROAD) STARTED IN OCTOBER 2020; WORK AT THE OTHER LOCATION (GLENVIEW) IS PENDING APPROVAL BY UNION PACIFIC	N/A	N/A	CITY STAFF PREVIOUSLY INDICATED THAT WORK HAD STARTED AT HALTOM ROAD LOCATION AND WORK AT GLENVIEW DRIVE WAS PENDING APPROVAL BY UNION PACIFIC (UP); AFTER A STATUS UPDATE WAS REQUESTED, CITY INFORMED NCTCOG THAT WORK HAD ACTUALLY NOT STARTED ON EITHER LOCATION; UP APPROVAL OF DESIGN PLANS FOR BOTH LOCATIONS PENDING; PROJECT IS ON FHWA INACTIVE LIST DUE TO NO REIMBURSEMENT REQUESTS BEING SUBMITTED FOR MORE THAN A YEAR; STAFF RECOMMENDS THAT THE STTC AND RTC REQUIRE HALTOM CITY'S CITY COUNCIL TO REAFFIRM THEIR COMMITMENT TO THE PROJECT WITH A RESOLUTION (MUST INCLUDE CONFIRMATION THAT LOCAL MATCH IS STILL AVAILABLE AND A SCHEDULE THAT CITY COMMITS TO IMPLEMENT THE PROJECT BY) (ACTION ITEM)	HIGH RISK
20115	0081-03-047	TXDOT DALLAS	ARGYLE	US 377 FROM SOUTH OF FM 1171 TO CRAWFORD ROAD	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN	\$184,014,092	CAT 2M, CAT 4, SW PE, SW ROW, LOCAL CONTRIBUTION	09/2024	09/2027 12/2023 09/2024	KEEP PROJECT IN APPENDIX D (ENVIRONMENTAL CLEARANCE SECTION OF TIP) UNTIL FUNDING IS SECURED	PROJECT IS NOT FULLY FUNDED; RIGHT-OF-WAY PURCHASES ARE CONTINUING WITH A READY TO LET DATE OF 12/2023; CONTINUE PURSUING FUNDING FOR THE PROJECT	MEDIUM RISK	PROJECT IS NOW FULLY FUNDED; UTILITY RELOCATIONS UNDERWAY, BUT ARE EXPECTED TO BE COMPLEX; STAFF RECOMMENDS THAT THE STTC AND RTC ESTABLISH A LETTING DEADLINE OF SEPTEMBER 2027 NOW THAT THE PROJECT HAS BEEN FUNDED (ACTION ITEM)	LOW RISK
11572	0902-48-579	TXDOT FORT WORTH	VARIOUS	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY	CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287	\$15,101,054	CAT 2M, STBG, LOCAL CONTRIBUTION	01/2023	05/2025 10/2023 1/2027	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY2023	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING FEDERAL APPROVAL OF ENVIRONMENTAL CLEARANCE (PROJECT IS BEING ENVIRONMENTALLY CLEARED UNDER CSJ 0014-15-037, WHICH HAS AN INCONSISTENCY BETWEEN THE TIP AND MTP THAT MUST BE ADDRESSED), WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES; COORDINATION BETWEEN NCTCOG AND TXDOT REGARDING THE PROJECT SCHEDULE IS ONGOING; STAFF RECOMMENDS THAT THE RTC EXTEND THE PROJECT'S DEADLINE TO THE END OF FY2025 AND LEAVE THE FUNDING ON THE PROJECT	HIGH RISK	ENVIRONMENTAL CLEARANCE STILL PENDING, ALONG WITH RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS	MEDIUM RISK
53029	0014-15-033	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	\$8,228,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	05/2025 10/2023 1/2027	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY2023	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING FEDERAL APPROVAL OF ENVIRONMENTAL CLEARANCE (PROJECT IS BEING ENVIRONMENTALLY CLEARED UNDER CSJ 0014-15-037, WHICH HAS AN INCONSISTENCY BETWEEN THE TIP AND MTP THAT MUST BE ADDRESSED), WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES; COORDINATION BETWEEN NCTCOG AND TXDOT REGARDING THE PROJECT SCHEDULE IS ONGOING; STAFF RECOMMENDS THAT THE RTC EXTEND THE PROJECT'S DEADLINE TO THE END OF FY2025 AND LEAVE THE FUNDING ON THE PROJECT	HIGH RISK	ENVIRONMENTAL CLEARANCE STILL PENDING, ALONG WITH RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS	MEDIUM RISK
53030	0014-15-034	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD	\$10,008,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	05/2025 10/2023 1/2027	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY2023	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING FEDERAL APPROVAL OF ENVIRONMENTAL CLEARANCE (PROJECT IS BEING ENVIRONMENTALLY CLEARED UNDER CSJ 0014-15-037, WHICH HAS AN INCONSISTENCY BETWEEN THE TIP AND MTP THAT MUST BE ADDRESSED), WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES; COORDINATION BETWEEN NCTCOG AND TXDOT REGARDING THE PROJECT SCHEDULE IS ONGOING; STAFF RECOMMENDS THAT THE RTC EXTEND THE PROJECT'S DEADLINE TO THE END OF FY2025 AND LEAVE THE FUNDING ON THE PROJECT	HIGH RISK	ENVIRONMENTAL CLEARANCE STILL PENDING, ALONG WITH RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS	MEDIUM RISK

GREEN ROWS REPRESENT LOW RISK, YELLOW ROWS REPRESENT MEDIUM RISK, RED ROWS REPRESENT HIGH RISK RATINGS. CHANGES SINCE LAST UPDATE ARE IN RED TEXT.

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	MAY 2023 COMMENTS	MAY 2023 RISK RATING	MAY 2024 COMMENTS	MAY 2024 RISK RATING
53031	0014-15-035	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT NB AND SB EXIT RAMP TO HARMON ROAD/NORTH TARRANT PARKWAY AND SB ENTRANCE RAMP FROM HARMON ROAD	\$2,338,179	SW PE, CAT 2M	01/2023	05/2025 10/2023 4/2027	CONFIRM FUNDING IN FY2023	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING FEDERAL APPROVAL OF ENVIRONMENTAL CLEARANCE (PROJECT IS BEING ENVIRONMENTALLY CLEARED UNDER CSJ 0014-15-037, WHICH HAS AN INCONSISTENCY BETWEEN THE TIP AND MTP THAT MUST BE ADDRESSED), WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES; COORDINATION BETWEEN NCTCOG AND TXDOT REGARDING THE PROJECT SCHEDULE IS ONGOING; STAFF RECOMMENDS THAT THE RTC EXTEND THE PROJECT'S DEADLINE TO THE END OF FY2025 AND LEAVE THE FUNDING ON THE PROJECT	HIGH RISK	ENVIRONMENTAL CLEARANCE STILL PENDING, ALONG WITH RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS	MEDIUM RISK
53032	0014-15-036	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF FM 3479 TO NORTH OF IH 35W INTERCHANGE	CONSTRUCT AUXILIARY LANE FROM NORTHBOUND EXIT TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND ENTRANCE FROM NORTH TARRANT PKWY	\$2,056,479	SW PE, CAT 2M	01/2023	05/2025 10/2023 4/2027	CONFIRM FUNDING IN FY2023	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING FEDERAL APPROVAL OF ENVIRONMENTAL CLEARANCE (PROJECT IS BEING ENVIRONMENTALLY CLEARED UNDER CSJ 0014-15-037, WHICH HAS AN INCONSISTENCY BETWEEN THE TIP AND MTP THAT MUST BE ADDRESSED), WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES; COORDINATION BETWEEN NCTCOG AND TXDOT REGARDING THE PROJECT SCHEDULE IS ONGOING; STAFF RECOMMENDS THAT THE RTC EXTEND THE PROJECT'S DEADLINE TO THE END OF FY2025 AND LEAVE THE FUNDING ON THE PROJECT	HIGH RISK	ENVIRONMENTAL CLEARANCE STILL PENDING, ALONG WITH RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATIONS	MEDIUM RISK
TOTAL FUNDING						\$271,695,804								

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE - PROJECTS UNDER CONSTRUCTION**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	MAY 2024 COMMENTS	MAY 2024 RISK RATING
20066	2374-03-074	TXDOT DALLAS	DALLAS	IH 20 AT BONNIE VIEW RD	IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	<u>\$3,876,525</u>	STBG, LOCAL CONTRIBUTION	05/2021	05/2021 (ACTUAL)	<u>PROJECT COMPLETED MAY 2023</u>	N/A (PROJECT HAS LET)
20261.2	0918-47-297	MESQUITE	MESQUITE	MGR TRAIL AT MESQUITE CITY LIMITS NEAR DUCK CREEK TO MESQUITE HERITAGE TRAIL NEAR NORTHWEST DR	CONSTRUCT NEW HIKE/BIKE TRAIL FROM MESQUITE HERITAGE TRAIL TO CONNECTING MGR TRAIL IN GARLAND; CONNECTS ACROSS IH 30 AND DUCK CREEK	\$827,115	RTR, LOCAL CONTRIBUTION	09/2021	07/2021 (ACTUAL)	<u>PROJECT COMPLETED MAY 2022</u>	N/A (PROJECT HAS LET)
20113	0918-46-240	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM FM 544 TO JOSEY LANE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 6	\$19,164,449	RTR	12/2022	12/2021 (ACTUAL) 10/2021-07/2024		N/A (PROJECT HAS LET)
20213	0918-47-051	DALLAS COUNTY	GRAND PRAIRIE	WILDLIFE PARKWAY FROM SH 161 TO BELT LINE RD	CONSTRUCT 0/2 LANE RURAL TO 2/4 LANE DIVIDED INCLUDING BRIDGE OVER TRINITY RIVER	<u>\$54,575,908</u>	RTR, LOCAL CONTRIBUTION	06/2022	01/2022 (ACTUAL) 11/2021-08/2022		N/A (PROJECT HAS LET)
20240	0918-47-027	DALLAS	DALLAS	COLLECTIVE MIXED USE DEVELOPMENT	BICYCLE LANES, SIDEWALKS, PEDESTRIAN AND INTERSECTION IMPROVEMENTS BOUNDED BY FORT WORTH AVE, BAHAMA DR, IH 30, AND PLYMOUTH ROAD; AND CONNECTION TO COOMBS CREEK TRAIL ALONG PLYMOUTH RD	\$2,482,813	RTR	06/2021	01/2022 (ACTUAL) 12/2021-09/2024		N/A (PROJECT HAS LET)
11237.2	0918-45-812	IRVING	IRVING	CONFLANS RD FROM SH 161 TO VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	<u>\$30,708,329</u>	STBG, LOCAL CONTRIBUTION	03/2022	01/2023 (ACTUAL) 08/2022-06/2022-03/2022		N/A (PROJECT HAS LET)

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE - PROJECTS UNDER CONSTRUCTION**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	MAY 2024 COMMENTS	MAY 2024 RISK RATING
11734	0902-90-034	DFW AIRPORT	VARIOUS	EAST-WEST CONNECTOR FROM SH 360 TO INTERNATIONAL PARKWAY	CONSTRUCTION OF EAST-WEST CONNECTOR FROM 0 TO 2 LANES UNDIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE (ULTIMATE BUILD OUT 2 TO 4 LANES DIVIDED)	<u>\$46,115,637</u>	STBG, LOCAL CONTRIBUTION	12/2023	02/2023 (ACTUAL) 11/2022 06/2022 12/2022 05/2022		N/A (PROJECT HAS LET)
20060	0918-24-154	PLANO	PLANO	LEGACY DRIVE FROM INDEPENDENCE PARKWAY TO K AVENUE	ADD RIGHT TURN LANES AND DUAL LEFT TURN LANES	\$2,015,500	RTR, LOCAL CONTRIBUTION	05/2021	<u>06/2023</u> (ACTUAL) 07/2024 (ACTUAL)		<u>N/A (PROJECT HAS LET)</u>
20131	0918-46-236	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE TO DGNO RR	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 2	\$11,812,679	RTR, LOCAL CONTRIBUTION	12/2022	<u>11/2023</u> (ACTUAL) 03/2023 09/2022 05/2022 12/2022		<u>N/A (PROJECT HAS LET)</u>
20152	0918-46-237	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE AT ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 3	\$21,844,715	RTR; LOCAL CONTRIBUTION	12/2022	<u>11/2023</u> (ACTUAL) 03/2023 09/2022 05/2022 12/2022		<u>N/A (PROJECT HAS LET)</u>
20084	0047-14-053	TXDOT DALLAS	VARIOUS	US 75 FROM NORTH OF CR 370 TO CR 375 (GRAYSON COUNTY LINE)	RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONTAGE ROADS	\$110,000,489	SW PE, S102, 4, 12	09/2023	<u>01/2024</u> (ACTUAL) 12/2023 09/2023		<u>N/A (PROJECT HAS LET)</u>
20108	0918-46-238	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 4	\$15,502,609	RTR, LOCAL CONTRIBUTION	12/2022	<u>03/2024</u> (ACTUAL) 04/2024 03/2023 01/2023 12/2022		<u>N/A (PROJECT HAS LET)</u>
20111	0918-46-239	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO FM 2281	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 5	\$6,843,921	RTR, LOCAL CONTRIBUTION	12/2022	<u>03/2024</u> (ACTUAL) 04/2024 03/2023 01/2023 12/2022		<u>N/A (PROJECT HAS LET)</u>
TOTAL FUNDING						\$325,770,689					

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE - CANCELLED PROJECTS**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	COMMENTS
83129.1	0000-18-030	FLOWER MOUND	FLOWER MOUND	DENTON CREEK BLVD AT GRAHAM BRANCH	BUILD NEW LOCATION 0 TO 4 LANE BRIDGE	\$0 \$7,000,000	LOCAL CONTRIBUTION	PROJECT REMOVED FROM THE TIP THROUGH 2023-2026 TIP DEVELOPMENT AT THE REQUEST OF THE TOWN OF FLOWER MOUND
82384	0000-18-019	FLOWER MOUND	FLOWER MOUND	KIRKPATRICK LN (PHASE III) FROM FM 1171 TO BELLAIRE BLVD	CONSTRUCT 0 TO 4 LANE ROADWAY	\$0 \$9,500,000	LOCAL CONTRIBUTION	PROJECT REMOVED FROM THE TIP THROUGH 2023-2026 TIP DEVELOPMENT AT THE REQUEST OF THE TOWN OF FLOWER MOUND
53079	0902-50-104	BURLESON	BURLESON	ALSBURY FROM HULEN ST TO CR 1020 (APPROXIMATELY 0.2 MILES)	CONSTRUCTION OF A 4 LANE EXTENSION OF ALSBURY BOULEVARD	\$0 \$1,287,880	CAT 10 (CONGRESSIONAL EARMARK), LOCAL CONTRIBUTION	EARMARK FUNDS WERE REMOVED FROM THE PROJECT DURING 2023-2026 TIP DEVELOPMENT

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
25097.2	0918-47-480	DART	DALLAS	T	VA	SILVER LINE FROM DFW AIRPORT STATION	SHILOH STATION IN PLANO	CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT	\$12,474,000	\$0	\$3,118,500	\$15,592,500	\$12,474,000	01/2024 (ACTUAL) 02/2024	OBLIGATED (2024)	TRANSIT TRANSFER REQUEST TO BE SUBMITTED IN-2024; FUNDS HAVE BEEN TRANSFERRED AND WILL BE USED FOR SILVER LINE PROJECT ALREADY UNDER CONSTRUCTION
11684.8	0902-90-261	ARLINGTON	FORT WORTH	T	VA	DOWNTOWN ARLINGTON AND UNIVERSITY OF TEXAS AT ARLINGTON CAMPUS		EXPAND ON-DEMAND, SHARED RIDE SERVICE AND EQUIP VEHICLES WITH TELEOPERATIONS AND FIRST RESPONDER V2X COMMUNICATION DEVICES, INCLUDING BEFORE AND AFTER DATA COLLECTION AND REPORTING	\$1,013,333	\$0	\$0	\$1,013,333	\$1,013,333	02/2024 (ACTUAL) 10/2024	OBLIGATED (2024)	
11651.5	0902-90-199	KENNEDALE	FORT WORTH	C	VA	ARTHUR INTERMEDIATE AND DELANEY ELEM SAFE ROUTES TO SCHOOL, BOUNDED BY ARTHUR DR TO THE N	W KENNEDALE PARKWAY TO THE S, RUTH DR TO THE E, CORY A EDWARDS DR TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, AND CROSSING SAFETY IMPROVEMENTS; CONSTRUCT NEW SIGNAGE, TRAFFIC CALMING TREATMENTS, AND LIGHTING	\$883,756	\$0	\$220,939	\$1,104,695	\$883,756	04/2024 (ACTUAL)	OBLIGATED (2024)	
21049	0918-47-333	TXDOT-DALLAS	DALLAS	C	VA	VARIOUS LOCATIONS IN DALLAS COUNTY; IH 20 AT DALLAS/TARRANT COUNTY LINE (EB)	IH 30 AT DALLAS/TARRANT COUNTY LINE (EB), IH 30 AT SYLVAN (WB), SH 183 AT COUNTY LINE ROAD (EB), US 75 AT HASKELL (NB & SB)	INSTALLATION OF DYNAMIC MESSAGE SIGNS	\$1,043,000	\$260,750	\$0	\$1,303,750	\$1,043,000	06/2024	OBLIGATED (2024)	
21063	0918-47-368	DALLAS	DALLAS	E	CS	CAMP WISDOM RD FROM US 67	WESTMORELAND RD	RECONSTRUCT AND WIDEN SIDEWALKS, INSTALL PEDESTRIAN LIGHTING, AND RECONSTRUCT/UPGRADE CROSSWALKS AND ASSOCIATED TRAFFIC SIGNAL INFRASTRUCTURE	\$400,000	\$0	\$100,000	\$500,000	\$400,000	08/2024	OBLIGATED (2024)	AFA EXECUTED OCTOBER 2023
14073.1	0918-47-303	DART	DALLAS	T	VA	COTTON BELT TRAIL AT SPRING CREEK		CONSTRUCT SHARED-USE PATH, INCLUDING BRIDGE ACROSS SPRING CREEK	\$2,975,000	\$0	\$0	\$2,975,000	\$2,975,000	10/2024 05/2024	OBLIGATED (2024)	TRANSIT TRANSFER REQUEST TO BE SUBMITTED IN-2024; FUNDS HAVE BEEN TRANSFERRED
14013.7	0918-00-427	DART	DALLAS	T	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	COTTON BELT VELOWEB TRAIL (26 MILES); CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON) - PHASE 2	\$19,435,506	\$0	\$0	\$19,435,506	\$19,435,506	10/2024 02/2024	OBLIGATED (2024)	TRANSIT TRANSFER REQUEST TO BE SUBMITTED IN-2024; FUNDS HAVE BEEN TRANSFERRED
14013.8	0918-00-428	DART	DALLAS	T	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	CONSTRUCT MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (GRAPEVINE, COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON) - PHASE 2	\$10,563,170	\$0	\$2,640,793	\$13,203,963	\$10,563,170	10/2024 02/2024	OBLIGATED (2024)	TRANSIT TRANSFER REQUEST TO BE SUBMITTED IN-2024; FUNDS HAVE BEEN TRANSFERRED
21014.1	0918-46-347	DCTA	DALLAS	T	VA	DCTA A-TRAIN EXPANDED SPECIAL EVENTS SERVICE		EXPAND A-TRAIN SERVICE FOR THREE YEARS TO COINCIDE WITH SPECIAL EVENTS IN THE DCTA AND DART SERVICE AREAS	\$3,000,000	\$0	\$0	\$3,000,000	\$3,000,000	10/2024 01/2024	OBLIGATED (2024)	FUNDS HAVE BEEN TRANSFERRED
21056.2	0918-22-168	MIDLOTHIAN	DALLAS	E	VA	LIMESTONE TRAIL; SEGMENT 2 FROM BRYAN PLACE TO TRAIL BRIDGE #6;	SEGMENT 3: FROM SHADY GROVE TO PLAINVIEW ROAD	DESIGN TWO SEGMENTS OF NEW SHARED-USE PATH AND CONSTRUCT SEGMENT 2 (PART OF LARGER MIDLOTHIAN TO WAXAHACHIE TRAIL)	\$720,000	\$0	\$180,000	\$900,000	\$0	05/2024 09/2023	EXPECTED TO OBLIGATE IN FY2024	AFA EXECUTION PENDING; UPDATE ON PROJECT SCHEDULE PENDING; AFA HAS BEEN EXECUTED
21058	0918-22-166	WAXAHACHIE	DALLAS	E	VA	MIDLOTHIAN TO WAXAHACHIE HIKE & BIKE TRAIL FROM GETZENDANER PARK	FM 875	CONSTRUCT NEW SHARED-USE PATH	\$520,000	\$0	\$130,000	\$650,000	\$0	05/2024 10/2023	EXPECTED TO OBLIGATE IN FY2024	AFA EXECUTION PENDING; UPDATE ON PROJECT SCHEDULE PENDING; AFA HAS BEEN EXECUTED
25036	1068-04-176	GRAND PRAIRIE	DALLAS	C	IH 30	MACARTHUR	SH 161	INSTALLATION OF NEW DYNAMIC MESSAGE SIGNS AND NEW CCTV CAMERAS	\$288,596	\$72,149	\$0	\$360,745	\$0	05/2024 08/2023	EXPECTED TO OBLIGATE IN FY2024	ADDITIONAL FUNDING FOR PROJECT ALREADY OBLIGATED; EXECUTION OF AFA AMENDMENT PENDING
11614.5	0918-46-267	DENTON	DALLAS	C	VA	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		CONSTRUCT NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL AND NETTE SHULTZ ELEMENTARY SCHOOL (FORMERLY NAMED WOODROW WILSON ELEMENTARY) IN THE CITY OF DENTON	\$325,280	\$0	\$81,320	\$406,600	\$0	05/2024 02/2024	EXPECTED TO OBLIGATE IN FY2024	DESIGN BEING FINALIZED AND BID DOCUMENTS BEING PREPARED
11630.6	0008-08-077	GRAND PRAIRIE	VARIOUS	C	SH 180	EAST OF HENSLEY	GREAT SOUTHWEST PKWY	INSTALLATION OF 4 NEW CCTV CAMERAS AND 5 NEW DMS ALONG SH 180 TO FACILITATE TRAFFIC MANAGEMENT BY VIEWING TRAFFIC CONDITIONS VIA CCTV AND ADJUSTING SIGNAL TIMING AND PROVIDING FEEDBACK TO MOTORING PUBLIC VIA DMS	\$288,596	\$72,149	\$0	\$360,745	\$0	05/2024 08/2023	EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; ADDITIONAL FUNDING FOR PROJECT ALREADY OBLIGATED; EXECUTION OF AFA AMENDMENT PENDING
14013.2	0918-00-463	DART	DALLAS	T	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$350,000	\$0	\$0	\$350,000	\$0	05/2024 03/2024	EXPECTED TO OBLIGATE IN FY2024	TRANSIT TRANSFER REQUEST TO BE SUBMITTED IN-2024 HAS BEEN SUBMITTED AND IS BEING PROCESSED BY TXDOT AND FHWA
14074	0918-46-319	DENTON	DALLAS	C	CS	BONNIE BRAE STREET FROM WINDSOR DRIVE	US 77	WIDEN FROM 2/4 LANES TO 4 LANES DIVIDED WITH SIDEWALKS AND SHARED-USE PATH (SEGMENT 6B)	\$360,000	\$0	\$90,000	\$450,000	\$0	05/2024 03/2024	EXPECTED TO OBLIGATE IN FY2024	FPAAS FOR CONSTRUCTION HAS BEEN REQUESTED
19010	0135-02-067	MCKINNEY	DALLAS	C	CS	ON US 380/WEST UNIVERSITY DRIVE AT COMMUNITY AVE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING DUAL LEFT TURN LANES AND RIGHT TURN LANES	\$1,200,000	\$0	\$0	\$1,200,000	\$0	05/2024 01/2024	EXPECTED TO OBLIGATE IN FY2024	FPAAS HAS BEEN REQUESTED
25101.1	0918-47-430	NCTCOG	DALLAS	T	VA	ENHANCING MOBILITY WITHIN THE SOUTHERN DALLAS INLAND PORT PROJECT	BOUNDED BY ANN ARBOR TO THE NORTH, TRINITY RIVER TO THE EAST, DALLAS/ELLIS CL TO THE SOUTH, & IH 35E TO THE WEST	PURCHASE OF 8 NEW ELECTRIC VEHICLES AND RELATED CHARGING INFRASTRUCTURE FOR IMPLEMENTATION OF SERVICE; CONSTRUCT SIDEWALKS AND CROSSWALKS NEAR THE VA MEDICAL CENTER AND LIGHT RAIL STATION; TRAFFIC SIGNAL IMPROVEMENTS	\$1,300,000	\$0	\$325,000	\$1,625,000	\$0	05/2024 01/2024	EXPECTED TO OBLIGATE IN FY2024	TRANSIT TRANSFER REQUEST TO BE SUBMITTED IN-2024 HAS BEEN SUBMITTED AND IS BEING PROCESSED BY TXDOT AND FHWA
21071	0918-24-286	PROSPER	DALLAS	E	CS	ON FIRST STREET AT SH 289		CONSTRUCT ADDITIONAL LEFT TURN LANES	\$80,000	\$0	\$20,000	\$100,000	\$0	06/2024 06/2023	EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; AFA IS UNDER REVIEW HAS BEEN EXECUTED

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
19005	0918-24-251	PLANO	DALLAS	C	VA	PLANO CITYWIDE CCTV CAMERA EXPANSION		INSTALL NEW CCTV CAMERAS CITYWIDE	\$1,867,000	\$0	\$0	\$1,867,000	\$0	07/2024 10/2022	EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; UPDATE ON PROJECT SCHEDULE PENDING; AFA HAS BEEN EXECUTED; ENVIRONMENTAL CLEARANCE PENDING
11616.1	0918-00-417	NCTCOG	DALLAS	I	VA	REGIONAL TRAFFIC SIGNAL RETIMING PROJECT; DEVELOP & IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NONATTAINMENT AREA		INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$3,137,500	\$0	\$0	\$3,137,500	\$0	08/2024	EXPECTED TO OBLIGATE IN FY2024	AFA EXECUTION PENDING
11657.2	0918-00-401	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$950,000	\$0	\$0	\$950,000	\$0	08/2024	EXPECTED TO OBLIGATE IN FY2024	
14066	0918-47-275	DALLAS	DALLAS	E	CS	WEST COMMERCE FROM FORT WORTH AVE	RIVERFRONT BLVD	CONSTRUCT SIDEWALKS AND BICYCLE LANES	\$570,000	\$0	\$0	\$570,000	\$0	08/2024	EXPECTED TO OBLIGATE IN FY2024	AFA EXECUTION PENDING
19007.1	0364-04-052	PLANO	DALLAS	C	SH 121 FRTG RD	LEGACY	CLUSTER	INSTALL SIGNAL CONTROLLER AND SOFTWARE UPGRADES	\$357,333	\$0	\$0	\$357,333	\$0	08/2024 08/2023	EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; UPDATE ON PROJECT SCHEDULE PENDING AFA HAS BEEN EXECUTED
19007.2	0364-03-106	PLANO	DALLAS	C	SH 121 FRTG RD	AT SPRING CREEK PKWY		INSTALL SIGNAL CONTROLLER AND SOFTWARE UPGRADES	\$44,667	\$0	\$0	\$44,667	\$0	08/2024 08/2023	EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; UPDATE ON PROJECT SCHEDULE PENDING AFA HAS BEEN EXECUTED
<u>25002</u>	<u>0902-90-326</u>	<u>DART</u>	<u>FORT WORTH</u>	<u>I</u>	<u>VA</u>	<u>TRINITY RAILWAY EXPRESS (TRE) RAIL STATIONS</u>		<u>TRE STATION UPDATES FOR RIDER AMENITIES INCLUDING IMPROVED SIGNAGE, LIGHTING, SECURITY, WAITING AREAS, AND PARKING ENHANCEMENTS TO FACILITATE UTILIZATION OF TRANSIT FOR EVERYDAY & SPECIAL EVENTS RIDERS</u>	<u>\$1,000,000</u>	<u>\$0</u>	<u>\$250,000</u>	<u>\$1,250,000</u>	<u>\$0</u>	<u>08/2024</u>	<u>EXPECTED TO OBLIGATE IN FY2024</u>	<u>NEW PROJECT ADDED THROUGH MAY 2024 TIP MODIFICATION CYCLE</u>
14037	0013-10-092	FORT WORTH	FORT WORTH	U	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE		ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO NORTHERN AIRPORT ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	\$45,000	\$0	\$0	\$45,000	\$0	06/2024	NOT EXPECTED TO OBLIGATE IN FY2024	UPDATE ON PROJECT SCHEDULE PENDING; UTILITY RELOCATION MIGHT NOT BE NEEDED BASED ON DISCUSSION WITH CITY
14094	0918-24-299	FRISCO	DALLAS	E	VA	PANTHER CREEK TRAIL FROM BNSF	PANTHER CREEK PARKWAY	CONSTRUCT NEW SHARED USE PATH	\$200,000	\$0	\$0	\$200,000	\$0	08/2024	NOT EXPECTED TO OBLIGATE IN FY2024	AFA PROCESS HAS NOT BEGUN, SO 2024 OBLIGATION IS UNLIKELY
40017	0918-46-282	CARROLLTON	DALLAS	CE	VA	DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION	OLD DENTON RD	CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL	\$195,653	\$0	\$65,218	\$260,871	\$0	08/2024 04/2024	NOT EXPECTED TO OBLIGATE IN FY2024	TXDOT AWAITING RESUBMITTAL OF 95% PS&E FROM THE CITY; RE-EVALUATION OF ENVIRONMENTAL CLEARANCE REQUIRED DUE TO TIME THAT HAS ELAPSED SINCE ORIGINAL CLEARANCE
40017	0918-46-282	CARROLLTON	DALLAS	C	VA	DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION	OLD DENTON RD	CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL	\$2,804,347	\$0	\$934,785	\$3,739,132	\$0	08/2024 04/2024	NOT EXPECTED TO OBLIGATE IN FY2024	TXDOT AWAITING RESUBMITTAL OF 95% PS&E FROM THE CITY; RE-EVALUATION OF ENVIRONMENTAL CLEARANCE REQUIRED DUE TO TIME THAT HAS ELAPSED SINCE ORIGINAL CLEARANCE
14013.3	0902-00-235	FORT WORTH	FORT WORTH	R	VA	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12 FT WIDE SHARED-USE PATH	\$165,200	\$0	\$0	\$165,200	\$0	09/2024 10/2023	NOT EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023
14079	0918-47-295	DALLAS	DALLAS	R	CS	PARK LANE FROM GREENVILLE AVENUE	HEMLOCK AVENUE	RECONSTRUCT ROADWAY TO ACCOMMODATE BICYCLE LANE AND SIDEWALKS FROM GREENVILLE AVE TO HEMLOCK AVE; INTERSECTION IMPROVEMENTS AT SHADY BROOK AND 5-POINT INTERSECTIONS; RESTRIPE PAVEMENT TO ACCOMMODATE 4 THROUGH LANES WITH LEFT TURN LANES AND BICYCLE LANES	\$500,000	\$0	\$0	\$500,000	\$0	09/2024	NOT EXPECTED TO OBLIGATE IN FY2024	CITY WILL LIKELY NOT RECEIVE ENVIRONMENTAL CLEARANCE IN TIME FOR FUNDING TO OBLIGATE IN 2024; RIGHT-OF-WAY PHASE DELAYED TO 2025 VIA MAY 2024 TIP MODIFICATION CYCLE
<u>14080</u>	<u>0902-90-163</u>	<u>GRAND PRAIRIE</u>	<u>FORT WORTH</u>	<u>E</u>	<u>VA</u>	<u>REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS</u>	<u>MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD</u>	<u>CONSTRUCT SHARED-USE PATH</u>	<u>\$173,092</u>	<u>\$0</u>	<u>\$43,273</u>	<u>\$216,365</u>	<u>\$0</u>	<u>09/2024</u>	<u>NOT EXPECTED TO OBLIGATE IN FY2024</u>	<u>ADDITIONAL FUNDING FOR ENGINEERING ADDED THROUGH MAY 2024 TIP MODIFICATION CYCLE</u>
21039	0008-08-079	GRAND PRAIRIE	DALLAS	C	SH 180	ON MAIN STREET AT JEFFERSON STREET		CONSTRUCT ROUNDABOUT	\$3,032,000	\$758,000	\$0	\$3,790,000	\$0	09/2024 09/2023	NOT EXPECTED TO OBLIGATE IN FY2024	TXDOT REVIEWING 95% PLANS; UPDATE ON PROJECT SCHEDULE PENDING; AFA EXECUTION PENDING AND MUST BE EXECUTED BEFORE DESIGN REVIEW CAN BE COMPLETED
21074	0918-24-255	FRISCO	DALLAS	C	CS	ON OHIO DRIVE AT GAYLORD PARKWAY		CONSTRUCT ROUNDABOUT	\$2,720,000	\$0	\$0	\$2,720,000	\$0	09/2024 08/2024	NOT EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; 95% DESIGN PLANS UNDER REVIEW; ENVIRONMENTAL CLEARANCE ANTICIPATED IN MAY 2024
14018	0918-47-281	DALLAS	DALLAS	R	CS	BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST,	LOVERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH	PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS	\$1,600,000	\$0	\$400,000	\$2,000,000	\$0	10/2024 06/2024	NOT EXPECTED TO OBLIGATE IN FY2024	ENVIRONMENTAL CLEARANCE ANTICIPATED SEPTEMBER MAY 2024

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	R	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$508,880	\$0	\$127,220	\$636,100	\$0	10/2024 03/2023	NOT EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; PROJECT HAS BEEN PLACED ON HOLD BY THE CITY DUE TO SIGNIFICANT COST OVERRUNS; UPDATE ON PROJECT SCHEDULE-PENDING; FUNDING SHORTFALL ADDRESSED AND RIGHT-OF-WAY PHASE DELAYED VIA MAY 2024 TIP MODIFICATION CYCLE
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	U	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$60,000	\$0	\$15,000	\$75,000	\$0	10/2024 03/2023	NOT EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; PROJECT HAS BEEN PLACED ON HOLD BY THE CITY DUE TO SIGNIFICANT COST OVERRUNS; UPDATE ON PROJECT SCHEDULE-PENDING; FUNDING SHORTFALL ADDRESSED AND UTILITY PHASE DELAYED VIA MAY 2024 TIP MODIFICATION CYCLE
40074.1	0918-47-320	DALLAS	DALLAS	E	VA	FAIR PARK TRAIL SOUTHERN ALIGNMENT FROM PHASE 1 (NORTH SECTION) AT INTERSECTION OF HASKELL AVE/PARRY AVE	PARRY AVE, HIGHWAY 352/ROBERT B. CULLUM BLVD, AND S. FITZHUGH AVE. AT LAGOW ST	CONSTRUCT SHARED-USE PATH	\$1,000,000	\$0	\$0	\$1,000,000	\$0	10/2024	NOT EXPECTED TO OBLIGATE IN FY2024	CITY HAS INITIATED AFA PROCESS; FUNDING-EXPECTED TO OBLIGATE IN FY2024, WITH ACTUAL DESIGN BEGINNING LATER; CITY OF DALLAS AND DALLAS COUNTY WORKING THROUGH AFA AND PROJECT SPECIFIC AGREEMENT
14058	0902-90-153	FORT WORTH	FORT WORTH	E	CS	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$40,267	\$0	\$0	\$40,267	\$0	12/2024 12/2022	NOT EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; UPDATE ON PROJECT-SCHEDULE-PENDING
21065	0918-47-374	DALLAS	DALLAS	C	CS	ON LEMMON AVENUE FROM NORTHWEST HIGHWAY	US 75	RECONSTRUCT AND UPGRADE SIGNALS/EQUIPMENT AND CONSTRUCT PEDESTRIAN IMPROVEMENTS AT SEVEN INTERSECTIONS	\$1,000,000	\$0	\$250,000	\$1,250,000	\$0	12/2024	NOT EXPECTED TO OBLIGATE IN FY2024	CURRENTLY AT 60% DESIGN, SO CONSTRUCTION NOT EXPECTED TO BEGIN IN FY2024; CONSTRUCTION DELAYED VIA MAY 2024 TIP MODIFICATION CYCLE
21068	0918-47-391	DALLAS	DALLAS	C	VA	INTERSECTION OF ZANG BLVD	AND SANER AVE	CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT TURN LANES, REALIGNMENT, UPGRADED TRAFFIC SIGNAL AND PEDESTRIAN CROSSWALKS	\$600,000	\$0	\$150,000	\$750,000	\$0	12/2024	NOT EXPECTED TO OBLIGATE IN FY2024	DESIGN KICKOFF HELD IN OCTOBER 2023, SO CONSTRUCTION NOT EXPECTED TO BEGIN IN FY2024; CONSTRUCTION DELAYED VIA MAY 2024 TIP MODIFICATION CYCLE
21075	0581-02-158	DALLAS	DALLAS	C	SL 12	AT COUNTRY CREEK DRIVE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT TURN LANES, NEW TRAFFIC SIGNAL, AND PEDESTRIAN CROSSWALKS	\$520,000	\$0	\$130,000	\$650,000	\$0	12/2024	NOT EXPECTED TO OBLIGATE IN FY2024	ENGINEERING BEGAN NOVEMBER 2023 HAS NOT STARTED, SO CONSTRUCTION WILL NOT OBLIGATE IN 2024; CONSTRUCTION DELAYED VIA MAY 2024 TIP MODIFICATION CYCLE
25107	0918-47-474	DALLAS	DALLAS	E	VA	FIVE MILE CREEK AT WESTMORELAND DART STATION FROM ILLINOIS AVE TO WESTMORELAND AND	FROM HAMPTON TO RUGGED DRIVE	CONSTRUCT NEW SHARED USE PATH/TRAIL	\$1,400,000	\$0	\$0	\$1,400,000	\$0	12/2024	NOT EXPECTED TO OBLIGATE IN FY2024	CITY HAS INITIATED AFA PROCESS; FUNDING-EXPECTED TO OBLIGATE IN FY2024, WITH ACTUAL DESIGN BEGINNING LATER; ENGINEERING DELAYED VIA MAY 2024 TIP MODIFICATION CYCLE
25066.1	0918-47-310	DALLAS	DALLAS	R	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	\$350,000	\$0	\$0	\$350,000	\$0	01/2025 06/2024	NOT EXPECTED TO OBLIGATE IN FY2024	TXDOT REVIEWING FOOTPRINT FOR ENVIRONMENTAL CLEARANCE; ENVIRONMENTAL CLEARANCE ANTICIPATED DECEMBER 2024, AND RIGHT-OF-WAY ACQUISITION CAN BEGIN ONCE THAT IS RECEIVED
25066.2	0581-01-157	DALLAS	DALLAS	U	SL 12	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS	\$40,000	\$10,000	\$0	\$50,000	\$0	01/2025 06/2024	NOT EXPECTED TO OBLIGATE IN FY2024	ENVIRONMENTAL CLEARANCE ANTICIPATED DECEMBER 2024, AND UTILITY RELOCATIONS CAN BEGIN ONCE THAT IS RECEIVED
14065	0918-47-274	DALLAS	DALLAS	C	VA	SOPAC TRAIL FROM INTERSECTION OF GREENVILLE AVENUE AND MEADOW	NORTHAVEN TRAIL	CONSTRUCT SHARED USE PATH	\$3,600,000	\$0	\$0	\$3,600,000	\$0	02/2025	NOT EXPECTED TO OBLIGATE IN FY2024	ENGINEERING HAS NOT STARTED, SO CONSTRUCTION WILL NOT OBLIGATE IN 2024
14013	0918-47-236	DALLAS CO	DALLAS	C	VA	TRAIL CONNECTIONS TO FUTURE CYPRESS WATERS COTTON BELT RAIL STATION; FROM SOUTH OF CYPRESS WATERS COTTON BELT STATION	TO EXISTING TRAIL NORTH OF OLYMPUS BLVD	CONSTRUCT SHARED USE PATH AND RELATED PEDESTRIAN AND BICYCLE IMPROVEMENTS (PEDESTRIAN CROSSWALKS, SIGNAGE, LIGHTING, AND SIGNALS) IN PROXIMITY OF THE FUTURE CYPRESS WATERS COTTON BELT RAIL STATION	\$1,834,068	\$0	\$458,517	\$2,292,585	\$0	06/2025	NOT EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; ACQUISITION OF EASEMENTS IS FOLLOWING THE PROJECT; 95% DESIGN PLANS BEING WORKED ON
40074.1	0918-47-320	DALLAS	DALLAS	R	VA	FAIR PARK TRAIL SOUTHERN ALIGNMENT FROM PHASE 1 (NORTH SECTION) AT INTERSECTION OF HASKELL AVE/PARRY AVE	PARRY AVE, HIGHWAY 352/ROBERT B. CULLUM BLVD, AND S. FITZHUGH AVE. AT LAGOW ST	CONSTRUCT SHARED-USE PATH	\$150,000	\$0	\$0	\$150,000	\$0	06/2025	NOT EXPECTED TO OBLIGATE IN FY2024	DESIGN HAS NOT STARTED, SO RIGHT-OF-WAY WILL NOT OBLIGATE IN 2024
21052	0918-47-371	DALLAS	DALLAS	C	VA	PRESTON ROAD FROM WEST NW HWY TO WALNUT HILL LANE	DOUGLAS AVE FROM COLGATE AVE TO NW HWY	CONSTRUCT SIDEWALKS	\$1,160,000	\$0	\$290,000	\$1,450,000	\$0	07/2025	NOT EXPECTED TO OBLIGATE IN FY2024	CONSTRUCTION PHASE DELAYED TO 2025 VIA MAY 2024 TIP MODIFICATION CYCLE

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
25013	0902-90-172	FORT WORTH	FORT WORTH	C	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASIRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	\$6,000,000	\$0	\$0	\$6,000,000	\$0	09/2025 08/2024	NOT EXPECTED TO OBLIGATE IN FY2024	CONSTRUCTION DELAYED TO 2025 VIA MAY 2024 TIP MODIFICATION CYCLE
21020	0902-90-219	FOREST HILL	FORT WORTH	C	CS	FOREST HILL DR AT FOREST HILL CIRCLE		CONSTRUCT SIGNAL AND INTERSECTION IMPROVEMENTS, INCLUDING SIGNAL RETIMING	\$500,000	\$0	\$0	\$500,000	\$0	10/2025 10/2024	NOT EXPECTED TO OBLIGATE IN FY2024	
14058	0902-90-153	FORT WORTH	FORT WORTH	C	CS	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$372,467	\$0	\$0	\$372,467	\$0	02/2026 12/2023	NOT EXPECTED TO OBLIGATE IN FY2024	PROJECT DESIGN HAS NOT BEGUN, SO CONSTRUCTION UNLIKELY TO WILL NOT BEGIN IN 2024; UPDATE ON PROJECT SCHEDULE PENDING
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	C	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$12,001,070	\$0	\$3,000,267	\$15,001,337	\$0	12/2026 07/2023	NOT EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; PROJECT HAS BEEN PLACED ON HOLD BY THE CITY DUE TO SIGNIFICANT COST OVERRUNS; UPDATE ON PROJECT SCHEDULE PENDING; FUNDING SHORTFALL ADDRESSED AND CONSTRUCTION DELAYED TO 2027 VIA MAY 2024 TIP MODIFICATION CYCLE
21031	0918-47-376	DALLAS	DALLAS	C	CS	FAIR OAKS AVENUE FROM RIDGECREST	WALNUT HILL LANE	IMPLEMENT BIKE LANES ALONG FAIR OAKS AVENUE	\$350,000	\$0	\$87,500	\$437,500	\$0	01/2027	NOT EXPECTED TO OBLIGATE IN FY2024	CITY WANTS TO BID THIS PROJECT WITH TIP 14079, WHICH IS ANTICIPATED TO GO TO CONSTRUCTION IN 2027; CONSTRUCTION PHASE DELAYED TO 2027 VIA MAY 2024 TIP MODIFICATION CYCLE
14064	0918-47-273	DALLAS	DALLAS	C	VA	ON KCS TRAIL CONNECTOR FROM LBJ/SKILLMAN DART STATION	RICHARDSON CITY LIMIT	CONSTRUCT SHARED USE PATH	\$3,600,000	\$0	\$0	\$3,600,000	\$0	09/2027	NOT EXPECTED TO OBLIGATE IN FY2024	PROJECT ON HOLD (KCS RAILROAD WILL NOT PERMIT TRAIL TO BE IN ITS RIGHT-OF-WAY); DESIGN HAS NOT BEGUN
14055	0902-90-169	FORT WORTH	FORT WORTH	R	CS	UNIVERSITY DRIVE FROM TRAIL DRIVE	ROSEDALE BRIDGE	PEDESTRIAN IMPROVEMENTS INCLUDING NEW AND WIDENED SIDEWALKS, CROSSWALKS, WAYFINDING SIGNAGE, AND TRAFFIC SIGNALS	\$0 \$100,000	\$0	\$0	\$0 \$100,000	\$0	05/2023	NOT EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; FUNDING NOT NEEDED PER DISCUSSION WITH CITY
TOTAL									\$111,668,781	\$1,173,048	\$13,108,332	\$125,950,161	\$51,787,765			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$584,194)
TOTAL PROJECT ADJUSTMENTS	\$235,526
TOTAL OBLIGATED IN FY2024	\$51,787,765
EXPECTED TO OBLIGATE IN FY2024	\$8,006,500
NOT EXPECTED TO OBLIGATE IN FY2024	\$46,522,044

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11625	0918-00-381	NCTCOG	DALLAS	E	VA	PARK ROW HISTORIC DISTRICT BOUND BY PARK ROW AVE ON THE NORTH AND OAKLAND AVE (AKA MALCOLM X BLVD) ON THE EAST	SOUTH BLVD TO THE SOUTH AND SOUTH CENTRAL EXPRESSWAY ON THE WEST	COMPREHENSIVE PLAN TO IDENTIFY TRANSPORTATION AND REHABILITATION IMPROVEMENTS IN SOUTH BOULEVARD-PARK ROW HISTORIC DISTRICT; MAY INVOLVE CONSULTANT ASSISTANCE AND NCTCOG STAFF TIME	\$500,000	\$0	\$0	\$500,000	\$500,000	11/2023 (ACTUAL) 08/2024	OBLIGATED (2024)	DELAYED FROM FY2023
11657.1	0918-00-382	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$440,000	\$0	\$0	\$440,000	\$440,000	11/2023 (ACTUAL) 08/2024	OBLIGATED (2024)	DELAYED FROM FY2023
11684	0902-00-326	NCTCOG	FORT WORTH	I	VA	REGION WIDE PROJECT TO ASSIST LOCAL PARTNERS TO PLAN AND IMPLEMENT CAV DEPLOYMENTS BY PROVIDING FUNDING FOR COSTS RELATED	TO DEPLOYMENTS AND SUPPORTING COSTS OF ACTIVE AV DEPLOYMENTS IN PARTNERSHIP WITH THE PRIVATE SECTOR; INCL LOCAL GOVT STAFF, NCTCOG STAFF & CONSULTANT TIME,	INFRA UPGRADES (EX: SIGNAL, STRIPING, DSRC & 5G CONNECTIVITY), LEGAL SVCS, PUBLIC ED, SAFETY (EX: COORD W/FIRST RESPONDERS); SOFTWARE & TECH EXPERTISE; EQUAL ACCESS TO INTERNET AS TDM TOOL; EXPAND ZIP ZONE TRANSIT TO 76104 ZIP CODE	\$4,000,000	\$0	\$0	\$4,000,000	\$4,000,000	11/2023 (ACTUAL) 08/2024	OBLIGATED (2024)	DELAYED FROM FY2023
11692	0918-00-385	NCTCOG	DALLAS	I	VA	REGIONAL PARKING MANAGEMENT TOOLS & STRATEGIES PROGRAM		CONDUCT DATA COLLECTION AND/OR PLANNING TO DEVELOP AND IMPLEMENT DATA DRIVEN TOOLS AND STRATEGIES TO SUPPORT PUBLIC SECTOR IN MANAGEMENT OF PARKING AT MULTIMODAL LOCATIONS	\$350,000	\$0	\$0	\$350,000	\$350,000	11/2023 (ACTUAL) 08/2024	OBLIGATED (2024)	DELAYED FROM FY2023
11694	0918-00-384	NCTCOG	DALLAS	I	VA	REGIONAL AIR QUALITY INITIATIVES	IDENTIFY AND IMPLEMENT POLICIES/BEST PRACTICES TO IMPROVE AIR QUALITY AND ENSURE COMPLIANCE WITH FEDERAL STANDARDS;	INCLUDING STRATEGIES TO REDUCE EMISSIONS FROM COMMERCIAL AND CONSUMER VEHICLES, IMPLEMENTATION OF NEW VEHICLE TECHNOLOGIES, AND ASSIST LOCAL GOVERNMENTS AND BUSINESS WITH THE DEPLOYMENT OF LOW-EMISSION TECHNOLOGIES	\$1,086,000	\$0	\$0	\$1,086,000	\$1,086,000	11/2023 (ACTUAL) 08/2024	OBLIGATED (2024)	DELAYED FROM FY2023
14038.1	0902-00-342	NCTCOG	FORT WORTH	I	VA	DFW REGION; MANAGEMENT & OVERSIGHT OF NEW REGIONAL SAFETY PROJECT FUNDING PROGRAM; INCLUDES DEVELOPMENT OF A REGIONAL	TRANSPORTATION SAFETY PLAN; GENERAL SAFETY PLANNING/IMPLEMENTATION ACTIVITIES; CONDUCTING REGIONAL & FEDERAL SAFETY	PERFORMANCE TRACKING/REPORTING REQUIREMENTS; ANALYSIS OF WRONG-WAY DRIVING AND INTERSECTION SAFETY IMPLEMENTATION PLAN COUNTERMEASURE EFFECTIVENESS; COLLECTING/ANALYZING CRASH DATA & INCIDENT PERFORMANCE MEASURES	\$400,000	\$0	\$0	\$400,000	\$400,000	11/2023 (ACTUAL) 08/2024	OBLIGATED (2024)	DELAYED FROM FY2023
16000	0918-00-403	NCTCOG	DALLAS	I	VA	INPUT/OUTPUT ECONOMIC MODEL	SOFTWARE TO PROVIDE ANALYSIS FOR DEMOGRAPHIC FORECASTING, SCENARIO ANALYSIS, AND TRANSPORTATION PROJECT EVALUATION	TECHNICAL SUPPORT FOR COMPLEX INTERACTIONS AMONG TRANSPORTATION BEHAVIORS AND PROVIDE CONNECTIVITY BETWEEN TRANSPORTATION INVESTMENT AND ECONOMIC EFFECTS	\$1,500,000	\$0	\$0	\$1,500,000	\$1,500,000	11/2023 (ACTUAL) 08/2024	OBLIGATED (2024)	
25097.1	0918-47-478	DART	DALLAS	T	VA	SILVER LINE FROM DFW AIRPORT STATION	SHILOH STATION IN PLANO	CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT (COTTON BELT/SILVER LINE PROJECT #11)	\$8,672,000	\$0	\$2,168,000	\$10,840,000	\$8,672,000	11/2023 (ACTUAL) 02/2024	OBLIGATED (2024)	TRANSIT TRANSFER REQUEST TO BE SUBMITTED IN 2024; FUNDS HAVE BEEN TRANSFERRED AND WILL BE USED FOR SILVER LINE PROJECT ALREADY UNDER CONSTRUCTION
25097.2	0918-47-480	DART	DALLAS	T	VA	SILVER LINE FROM DFW AIRPORT STATION	SHILOH STATION IN PLANO	CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT	\$7,200,000	\$0	\$1,800,000	\$9,000,000	\$7,200,000	11/2023 (ACTUAL) 02/2024	OBLIGATED (2024)	TRANSIT TRANSFER REQUEST TO BE SUBMITTED IN 2024; FUNDS HAVE BEEN TRANSFERRED AND WILL BE USED FOR SILVER LINE PROJECT ALREADY UNDER CONSTRUCTION
25078	0918-47-436	BALCH SPRINGS	DALLAS	E	CS	ON HICKORY TREE ROAD; FROM ELAM ROAD	LAKE JUNE ROAD	RECONSTRUCT FROM 2 TO 3 LANES WITH PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALKS AND SHARED-USE PATH	\$1,300,000	\$0	\$0	\$1,300,000	\$1,300,000	12/2023 (ACTUAL)	OBLIGATED (2024)	DELAYED FROM FY2023
11621.1	0902-00-267	NCTCOG	FORT WORTH	I	VA	PLANNING STUDIES AND STREAMLINED PROJECT DELIVERY (REGIONAL)		PROVIDE MPO PLANNING SUPPORT AND TECHNICAL ASSISTANCE FOR SURFACE TRANSPORTATION PROJECTS WITHIN THE METROPOLITAN PLANNING AREA INCLUDING PLANNING STUDIES AND EXPEDITE ENVIRONMENTAL REVIEW PROCESS	\$1,248,000	\$0	\$0	\$1,248,000	\$1,248,000	01/2024 (ACTUAL) 08/2024	OBLIGATED (2024)	COORDINATION BETWEEN NCTCOG AND TXDOT ONGOING REGARDING AFA EXECUTION
21015.8	0902-00-372	FWTA	FORT WORTH	T	VA	CONSTRUCT NEW STOP ACCOMMODATIONS IN THE TRINITY METRO SERVICE AREA		IDENTIFY AND CONSTRUCT BUS STOP UPGRADES INCLUDING, CONCRETE FOUNDATIONS, OVERHEAD SHELTERS, LIGHTING, SEATING, REAL-TIME SCHEDULE INFORMATION	\$2,780,000	\$0	\$0	\$2,780,000	\$2,780,000	01/2024 (ACTUAL)	OBLIGATED (2024)	
21037	0918-24-265	FRISCO	DALLAS	C	VA	ON PANTHER CREEK PARKWAY FROM PRESTON ROAD	DALLAS NORTH TOLLWAY	CONSTRUCT 0 TO 6 LANE ROADWAY, INCLUDING GRADE SEPARATION OVER BNSF RAIL LINE	\$30,000,000	\$0	\$0	\$30,000,000	\$30,000,000	01/2024 (ACTUAL) 02/2024	OBLIGATED (2024)	CITY AND TXDOT FINALIZING DESIGN
11684.8	0902-90-261	ARLINGTON	FORT WORTH	T	VA	DOWNTOWN ARLINGTON AND UNIVERSITY OF TEXAS AT ARLINGTON CAMPUS		EXPAND ON-DEMAND, SHARED RIDE SERVICE AND EQUIP VEHICLES WITH TELEOPERATIONS AND FIRST RESPONDER V2X COMMUNICATION DEVICES, INCLUDING BEFORE AND AFTER DATA COLLECTION AND REPORTING	\$506,667	\$0	\$0	\$506,667	\$506,667	02/2024 (ACTUAL) 10/2024	OBLIGATED (2024)	
14032	0918-47-246	TXDOT-DALLAS	DALLAS	R	CS	ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD	IH 35E	RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS	\$2,000,000	\$0	\$500,000	\$2,500,000	\$2,019,600	02/2024 (ACTUAL)	OBLIGATED (2024)	DELAYED FROM FY2023; CITY OF GLENN HEIGHTS IS RESPONSIBLE FOR ACQUIRING RIGHT-OF-WAY; STATUS UPDATE FROM CITY PENDING

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
20304.3	0918-47-330	TXDOT-DALLAS	DALLAS	I	VA	HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT		PURCHASE OF HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT TO MITIGATE CRASH RISK BY IMPROVING EFFICIENCY AND MINIMIZING TIME REQUIRED PER INCIDENT	\$66,540	\$0	\$0	\$66,540	\$66,540	02/2024 (ACTUAL) 01/2024	OBLIGATED (2024)	DELAYED FROM FY2023
21083	0918-47-390	TXDOT-DALLAS	DALLAS	C	CS	ON LAKE JUNE ROAD FROM US 175	GILLETTE STREET	REHABILITATION OF 6 TO 4 LANE ROADWAY, INCLUDING FULL DEPTH REPAIR, TO INCLUDE BIKE LANES, SIDEWALKS, LIGHTING, AND TRAFFIC SIGNAL AT GILLETTE STREET AND LAKE JUNE ROAD	\$1,600,000	\$0	\$400,000	\$2,000,000	\$1,600,000	02/2024 (ACTUAL) 03/2024	OBLIGATED (2024)	PART OF FEDERAL RAISE GRANT PROJECT
54119.5	0442-02-162	TXDOT-DALLAS	DALLAS	C	IH 35E	ELLIS COUNTY LINE	BEAR CREEK ROAD	CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E	\$466,400	\$116,600	\$0	\$583,000	\$2,637,450	02/2024 (ACTUAL) 04/2024	OBLIGATED (2024)	
54119.6	0442-03-044	TXDOT-DALLAS	DALLAS	C	IH 35E	REESE DRIVE	DALLAS COUNTY LINE	CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E	\$80,000	\$20,000	\$0	\$100,000	\$1,356,976	02/2024 (ACTUAL) 04/2024	OBLIGATED (2024)	
55310	0918-47-463	TXDOT-DALLAS	DALLAS	E	VA	EAST OF ERVAY ST; OVER IH 30	HARWOOD ST	CONSTRUCT LOCAL ENHANCEMENTS	\$2,000,000	\$0	\$0	\$2,000,000	\$1,914,860	02/2024	OBLIGATED (2024)	PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
11619.1	0902-00-310	TXDOT-FORT WORTH	FORT WORTH	C	VA	REGIONAL MOBILITY ASSISTANCE PATROL (FORT WORTH DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$4,829,600	\$1,207,400	\$0	\$6,037,000	\$5,961,600	03/2024 (ACTUAL) 09/2024	OBLIGATED (2024)	
11639.1	0918-46-314	DCTA	DALLAS	T	VA	DCTA VANPOOL PROGRAM		OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE	\$364,000	\$0	\$91,000	\$455,000	\$364,000	03/2024 (ACTUAL) 01/2024	OBLIGATED (2024)	
11639.1	0918-46-313	DCTA	DALLAS	T	VA	DCTA VANPOOL PROGRAM		OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE	\$327,600	\$0	\$81,900	\$409,500	\$327,600	03/2024 (ACTUAL) 01/2024	OBLIGATED (2024)	
14047	2374-07-074	TXDOT-DALLAS	DALLAS	C	IH 635	AT BELT LINE ROAD		CONSTRUCT TEXAS U-TURN, MEDIAN IMPROVEMENTS, SIGNAL IMPROVEMENTS, ITS, TURN LANES, LIGHTING AND SIDEWALK IMPROVEMENTS	\$2,904,000	\$726,000	\$0	\$3,630,000	\$2,840,320	03/2024 (ACTUAL)	OBLIGATED (2024)	PROJECT ADVANCED FROM FY2025
21014	0918-46-346	DCTA	DALLAS	T	VA	DCTA BUS SHELTERS		CONSTRUCT BUS SHELTERS INCLUDING CONCRETE PADS, OVERHEAD SHELTERS, LIGHTING, SEATING, REAL-TIME SCHEDULE INFORMATION, ETC	\$1,000,000	\$0	\$0	\$1,000,000	\$1,000,000	03/2024 (ACTUAL) 10/2023	OBLIGATED (2024)	UPDATE ON PROJECT SCHEDULE PENDING
21083.2	0197-02-135	TXDOT-DALLAS	DALLAS	C	US 175	2ND AVENUE	SOUTH OF LAKE JUNE ROAD	REPLACE AND WIDEN EXISTING BRIDGE FROM 2 TO 4 LANES AT LAKE JUNE ROAD; CONSTRUCT NEW PEDESTRIAN TRAIL BRIDGE PARALLEL TO US 175 WITHIN EXISTING ROW FROM 2ND AVE TO LAKE JUNE ROAD	\$1,600,000	\$400,000	\$0	\$2,000,000	\$1,600,000	03/2024 (ACTUAL)	OBLIGATED (2024)	PART OF FEDERAL RAISE GRANT PROJECT
11612.3	0918-00-400	NCTCOG	DALLAS	I	VA	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR)	TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM;	PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$2,569,500	\$0	\$0	\$2,569,500	\$2,569,500	04/2024 (ACTUAL) 08/2024	OBLIGATED (2024)	
11613.3	0918-00-414	NCTCOG	DALLAS	I	VA	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVMT INCL NCTCOG STAFF TIME & CONSULTANT ASST TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT; MOVMT,	DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR FREIGHT PARTNERS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUC & OVERSIGHT OF PARTNER IMPL PROJECTS	\$1,325,000	\$0	\$0	\$1,325,000	\$1,325,000	04/2024 (ACTUAL) 08/2024	OBLIGATED (2024)	
11618.2	0918-00-342	TXDOT-DALLAS	DALLAS	I	VA	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$3,660,000	\$915,000	\$0	\$4,575,000	\$4,216,320	04/2024 (ACTUAL) 08/2024	OBLIGATED (2024)	
11622.4	0918-00-402	NCTCOG	DALLAS	I	VA	TRAVEL SURVEY, DATA COLLECTION, MODEL REFINEMENT PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS	FOR ALL PLANNING, AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND	FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REG TRAVEL MODEL; DEV OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS; CONDUCT TRAVEL SURVEYS & INTERSECTION OPERATIONAL ANALYSES	\$2,500,000	\$0	\$0	\$2,500,000	\$2,500,000	04/2024 (ACTUAL) 08/2024	OBLIGATED (2024)	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11691.1	0918-00-412	NCTCOG	DALLAS	I	VA	IMPLEMENT AND OPERATE TRAVELER INFORMATION SYSTEM; DEVELOP CONCEPT OF OPERATIONS AND DEPLOYMENT OF TRANS SYS	MANAGEMENT AND OPERATIONS DATA ENGINE TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGIONS TRANSP NETWORK BY INTEGRATING	DATA SOURCES INCL REGIONAL TRAFFIC MGMT AND TRAVELER INFORMATION SYS; ITS DATA UPDATES AND COMPLIANCE; COORDINATION WITH REGIONAL PARTNERS ON INFORMATION SHARING AND AGREEMENT TRACKING; ADMINISTRATION OF MOBILITY ASSISTANCE PATROL; INCL NCTCOG STAFF TIME	\$1,584,000	\$0	\$0	\$1,584,000	\$1,584,000	04/2024 (ACTUAL) 08/2024	OBLIGATED (2024)	
14077	0918-24-249	ANNA	DALLAS	E	CS	FERGUSON PKWY FROM ELM STREET	THE COLLIN COUNTY OUTER LOOP	CONSTRUCT 0/2 TO 4 LANE URBAN DIVIDED (6 LANES ULTIMATE), INCLUDING NEW SIDEWALKS AND 0 TO 6 LANE BRIDGE OVER SLAYTER CREEK	\$1,804,735	\$0	\$451,184	\$2,255,919	\$1,229,292	04/2024 (ACTUAL) 11/2023	OBLIGATED (2024)	ADDITIONAL FUNDING FOR A PROJECT ALREADY OBLIGATED; AFA AMENDMENT EXECUTED
21072	0918-24-268	RICHARDSON	DALLAS	C	CS	WATERVIEW	AT FRANK JOHNSON	CONSTRUCT NEW TRAFFIC SIGNAL	\$350,000	\$0	\$0	\$350,000	\$350,000	05/2024 08/2023	OBLIGATED (2024)	DELAYED FROM FY2023; UPDATE ON PROJECT- SCHEDULE PENDING
11639.1	0918-46-344	DCTA	DALLAS	T	VA	DCTA VANPOOL PROGRAM		OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE	\$1,250,000	\$0	\$312,500	\$1,562,500	\$1,250,000	06/2024 01/2024	OBLIGATED (2024)	
25028	0918-47-469	DALLAS	DALLAS	E	CS	CADIZ ST FROM WEST OF HOTEL ST	BOTHAM JEAN BLVD	RECONSTRUCT THE CADIZ RAILROAD BRIDGE INCLUDING RECONSTRUCT AND WIDEN CADIZ ST FROM 3 LN DIVIDED TO 4 LN DIVIDED WITH BIKE/PEDESTRIAN IMPROVEMENTS	\$5,000,000	\$0	\$0	\$5,000,000	\$5,000,000	06/2024	OBLIGATED (2024)	AFA EXECUTION PENDING (DECEMBER CITY COUNCIL); FUNDS HAVE BEEN OBLIGATED, BUT ACTUAL DESIGN WORK WILL BEGIN JUNE 2024
21015.9	0902-90-252	FWTA	FORT WORTH	T	VA	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT STATION	DALLAS FORT WORTH (DFW) INTERNATIONAL AIRPORT	CAPITAL COST OF CONTRACTING FOR A CRITICAL FIRST/LAST MILE CONNECTION BETWEEN THE TRE CENTREPORT STATION AND DFW INTERNATIONAL AIRPORT TO A NEW LOCATION (TERMINAL B)	\$320,000	\$0	\$80,000	\$400,000	\$320,000	09/2024	OBLIGATED (2024)	
14013.9	0918-24-298	DART	DALLAS	T	VA	SILVERLINE RAIL SAFETY WALL NORTH OF SUGAR CANE WAY BETWEEN PINYON LN	AND SAGE LN	CONSTRUCT SAFETY WALLS ALONG THE SILVERLINE RAIL CORRIDOR AT PLANO ISD PROPERTY	\$500,000	\$0	\$0	\$500,000	\$500,000	10/2024 02/2024	OBLIGATED (2024)	TRANSIT TRANSFER REQUEST TO BE SUBMITTED IN 2024 FUNDS HAVE BEEN TRANSFERRED
21038	0918-47-383	GARLAND	DALLAS	E	CS	PEDESTRIAN ROUTES TO RAIL STATION AT GARLAND FOREST/JUPITER DART STATION BOUNDED BY WEST OF JUPITER ROAD TO THE WEST,	JACOBSON ROAD TO THE EAST, MARQUIS DRIVE TO THE SOUTH, AND EDGEWOOD DRIVE TO THE NORTH	CONSTRUCT SIDEWALKS AND OTHER PEDESTRIAN SAFETY IMPROVEMENTS AT AND AROUND THE GARLAND FOREST/JUPITER DART STATION	\$500,000	\$0	\$125,000	\$625,000	\$500,000	10/2024 01/2024	OBLIGATED (2024)	FUNDS HAVE BEEN OBLIGATED, BUT ACTUAL DESIGN WORK WILL BEGIN OCTOBER 2024
14074	0918-46-319	DENTON	DALLAS	C	CS	BONNIE BRAE STREET FROM WINDSOR DRIVE	US 77	WIDEN FROM 2/4 LANES TO 4 LANES DIVIDED WITH SIDEWALKS AND SHARED-USE PATH (SEGMENT 6B)	\$9,111,600	\$0	\$2,277,900	\$11,389,500	\$0	05/2024 03/2024	EXPECTED TO OBLIGATE IN FY2024	FPAA FOR CONSTRUCTION HAS BEEN REQUESTED
21086	0047-05-059	TXDOT-DALLAS	DALLAS	E	CS	ON N MCDONALD STREET FROM VIRGINIA ST	LOUISIANA ST	CONSTRUCTION OF LOWER SH 5 PEDESTRIAN STRUCTURE	\$3,000,000	\$0	\$0	\$3,000,000	\$0	05/2024-04/2024	EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023
25013	0902-90-172	FORT WORTH	FORT WORTH	E	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASIRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	\$814,198	\$0	\$0	\$814,198	\$0	05/2024-01/2024	EXPECTED TO OBLIGATE IN FY2024	ADDITIONAL FUNDING FOR PHASE ALREADY IN PROGRESS; AFA AMENDMENT PENDING
54062	0008-13-221	TXDOT-FORT WORTH	FORT WORTH	C	IH 820	SH 121/SH 183 INTERCHANGE	RANDOL MILL ROAD	INTERIM PROJECT TO CNST IH 820/SH 121 DIRECT CONNECTORS; FROM RANDOL MILL RD TO TRINITY BLVD: RECNST FROM 4 TO 6 LNS PLUS 2 AUX LNS; FROM TRINITY BLVD TO N INT WITH SH 121/SH 183: WDN FROM 9 TO 11 LNS & 4/6 LN DISC FR RDS TO 2/6 LN DISC FR RDS (INTERIM)	\$57,634	\$14,409	\$0	\$72,043	\$0	05/2024 01/2024	EXPECTED TO OBLIGATE IN FY2024	ADDITIONAL FUNDING FOR A PROJECT ALREADY OBLIGATED; TXDOT PROCESSING CHANGE ORDER
21076	0918-47-396	GARLAND	DALLAS	E	CS	ON SHILOH ROAD FROM MILLER ROAD	FOREST LANE	RECONSTRUCT AND WIDEN FROM 4 LANES TO 6 LANES WITH SIDEWALKS	\$3,500,000	\$0	\$0	\$3,500,000	\$0	06/2024 03/2024	EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; AFA EXECUTION PENDING
25096	0902-90-265	ARLINGTON	FORT WORTH	E	CS	ON AT&T WAY FROM SH 180/DIVISION ST	ABRAM ST	CONDUCT A FEASIBILITY STUDY OF THE EXTENSION OF AT&T WAY TO ABRAM ST (0 TO 6 LANES), INCLUDING A GRADE SEPARATION ACROSS THE UNION PACIFIC MAIN LINE AND A CREEK CROSSING	\$3,000,000	\$0	\$750,000	\$3,750,000	\$0	06/2024 01/2024	EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023 (DUE TO AMOUNT OF TIME IT TOOK TO GET FFCS AMENDMENT PROCESSED); CITY WORKING WITH TXDOT ON THE AFA
11898.5	0902-90-268	TXDOT-FORT WORTH	FORT WORTH	E	CS	ON AVONDALE-HASLET ROAD	AT BNSF RAIL LINE	CONSTRUCT GRADE SEPARATION	\$1,000,000	\$0	\$0	\$1,000,000	\$0	08/2024 05/2023	EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; UPDATE ON PROJECT- SCHEDULE PENDING

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21070	0918-47-387	RICHARDSON	DALLAS	C	CS	JUPITER ROAD AT CAMPBELL ROAD		INTERSECTION IMPROVEMENTS INCLUDING CONSTRUCTION OF NEW DEDICATED RIGHT-TURN LANES ON EB CAMPBELL ROAD & SB JUPITER ROAD	\$1,788,000	\$0	\$447,000	\$2,235,000	\$0	08/2024 01/2024	EXPECTED TO OBLIGATE IN FY2024	100% PLANS AND BID DOCUMENTS BEING FINALIZED
11554.4	0918-47-482	NCTCOG	DALLAS	E	VA	LAS COLINAS AUTOMATED TRANSPORTATION SYSTEM (ATS); TOWER 909 STATION (LAKE CAROLYN PKWY)	TO BELL TOWER STATION (MANDALAY DRIVE) AND TO URBAN TOWERS STATION (NEAR FULLER DRIVE	ENGINEERING STUDY TO MODERNIZE PORTION OF EXISTING LAS COLINAS AREA PERSONAL TRANSIT GUIDEWAY FOR AUTOMATED TRANSPORTATION SYSTEM OPERATION INCLUDES LAS COLINAS AUTOMATED TRANSPORTATION SYSTEM (ATS), CONSULTANT AND COG STAFF TIME	\$500,000	\$0	\$0	\$500,000	\$0	08/2024 12/2023	EXPECTED TO OBLIGATE IN FY2024	AFA EXECUTION PENDING
11615.4	0918-00-421	NCTCOG	DALLAS	I	VA	REGIONAL GEOSPATIAL IMAGERY: DATA COLLECTION/PLANNING		DATA COLLECTION/PLANNING COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES, AND SUPPORT VARIOUS ADDITIONAL ANALYTICAL TRANSP PLANNING ACTIVITIES	\$1,150,000	\$287,500	\$0	\$1,437,500	\$0	08/2024	EXPECTED TO OBLIGATE IN FY2024	AFA EXECUTION PENDING
11633.4	0918-00-415	NCTCOG	DALLAS	I	VA	INCLUDING DEPARTMENT STREAMLINING INITIATIVES, PROCUREMENT (EDUCATION, OUTREACH W/ POTENTIAL BIDDERS	INCL WEB UPDATES), CONTRACT MGMT, ENHANCEMENT OF RESOURCES & COMPLIANCE W/ BUY AMERICA &	DBE PRGM (INCL OUTREACH TO VENDORS, AND DEVELOPMENT OF PARTNERSHIP W/ REGIONAL & STATE CERT AGENCIES), & LEGAL (COORDINATION OF RTC POLICIES, EVALUATION, DEVELOPMENT, REGULATION OF LEGAL INSTRUMENTS TO IMPLEMENT MPO PROJECTS)	\$445,000	\$0	\$0	\$445,000	\$0	08/2024	EXPECTED TO OBLIGATE IN FY2024	AFA EXECUTION PENDING
11647.2	0918-00-410	NCTCOG	VARIOUS	I	VA	LAND USE/TRANS & BIKE/PED INITIATIVES INCLUDES BICYCLE/PED PLANNING & PROGRAMMING, & TRANSIT ORIENTED DEVELOPMENT	TECHNICAL ASSISTANCE, REGIONAL BIKE/PED SAFETY PROGRAM/LOOK OUT TEXANS, IMPL OF SUSTAINABLE DEV, REGIONAL WAYFINDING	ADA COMPLIANCE; COLLECT & ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, TARGETED SAFETY EDUCATION FOR ISDS AND TEEN DRIVERS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$2,265,000	\$0	\$0	\$2,265,000	\$0	08/2024	EXPECTED TO OBLIGATE IN FY2024	AFA EXECUTION PENDING
11650.1	0918-00-409	NCTCOG	DALLAS	I	VA	TRANSPORTATION TECHNICAL SUPPORT	REGIONWIDE	TECHNICAL ASSISTANCE FOR DEVELOPING, MONITORING, ENVIRONMENTALLY APPROVING, AND IMPLEMENTING CORRIDOR STUDIES/PROJECTS ACCORDING TO CAPITAL ASSET MANAGEMENT PRINCIPLES	\$860,000	\$0	\$0	\$860,000	\$0	08/2024	EXPECTED TO OBLIGATE IN FY2024	AFA EXECUTION PENDING
11655.2	0918-00-405	NCTCOG	DALLAS	I	VA	REVENUE AND PROJECT TRACKING SYSTEM (RAPTS)		TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME	\$801,000	\$0	\$0	\$801,000	\$0	08/2024	EXPECTED TO OBLIGATE IN FY2024	AFA EXECUTION PENDING
11657.2	0918-00-401	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$950,000	\$0	\$0	\$950,000	\$0	08/2024	EXPECTED TO OBLIGATE IN FY2024	
11663.3	0918-00-411	NCTCOG	DALLAS	I	VA	ENTIRE MANAGED LANE SYSTEM		DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE & NCTCOG STAFF TIME	\$1,773,000	\$0	\$0	\$1,773,000	\$0	08/2024	EXPECTED TO OBLIGATE IN FY2024	AFA EXECUTION PENDING
11674	0902-00-287	NCTCOG	FORT WORTH	I	VA	DFW CORE EXPRESS HIGH SPEED RAIL	FROM DALLAS TO FORT WORTH	COMPLETION OF THE DFW CORE EXPRESS SERVICE HIGH-SPEED RAIL PROJECT ENVIRONMENTAL PROCESS; INCLUDES COG STAFF TIME AND CONSULTANT ASSISTANCE	\$1,099,657	\$0	\$0	\$1,099,657	\$0	08/2024	EXPECTED TO OBLIGATE IN FY2024	FUNDING ADD TO THE TIP VIA MAY 2024 TIP MODIFICATION CYCLE
11694.1	0918-00-406	NCTCOG	DALLAS	I	VA	REGIONAL AIR QUALITY INITIATIVES; IDENTIFY AND IMPLEMENT INITIATIVES TO IMPROVE AIR QUALITY AND ATTAIN FEDERAL STANDARDS,	INCLUDING STRATEGIES TO SUPPORT INCREASED ADOPTION OF ZERO-EMISSION AND OTHER LOW-EMISSION VEHICLES, IMPLEMENTATION AND	EVALUATION OF NEW EMISSIONS-REDUCING TRANSPORTATION TECHNOLOGIES, DEVELOPMENT OF REGIONAL RESOURCES TO ADVANCE EMISSIONS-REDUCING EFFORTS, AND COORDINATION EFFORTS ACROSS LOCAL STAKEHOLDERS	\$3,000,000	\$0	\$0	\$3,000,000	\$0	08/2024	EXPECTED TO OBLIGATE IN FY2024	AFA EXECUTION PENDING

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14038.2	0902-00-343	NCTCOG	FORT WORTH	I	VA	MANAGEMENT AND OVERSIGHT OF REGIONAL SAFETY PROGRAM		INCLUDING REGIONAL DATA TOOLS AND ANALYSIS, TRAFFIC INCIDENT MANAGEMENT, DRIVE AWARE NORTH TEXAS SAFETY CAMPAIGN, STRATEGIC TARGETING OF AGGRESSIVE DRIVING AND ROAD RAGE, INCLUDES CONSULTANT, NCTCOG STAFF TIME AND EQUIPMENT	\$3,490,000	\$0	\$0	\$3,490,000	\$0	08/2024	EXPECTED TO OBLIGATE IN FY2024	PROJECT HAS NOT BEEN APPROVED BY FHWA
16002	0918-00-408	NCTCOG	DALLAS	E	VA	MCKINNEY LINE PASSENGER RAIL STUDY; FROM PARKER ROAD STATION IN PLANO	TO MCKINNEY NORTH	MCKINNEY LINE PASSENGER RAIL CONCEPTUAL ENGINEERING STUDY INCLUDING ALTERNATIVE ROUTE ANALYSIS AND FUNDING OPTIONS; INCLUDES CONSULTANT AND NCTCOG STAFF TIME	\$1,000,000	\$0	\$0	\$1,000,000	\$0	08/2024	EXPECTED TO OBLIGATE IN FY2024	AFA EXECUTION PENDING
21014.3	0918-00-449	NCTCOG	DALLAS	T	VA	TRANSIT DRIVER WORKFORCE DEVELOPMENT AND TRAINING PROGRAM		PROGRAM TO PROVIDE TRAINING AND CDL TUITION REIMBURSEMENT TO ADDRESS THE SHORTAGE OF TRANSIT VEHICLE DRIVERS	\$500,000	\$0	\$0	\$500,000	\$0	08/2024	EXPECTED TO OBLIGATE IN FY2024	TRANSIT TRANSFER REQUEST SUBMITTED OCTOBER 2023 AND BEING PROCESSED BY TXDOT AND FHWA
21015.1	0918-00-378	NCTCOG	DALLAS	E	VA	ENGINEERING FOR PASSENGER RAIL/ROADWAY INTERFACES	REGIONWIDE	ESTABLISH ENGINEERING AGREEMENTS WITH FREIGHT AND PASSENGER RAILROADS, ALLOWING FOR STREAMLINED DESIGN AND REVIEW OF DESIGN PLANS FOR REGIONALLY SIGNIFICANT TRANSPORTATION PROJECTS	\$3,100,000	\$0	\$0	\$3,100,000	\$0	08/2024	EXPECTED TO OBLIGATE IN FY2024	AFA EXECUTION PENDING
14015.3	0918-47-483	DALLAS	DALLAS	E	CS	ON HARRY HINES BLVD/MCKINNON ST FROM DALLAS NORTH TOLLWAY	MOODY ST	REHABILITATE ROADWAY WITH SIGNAGE, SIGNAL, AND INTERSECTION IMPROVEMENTS TO ADDRESS SAFETY ISSUES (WRONG WAY DRIVING ON DNT)	\$2,000,000	\$0	\$0	\$2,000,000	\$0	09/2024 05/2024	EXPECTED TO OBLIGATE IN FY2024	AFA EXECUTION PENDING
11684.3	0918-47-366	DALLAS COLLEGE	DALLAS	I	VA	DALLAS COLLEGE AUTONOMOUS VEHICLE (AV) INITIATIVE	CEDAR VALLEY CAMPUS AV SERVICE/WORKFORCE DEVELOPMENT AND EASTFIELD CAMPUS WORKFORCE DEVELOPMENT	PROVISION OF TRANSIT SERVICES SERVING THE CAMPUSES AND NEIGHBORING COMMUNITIES IN LANCASTER, DALLAS, & HUTCHINS FOR 3 YRS USING AV, INCLUDING WORKFORCE DEVELOPMENT TRAINING IN TRANS TECHNOLOGY, OVER-THE ROAD TRUCKING AND/OR DELIVERY OF GOODS	\$1,500,000	\$0	\$0	\$1,500,000	\$0	05/2024 10/2023	NOT EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION; UPDATE ON PROJECT SCHEDULE PENDING
11684.7	0902-90-266	DFW AIRPORT	FORT WORTH	I	VA	AUTOMATED PARKING PROJECT AT DFW AIRPORT	TO FACILITATE DIRECT INTERMODAL INTERCHANGE TRANSFER AND ACCESS IN TO/OUT OF THE AIRPORT	IMPLEMENT AUTOMATED PARKING PROJECT INCLUDES USING LOW-SPEED VEHICLE AUTOMATION AND VEHICLE-TO-INFRASTRUCTURE TECHNOLOGY	\$1,500,000	\$0	\$0	\$1,500,000	\$0	05/2024 02/2024	NOT EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023 (PROJECT WAS NOT APPROVED BY FHWA UNTIL ELIGIBILITY COULD BE DETERMINED); PROJECT HAS BEEN APPROVED BY FHWA; PROJECT FEASIBILITY UNDER REVIEW AND MAY NOT PROCEED
11622.3	0918-00-315	NCTCOG	DALLAS	I	VA	TRAVEL SURVEY & DATA COLLECTION PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS FOR ALL PLANNING,	AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND	FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REGIONAL TRAVEL MODEL; DEVELOPMENT OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS	\$780,000	\$0	\$0	\$780,000	\$0	08/2024	NOT EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; AFA HAS BEEN EXECUTED AND FUNDS WILL BE OBLIGATED ONCE EXISTING FUNDING HAS BEEN SPENT DOWN
11684.2	0081-12-053	FORT WORTH	FORT WORTH	ENV	IH 35W	IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD		CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE	\$100,000	\$0	\$0	\$100,000	\$0	08/2024 11/2023	NOT EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023 (DELAY IN GETTING FHWA APPROVAL); CITY DISCUSSING PROJECT WITH AVIATION DEPARTMENT AND HILLWOOD
11684.2	0081-12-053	FORT WORTH	FORT WORTH	E	IH 35W	IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD		CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE	\$758,953	\$0	\$0	\$758,953	\$0	08/2024 11/2023	NOT EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023 (DELAY IN GETTING FHWA APPROVAL); CITY DISCUSSING PROJECT WITH AVIATION DEPARTMENT AND HILLWOOD
11898.6	0902-90-166	TXDOT-FORT WORTH	FORT WORTH	E	CS	ON HASLET PARKWAY/SH 170 FROM IH 35W	INTERMODAL PARKWAY	CONSTRUCT 0 TO 2 LANE GRADE SEPARATED DIRECT CONNECTORS	\$8,000,000	\$0	\$0	\$8,000,000	\$0	08/2024 01/2024	NOT EXPECTED TO OBLIGATE IN FY2024	
55166.3	0918-47-485	DALLAS	DALLAS	E	VA	SOUTHERN GATEWAY DECK PARK PLAZA PHASE 2; FROM MARSALIS AVENUE	LANCASTER AVE	CONSTRUCT FOUNDATIONAL STRUCTURAL, SAFETY, MULTIMODAL TRANSPORTATION, & HARDSCAPE ELEMENTS TO EXPAND DECK PLAZA OVER TO MARSALIS AVENUE BRIDGE	\$0 \$7,000,000	\$0	\$0	\$0 \$7,000,000	\$0	08/2024	NOT EXPECTED TO OBLIGATE IN FY2024	FUNDING TO BE REMOVED AND ENGINEERING WILL BE FUNDED WITH ANOTHER SOURCE
14054	0902-90-148	FORT WORTH	FORT WORTH	R	CS	HORNE STREET FROM VICKERY BLVD	CAMP BOWIE BLVD	WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS	\$436,623	\$0	\$0	\$436,623	\$0	09/2024 08/2024	NOT EXPECTED TO OBLIGATE IN FY2024	
21079	0918-47-385	NCTCOG	DALLAS	E	VA	ON IH 30 FROM DALLAS/TARRANT COUNTY LINE	IH 635	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$3,200,000	\$800,000	\$0	\$4,000,000	\$0	09/2024 12/2023	NOT EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21080	1068-02-156	NCTCOG	FORT WORTH	E	IH 30	IH 35W	DALLAS/TARRANT COUNTY LINE	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$800,000	\$200,000	\$0	\$1,000,000	\$0	09/2024 12/2023	NOT EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023
21028	0918-47-364	NCTCOG	DALLAS	E	VA	HIGH-SPEED RAIL/CEDARS PLANNING STUDY BOUNDED BY GOOD LATIMER ON THE EAST, CORINTH ON THE SOUTH	THE TRINITY RIVER ON THE WEST, AND YOUNG STREET ON THE NORTH	PLANNING STUDY TO LOOK AT POTENTIAL IMPROVEMENTS TO THE GRID SYSTEM OVER IH 30 & IN THE CEDARS NEIGHBORHOOD OF DALLAS, & TO REVIEW THE POTENTIAL FOR PLACING STRUCTURES ON TOP OF IH 30; INCL. PRELIM ENG FOR IMPROVEMENTS THAT COME OUT OF PLANNING WORK	\$2,000,000	\$0	\$0	\$2,000,000	\$0	09/2024 08/2024	NOT EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023
21044	0918-47-380	NCTCOG	DALLAS	E	VA	DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY	TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH	ENGINEERING AND CONSTRUCTION OF THE DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM	\$2,000,000	\$0	\$0	\$2,000,000	\$0	09/2024 08/2024	NOT EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; PROJECT HAS NOT BEEN APPROVED BY FHWA DUE TO ELIGIBILITY QUESTIONS
25022	0902-90-050	FORT WORTH	FORT WORTH	C	VA	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$8,024,130	\$0	\$756,033	\$8,780,163	\$0	09/2024	NOT EXPECTED TO OBLIGATE IN FY2024	ADDITIONAL FUNDING FOR PROJECT ALREADY UNDER CONSTRUCTION
14002	0918-47-208	DALLAS CO	DALLAS	R	CS	ON WINTERGREEN RD FROM JEFFERSON STREET	WEST OF CARPENTER ROAD	RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN	\$560,000	\$0	\$140,000	\$700,000	\$0	10/2024	NOT EXPECTED TO OBLIGATE IN FY2024	PROJECT IS UNLIKELY TO RECEIVE ENVIRONMENTAL CLEARANCE IN 2024; RIGHT-OF-WAY PHASE DELAYED VIA MAY 2024 TIP MODIFICATION CYCLE
21033	0902-90-223	FORT WORTH	FORT WORTH	E	VA	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,	POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST	CONDUCT PLANNING STUDY TO DETERMINE PARCEL LOCATION AND TRANSIT DEMAND; DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	\$200,000	\$0	\$0	\$200,000	\$0	10/2024	NOT EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; CITY IS CURRENTLY CONDUCTING STUDY AND PUBLIC OUTREACH WITH LOCAL FUNDING; DESIGN IS ANTICIPATED TO START IN FY2025
21064	0902-90-228	ARLINGTON	FORT WORTH	C	CS	ON CENTER STREET/MLK JR BLVD FROM BARDIN ROAD	SE GREEN OAKS BOULEVARD	CONSTRUCT 0 TO 4 LANE DIVIDED ROADWAY WITH SHARED-USE PATH	\$6,000,000	\$0	\$1,500,000	\$7,500,000	\$0	10/2024 06/2024	NOT EXPECTED TO OBLIGATE IN FY2024	ENVIRONMENTAL CLEARANCE ANTICIPATED APRIL 2024
21065	0918-47-374	DALLAS	DALLAS	C	CS	ON LEMMON AVENUE FROM NORTHWEST HIGHWAY	US 75	RECONSTRUCT AND UPGRADE SIGNALS/EQUIPMENT AND CONSTRUCT PEDESTRIAN IMPROVEMENTS AT SEVEN INTERSECTIONS	\$1,000,000	\$0	\$250,000	\$1,250,000	\$0	12/2024	NOT EXPECTED TO OBLIGATE IN FY2024	DELAYED BASED ON TIP DEVELOPMENT UPDATE FROM CITY; CURRENTLY AT 60% DESIGN; FUNDING DELAYED TO 2025 VIA MAY 2024 TIP MODIFICATION CYCLE
11684.6	0918-24-262	NCTCOG	DALLAS	I	VA	AUTONOMOUS MOBILE VEHICLE TO RESIDENTIAL LOCATIONS PILOT PROJECT	MCKINNEY - PHASE 1; DALLAS - PHASE 2	AUTOMATED, INTERNET-CONNECTED, & TELEOPERATED VEH TECH TO DELIVER SERVICES TO UNDERSERVED COMMUNITIES; INVOLVES PROCURING "INTEGRATOR" W/BROADBAND CONNECTIVITY TO PROVIDE VEH PLATFORM, SERVICE, & COORD W/LOCAL STAKEHOLDERS; PART OF NEW TDM+TECH INITIATIVE	\$5,000,000	\$0	\$0	\$5,000,000	\$0	01/2025 08/2024	NOT EXPECTED TO OBLIGATE IN FY2024	PROJECT HAS NOT BEEN APPROVED BY FHWA DUE TO ELIGIBILITY QUESTIONS
16004	0902-00-347	NCTCOG	FORT WORTH	E	VA	NORTHWEST AND SOUTHWEST FORT WORTH SUBAREA STUDIES; NORTHWEST STUDY: BOUNDED BY US 377 TO E, SH 114 TO N, FM 730 TO W,	& IH 820 TO S; SW STUDY: IH 20/IH 820 TO N, FM 1187 TO W, US 377 TO S, & CHISHOLM TRAIL TO E; DEVELOP SUB-REGIONAL	TR PLANS TO IDENTIFY NEEDED IMPROVEMENTS & ESTABLISH A MULTI-MODAL TR NETWORK WITH FOCUS ON LAND USE, SAFETY, & CONGESTION; AREAS OUTSIDE THIS STUDY AREA WILL ALSO BE INCLUDED AS THEY IMPACT TRAVEL WITHIN THE AREA, INCL CONSULTANT & NCTCOG STAFF TIME	\$200,000	\$0	\$0	\$200,000	\$0	01/2025 08/2024	NOT EXPECTED TO OBLIGATE IN FY2024	
16003	0902-00-346	NCTCOG	FORT WORTH	E	VA	MANSFIELD LINE PASSENGER RAIL STUDY FROM MIDLOTHIAN	TO FORT WORTH CENTRAL STATION	MANSFIELD LINE PASSENGER RAIL CONCEPTUAL ENGINEERING STUDY INCLUDING ALTERNATIVE ROUTE ANALYSIS AND FUNDING OPTIONS; INCLUDES CONSULTANT AND NCTCOG STAFF TIME	\$1,000,000	\$0	\$0	\$1,000,000	\$0	03/2025 08/2024	NOT EXPECTED TO OBLIGATE IN FY2024	PROJECT DELAYED TO 2025 VIA MAY 2024 TIP MODIFICATION CYCLE
14003	0918-47-239	DALLAS CO	DALLAS	R	CS	JEFFERSON ST FROM WINTERGREEN RD TO PLEASANT RUN RD AND PLEASANT RUN RD FROM JEFFERSON ST	LANCASTER-HUTCHINS RD	WIDEN AND RECONSTRUCT 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN	\$329,152	\$0	\$82,288	\$411,440	\$0	05/2025	NOT EXPECTED TO OBLIGATE IN FY2024	PROJECT IS UNLIKELY TO RECEIVE ENVIRONMENTAL CLEARANCE IN 2024
25013	0902-90-172	FORT WORTH	FORT WORTH	U	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASIRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	\$1,120,000	\$0	\$0	\$1,120,000	\$0	09/2025 04/2023	NOT EXPECTED TO OBLIGATE IN FY2024	UPDATE ON PROJECT SCHEDULE PENDING UTILITIES TO BE RELOCATED DURING CONSTRUCTION (ANTICIPATED START OF SEPTEMBER 2025)

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
25013	0902-90-172	FORT WORTH	FORT WORTH	C	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	\$9,750,000	\$0	\$0	\$9,750,000	\$0	09/2025	NOT EXPECTED TO OBLIGATE IN FY2024	FUNDING DELAYED TO 2025 VIA MAY 2024 TIP MODIFICATION CYCLE
25092	0918-47-363	DALLAS	DALLAS	E	VA	DEEP ELLUM PARKING IMPROVEMENTS; FROM ELM ST	IH 30	CONSTRUCT NEW PARKING FACILITIES IN THE VACANT LAND UNDER IH 345 AND CONSTRUCT IMPROVEMENTS TO THE EXISTING PARKING LOTS UNDER IH 345, INCLUDING ELECTRIC VEHICLES CHARGING TECHNOLOGY, PARKING METERS, WAYFINDING, AND OTHER INNOVATIVE IMPROVEMENTS	\$500,000	\$0	\$0	\$500,000	\$0	09/2025	NOT EXPECTED TO OBLIGATE IN FY2024	CITY WORKING WITH TXDOT ON AGREEMENTS, SO PROJECT ON HOLD; FUNDING MOVED TO 2026 VIA MAY 2024 TIP MODIFICATION CYCLE
21061	0918-11-107	TERRELL	DALLAS	C	SS 226	ON VIRGINIA STREET (SS 226) FROM BRIN STREET	ROCHESTER STREET	PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMP AND CROSSWALKS, AND MINOR LANDSCAPING	\$450,000	\$0	\$0	\$450,000	\$0	10/2025 05/2023	NOT EXPECTED TO OBLIGATE IN FY2024	UPDATE ON PROJECT SCHEDULE PENDING;
11624	0918-47-422	DALLAS	DALLAS	C	CS	S LANCASTER RD FROM E KIEST BLVD	E LEDBETTER DR	CONSTRUCT PEDESTRIAN CONNECTIONS SUCH AS CROSSWALKS AND ADA RAMP AND ASSOCIATED IMPROVEMENTS AND PEDESTRIAN LIGHTING	\$1,720,000	\$0	\$0	\$1,720,000	\$0	11/2025	NOT EXPECTED TO OBLIGATE IN FY2024	DESIGN HAS NOT BEGUN, SO CONSTRUCTION WILL NOT START IN 2024; CONSTRUCTION MOVED TO 2026 IN MAY 2024 TIP MODIFICATION CYCLE
21033	0902-90-223	FORT WORTH	FORT WORTH	C	VA	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,	POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST	CONDUCT PLANNING STUDY TO DETERMINE PARCEL LOCATION AND TRANSIT DEMAND; DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	\$800,000	\$0	\$0	\$800,000	\$0	05/2026	NOT EXPECTED TO OBLIGATE IN FY2024	DESIGN HAS NOT BEGUN; CITY IS CURRENTLY CONDUCTING STUDY AND PUBLIC OUTREACH WITH LOCAL FUNDING; DESIGN IS ANTICIPATED TO START IN FY2025, SO CONSTRUCTION IS UNLIKELY TO BEGIN IN 2024
21062	0902-50-142	ALVARADO	FORT WORTH	R	CS	ON CUMMINGS DRIVE FROM US 67	NORTH OF CR 508	RECONSTRUCT 2 TO 3 LANE ROADWAY WITH NEW SIDEWALKS AND INTERSECTION IMPROVEMENTS INCLUDING TURN LANES AND SIGNALIZATION AT US 67 AND CUMMINGS	\$0 \$360,000	\$0	\$0 \$90,000	\$0 \$450,000	\$0	05/2023	NOT EXPECTED TO OBLIGATE IN FY2024	UPDATE ON PROJECT SCHEDULE PENDING; FEDERAL FUNDING TO BE REMOVED AND CITY OF ALVARADO WILL FUND RIGHT-OF-WAY ACQUISITION WITH LOCAL FUNDS
14015.1	0918-47-484	DALLAS	DALLAS	E	CS	HARRY HINES AT MOCKINGBIRD LANE		RECONSTRUCT INTERSECTION	\$0 \$3,000,000	\$0	\$0	\$0 \$3,000,000	\$0	04/2024	NOT EXPECTED TO OBLIGATE IN FY2024	FUNDING TO BE CONVERTED TO RTR
21027	0918-47-392	DALLAS	DALLAS	E	VA	DALLAS TRAFFIC SIGNAL PROJECT AREA BOUNDED BY IH 35 ON THE W, IH 635 ON THE E & N, AND NORTHWEST HWY TO THE S	ALONG HAMPTON ROAD FROM LEATH STREET TO CAMP WISDOM; ALONG LANCASTER ROAD FROM ELMORE AVENUE TO SHELLHORSE DRIVE	DESIGN AND CONSTRUCT 22 SIGNALS IN AREA DAMAGED BY 2019 TORNADO; 9 SIGNALS ALONG HAMPTON ROAD; AND 13 SIGNALS ALONG LANCASTER RD; ALL SIGNAL WORK INCLUDES SIGNAL RETIMING	\$0 \$2,350,000	\$0	\$0 \$587,500	\$0 \$2,937,500	\$0	07/2024	NOT EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; FUNDING BEING CONVERTED TO RTR
16001	0918-00-407	NCTCOG	DALLAS	I	VA	REG SCRAP TIRE ABATEMENT PGRM DEV & IMPL; SCRAP TIRE PUB EDUC/OUTREACH/AWARENESS CAMPAIGN; PROVIDE TECH SUPPORT TO LOC	GOVTS, INCL ORDINANCE & MODEL CREATION TO INCR REGU & ENFORCEMENT; DB FOR ABANDONED TIRE LOCATIONS, HAULERS, DEALERSHIPS	& END USERS IN REGION; IDENTIFY & IMPL ADDL POLICIES FOR REG IMP, ASSIST LOC GOVTS, BUSINESSES, & CITIZENS IN PROJ & PGRM IMPL; ADDL RESEARCH INTO EXISTING & POTENTIAL END USES TO INCL LOC SCRAP TIRE UTIL AS A RESOURCE; COLLECTION EVENTS	\$0 \$790,000	\$0	\$0	\$0 \$790,000	\$0	08/2024	NOT EXPECTED TO OBLIGATE IN FY2024	FUNDING CONVERTED TO RTR DUE TO ELIGIBILITY ISSUES VIA MAY 2024 TIP MODIFICATION CYCLE
21013	0902-90-225	NCTCOG	FORT WORTH	E	CS	FOREST HILL DRIVE FROM LON STEPHENSON ROAD	SHELBY ROAD	PLANNING STUDY OF TRANSPORTATION, LAND USE, AND FLOODING; ENGINEERING TO RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIGNAL RETIMING AND INTERSECTION IMPROVEMENTS	\$2,500,000	\$0	\$0	\$2,500,000	\$0	08/2024	NOT EXPECTED TO OBLIGATE IN FY2024	PROJECT HAS NOT BEEN APPROVED BY FHWA
21021	0902-90-206	NTTA	FORT WORTH	E	MH	ON CHISHOLM TRAIL PARKWAY	AT WORTH CREEK PARKWAY	CONSTRUCT INTERCHANGE	\$2,000,000	\$0	\$0	\$2,000,000	\$0	01/2024	NOT EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023 DUE TO DELAYS IN APPROVAL FROM FHWA (FFCS AMENDMENT BEING PROCESSED); PROJECT TO BE DEFEDERALIZED AND FUNDED BY NTTA
21038	0918-47-383	GARLAND	DALLAS	C	CS	PEDESTRIAN ROUTES TO RAIL STATION AT GARLAND FOREST/JUPITER DART STATION BOUNDED BY WEST OF JUPITER ROAD TO THE WEST,	JACOBSON ROAD TO THE EAST, MARQUIS DRIVE TO THE SOUTH, AND EDGEWOOD DRIVE TO THE NORTH	CONSTRUCT SIDEWALKS AND OTHER PEDESTRIAN SAFETY IMPROVEMENTS AT AND AROUND THE GARLAND FOREST/JUPITER DART STATION	\$3,500,000	\$0	\$875,000	\$4,375,000	\$0	01/2027	NOT EXPECTED TO OBLIGATE IN FY2024	MOVING TO 2027 VIA TIP DEVELOPMENT
TOTAL									\$209,517,989	\$4,686,909	\$13,087,805	\$227,292,703	\$103,015,725			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$236,243)
TOTAL PROJECT ADJUSTMENTS	\$0
TOTAL OBLIGATED IN FY2024	\$103,015,725
EXPECTED TO OBLIGATE IN FY2024	\$43,705,089
NOT EXPECTED TO OBLIGATE IN FY2024	\$64,228,858

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14013.7	0918-00-427	DART	DALLAS	T	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	COTTON BELT VELOWEB TRAIL (26 MILES); CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON) - PHASE 2	\$26,325,824	\$0	\$0	\$26,325,824	<u>\$26,325,824</u>	02/2024	OBLIGATED (2024)	TRANSIT TRANSFER REQUEST TO BE SUBMITTED IN 2024 FUNDS HAVE BEEN TRANSFERRED
40024.2	0918-47-324	DALLAS	DALLAS	C	VA	ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH),	TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH)	CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS	\$689,410	\$0	\$0	\$689,410	\$0	05/2024	EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; DESIGN BEING FINALIZED (100% PS&E NEEDED)
40024.2	0918-47-324	DALLAS	DALLAS	CE	VA	ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH),	TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH)	CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS	\$68,941	\$0	\$0	\$68,941	\$0	05/2024	EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; DESIGN BEING FINALIZED (100% PS&E NEEDED)
40039	0918-46-305	DENTON	DALLAS	CE	VA	GINNINGS ELEMENTARY SCHOOL & ALEXANDER ELEMENTARY SCHOOL SIDEWALK PROJECT	ALONG STUART RD, MULKEY LN, AND AUDRA LN	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOLS INCLUDING NEW SIDEWALKS, PEDESTRIAN BRIDGE, AND CROSSWALKS	\$17,326	\$0	\$4,332	\$21,658	\$0	<u>05/2024</u> 02/2024	EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; DESIGN BEING FINALIZED AND BID DOCUMENTS BEING PREPARED
40039	0918-46-305	DENTON	DALLAS	C	VA	GINNINGS ELEMENTARY SCHOOL & ALEXANDER ELEMENTARY SCHOOL SIDEWALK PROJECT	ALONG STUART RD, MULKEY LN, AND AUDRA LN	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOLS INCLUDING NEW SIDEWALKS, PEDESTRIAN BRIDGE, AND CROSSWALKS	\$630,009	\$0	\$157,502	\$787,511	\$0	<u>05/2024</u> 02/2024	EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; DESIGN BEING FINALIZED AND BID DOCUMENTS BEING PREPARED
40040	0918-46-306	DENTON	DALLAS	C	CS	SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE	TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION	CONSTRUCT NEW SHARED-USE PATH, BIKE LANES, AND CROSSWALKS	\$471,698	\$0	\$117,925	\$589,623	\$0	<u>05/2024</u> 02/2024	EXPECTED TO OBLIGATE IN FY2024	DESIGN BEING FINALIZED AND BID DOCUMENTS BEING PREPARED
40040	0918-46-306	DENTON	DALLAS	CE	CS	SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE	TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION	CONSTRUCT NEW SHARED-USE PATH, BIKE LANES, AND CROSSWALKS	\$34,659	\$0	\$8,665	\$43,324	\$0	<u>05/2024</u> 02/2024	EXPECTED TO OBLIGATE IN FY2024	DESIGN BEING FINALIZED AND BID DOCUMENTS BEING PREPARED
40073	0918-47-326	DALLAS	DALLAS	C	CS	ELAM SRTS IMPROVEMENTS; ON ELAM ROAD FROM NORTH JIM MILLER ROAD	PEMBERTON HILL ROAD	IMPLEMENT IMPROVEMENTS ALONG ELAM ROAD TO ACCOMMODATE A SHARED-USE PATH AND PEDESTRIAN SAFETY AND ACCESSIBILITY FEATURES INCLUDING CROSSWALKS	\$1,962,980	\$0	\$0	\$1,962,980	\$0	<u>05/2024</u> 04/2024	EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; ENVIRONMENTAL CLEARANCE ANTICIPATED RECEIVED IN DECEMBER 2023; DESIGN BEING FINALIZED
40075	0918-47-327	DALLAS	DALLAS	C	VA	ZARAGOZA ELEM, BOUNDED BY GASTON AVE TO THE NW, NORTH PRAIRIE AVE TO THE NE	MAIN/COLUMBIA AVE TO THE SE, ALCALDE ST TO THE SW	WIDEN EXISTING SIDEWALKS, RECONSTRUCT EXISTING SIDEWALKS, INSTALL ADA RAMPS, TRAFFIC CALMING IMPROVEMENTS, CROSSWALKS, SIGNS, PEDESTRIAN SIGNALS, AND OTHER SAFE ROUTES TO SCHOOL IMPROVEMENTS	\$325,661	\$0	\$0	\$325,661	\$0	<u>05/2024</u> 04/2024	EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; DESIGN BEING FINALIZED
14013.4	0902-90-177	DART	FORT WORTH	T	VA	COTTON BELT VELOWEB TRAIL FROM FUTURE DFW THROUGH STATION	GRAPEVINE EASTERN CITY LIMITS	CONSTRUCT GRAPEVINE SECTION OF THE COTTON BELT TRAIL CORRIDOR	\$1,923,024	\$0	\$480,756	\$2,403,780	\$0	<u>06/2024</u> 02/2024	EXPECTED TO OBLIGATE IN FY2024	DELAYED FROM FY2023; TRANSIT TRANSFER REQUEST TO BE SUBMITTED OCTOBER 2023 IN 2024 AND IS BEING PROCESSED BY TXDOT AND FHWA
40076	0918-47-321	DALLAS CO	DALLAS	CE	VA	ROWLETT RD MULTIMODAL IMPROVEMENTS; ALONG DUCK CREEK DR/ROWLETT RD FROM DUCK CREEK TRAIL AT GREENBELT PKWAY	GARLAND EASTERN CITY LIMITS	CONSTRUCT NEW SEPARATED BICYCLE LANES, SIDEWALKS, AND SHARED-USE PATH ALONG ROWLETT RD/DUCK CREEK DR	\$434,255	\$0	\$108,563	\$542,818	\$0	<u>07/2024</u> 12/2023	EXPECTED TO OBLIGATE IN FY2024	DESIGN BEING FINALIZED
40076	0918-47-321	DALLAS CO	DALLAS	C	VA	ROWLETT RD MULTIMODAL IMPROVEMENTS; ALONG DUCK CREEK DR/ROWLETT RD FROM DUCK CREEK TRAIL AT GREENBELT PKWAY	GARLAND EASTERN CITY LIMITS	CONSTRUCT NEW SEPARATED BICYCLE LANES, SIDEWALKS, AND SHARED-USE PATH ALONG ROWLETT RD/DUCK CREEK DR	\$3,745,450	\$0	\$936,363	\$4,681,813	\$0	<u>07/2024</u> 12/2023	EXPECTED TO OBLIGATE IN FY2024	DESIGN BEING FINALIZED
TOTAL									\$36,629,237	\$0	\$1,814,106	\$38,443,343	\$26,325,824			

TOTAL CLOSEOUTS/WITHDRAWALS	\$0
TOTAL PROJECT ADJUSTMENTS	\$0
TOTAL OBLIGATED IN FY2024	\$26,325,824
EXPECTED TO OBLIGATE IN FY2024	\$10,303,413
NOT EXPECTED TO OBLIGATE IN FY2024	\$0

CARBON REDUCTION PROGRAM FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2024

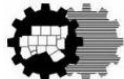
TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
25097.1	0918-47-478	DART	DALLAS	T	VA	SILVER LINE FROM DFW AIRPORT STATION	SHILOH STATION IN PLANO	CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT (COTTON BELT/SILVER LINE PROJECT #11)	\$35,328,000	\$0	\$8,832,000	\$44,160,000	\$35,328,000	01/2024 (ACTUAL)	OBLIGATED (2024)	FUNDS HAVE BEEN TRANSFERRED AND WILL BE USED FOR SILVER LINE PROJECT ALREADY UNDER CONSTRUCTION
25097.3	0918-47-487	DART	DALLAS	T	VA	SILVER LINE RAIL PROJECT FROM DFW AIRPORT	TO SHILOH STATION IN PLANO	CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT (COTTON BELT/SILVER LINE PROJECT #13)	\$3,700,000	\$0	\$0	\$3,700,000	\$0	05/2024	EXPECTED TO OBLIGATE IN FY2024	TRANSIT TRANSFER REQUEST SUBMITTED FEBRUARY 2024 AND IS BEING PROCESSED BY TXDOT AND FHWA
14013.2	0918-00-476	DART	DALLAS	T	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$4,000,000	\$0	\$0	\$4,000,000	\$0	07/2024	EXPECTED TO OBLIGATE IN FY2024	TRANSIT TRANSFER REQUEST TO BE SUBMITTED IN 2024
TOTAL									\$43,028,000	\$0	\$8,832,000	\$51,860,000	\$35,328,000			

TOTAL CLOSEOUTS/WITHDRAWALS	\$0
TOTAL PROJECT ADJUSTMENTS	\$0
TOTAL OBLIGATED IN FY2024	\$35,328,000
EXPECTED TO OBLIGATE IN FY2024	\$7,700,000
NOT EXPECTED TO OBLIGATE IN FY2024	\$0

PROJECT STATUS REPORT

Regional Transportation Council

May 9, 2024



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- MPO Milestone Policy
 - Focuses on projects funded 10+ years that have not gone to construction
 - Creates agency accountability to implement projects
- FY2024 Project Tracking
 - Focuses on projects slated for implementation in FY2024
 - Highlights potential problems in order to prevent delays
 - Provides earlier monitoring
 - Enables the Regional Transportation Council (RTC) to take corrective actions to avoid accumulation of carryover balances

**MPO MILESTONE POLICY
ROUND 2 STATUS UPDATE**

SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (MAY 2024)¹

PROJECT CATEGORIES	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY2024	1	\$49,400,000
Scheduled Letting FY2025 or Beyond	7	\$222,295,804
Total	8	\$271,695,804

1: To date, thirteen projects have let by their established deadlines and three have been removed from the TIP at the request of the implementing agency. One project originally not on the list is being added.

PROJECT RISK BY FISCAL YEAR

PROJECT CATEGORY	PROJECT RATING		
	Green (Low Risk of Delay)	Yellow (Medium Risk of Delay)	Red (High Risk of Delay)
Scheduled Letting FY2024	0	0	1
Scheduled Letting FY2025 or Beyond	1	5	1
TOTAL	1	5	2

UNION PACIFIC (UP) RAILROAD CROSSING PROJECT (HALTOM CITY)

- In 2021, Haltom City informed the North Central Texas Council of Governments (NCTCOG) that work had started at the Haltom Road location and work at Glenview Drive was pending approval by UP
- As a result, the project was not included in the final Milestone Policy Round 2 RTC action item
- NCTCOG was later informed that work had not started on either location
- Project is also on the FHWA Inactive List as no requests for reimbursement were submitted for over a year
- Staff recommendations:
 - Put project on Milestone Policy list for tracking
 - Require Haltom City's City Council to reaffirm its commitment to the project with a resolution (must include confirmation that local match is still available and a schedule by which the City commits to implement the project)

RIVERFRONT BOULEVARD (DALLAS COUNTY)

- Updated letting deadline of December 2023 was approved in August 2022
- Franchise utility coordination and review has further delayed the project
- Project now has a funding shortfall of \$14,810,939
- Staff recommendation:
 - Approve \$11,984,662 of additional Dallas County Regional Toll Revenue (RTR) funds to address the shortfall, with Dallas County contributing an additional \$2,000,000 and City of Dallas contributing \$826,277
 - Extend the letting deadline to December 2024

US 377 FROM SOUTH OF FM 1171 TO CRAWFORD ROAD (TXDOT-DALLAS)

- When the Milestone Policy Round 2 list was approved by the RTC, this project was unfunded, so a deadline was not established
- Project was funded via the 2023 10-Year Plan Update
- Staff recommendation:
 - Establish a letting deadline of September 2027 for this project based on feedback from TxDOT Dallas

**FISCAL YEAR 2024
PROJECT TRACKING**

SUMMARY OF FY2024 CMAQ FUNDING

	OCTOBER 2023	APRIL 2024
Total Federal Funding Available ¹	\$58,264,161	\$58,264,161
Federal Funding Obligated (2024) ^{2, 3}	\$0	\$51,439,097
FY2024 Project Phases ⁴	55	26
Project Phases Obligated to Date	0	9

¹ Apportionment plus carryover

² Obligations based on the federal fiscal year, which runs from October to September

³ Obligation amounts as of 4/26/2024

⁴ Decreased due to phases being delayed to a later fiscal year or funding being removed

SUMMARY OF FY2024 STBG FUNDING

	OCTOBER 2023	APRIL 2024
Total Federal Funding Available ¹	\$91,767,421	\$91,767,421
Federal Funding Obligated (2024) ^{2, 3}	\$0	\$102,779,482
FY2024 Project Phases ⁴	92	61
Project Phases Obligated to Date	0	38

¹ Apportionment plus carryover

² Obligations based on the federal fiscal year, which runs from October to September

³ Obligation amounts as of 4/26/2024

⁴ Decreased due to phases being delayed to a later fiscal year or funding being converted to another source or removed altogether

SUMMARY OF FY2024 TASA FUNDING

	OCTOBER 2023	APRIL 2024
Total Federal Funding Available ¹	\$58,325,584	\$58,325,584
Federal Funding Obligated (2024) ^{2, 3}	\$0	\$26,325,824
FY2024 Project Phases	14	12
Project Phases Obligated to Date	0	1

¹ Apportionment plus carryover

² Obligations based on the federal fiscal year, which runs from October to September

³ Obligation amounts as of 4/26/2024

⁴ Decreased due to consolidation of construction and construction engineering phases

SUMMARY OF FY2024 CARBON REDUCTION PROGRAM FUNDING

	OCTOBER 2023	APRIL 2024
Total Federal Funding Available ¹	N/A	\$55,157,679
Federal Funding Obligated (2024) ^{2, 3}	N/A	\$35,328,000
FY2024 Project Phases	N/A	3
Project Phases Obligated to Date	N/A	1

¹ Apportionment plus carryover

² Obligations based on the federal fiscal year, which runs from October to September

³ Obligation amounts as of 4/26/2024

REQUESTED ACTION

- RTC approval of:
 - Staff recommendations detailed in slides 6-8
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed to incorporate any changes to affected projects

QUESTIONS/COMMENTS?

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<h1>DRAFT</h1>

Policy to Allow Temporary Toll Rates on Managed Lanes While They are Under Reconstruction
and Recommending a Temporary Toll Rate on IH 35E from IH 635 to PGBT
(P24-01)

This policy covers temporary toll rates on managed lanes while they are under major reconstruction and recommends a temporary toll rate on IH 35E from IH 635 to PGBT during its upcoming reconstruction. The primary concerns in any major construction zone are the safety of both the construction workers and users of the roadway, as well as maintaining proper traffic flow. If a managed lane will be under reconstruction, and it is deemed necessary by the Texas Department of Transportation (TxDOT) District Engineer to adjust the toll rate structure, the Regional Transportation Council (RTC) allows such a change for the duration of construction activities, or as appropriate, until regular managed lane dynamic pricing can be re-established. Adjustments to the toll rate structure could include the suspension of dynamic pricing and setting of appropriate rates. When adjusting the rate structure, the District Engineer shall consider the following items to ensure clarity and cause minimum confusion:

- Type of reconstruction; adjustment likely needed only under full facility reconstruction
- Duration of construction activities
- Consistency of rates by facility direction
- Need for fixed-rate structure by time of day and day of week
- Need for temporary signage
- Need to continue revenue collection to be in compliance with federal or state laws and regulations

The RTC requests that TxDOT and managed lane operators include a public outreach campaign to communicate the temporary rate structure to the public prior to construction activities.

Previous dynamic rate structure should be put back in place after reconstruction.

IH 35E Fixed-Rate Structure:

A temporary rate structure for IH 35E from IH 635 to PGBT shall be established as follows:

Duration: Estimated [month year] – [month year]

Toll Rate: Fixed by time of day (peak period and off-peak period)

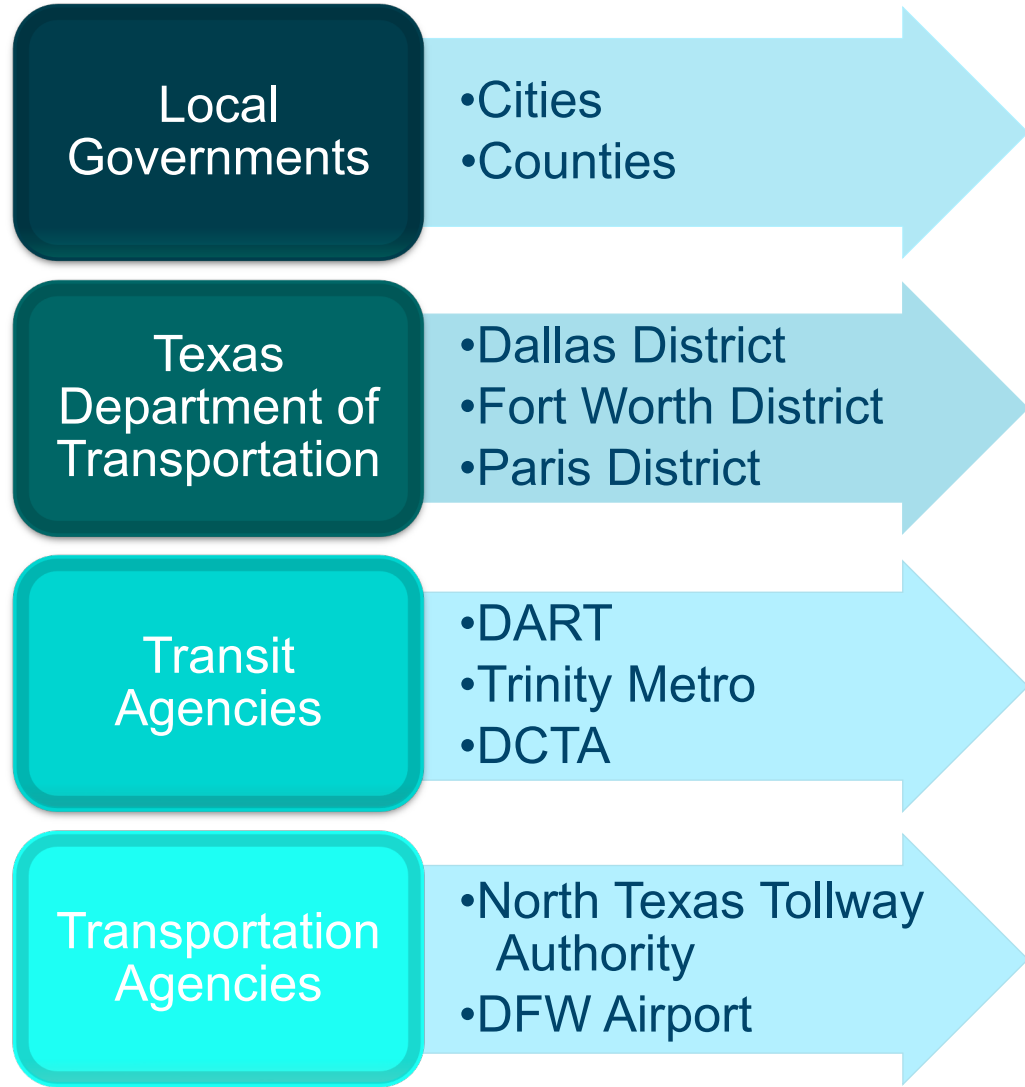
Peak Period: \$xx.yy x:yy AM – x:yy AM and x:yy PM – x:yy PM

Off-Peak Period: \$xx.yy all times other than Peak Period

2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DRAFT LISTINGS

Regional Transportation Council
May 9, 2024

A COOPERATIVE EFFORT



2025-2028

TIP

**TRANSPORTATION
IMPROVEMENT
PROGRAM**

FOR NORTH CENTRAL TEXAS



DEVELOPMENT PROCESS

- Review existing projects and gather information on additional locally funded projects
- Make needed revisions to existing project schedules, funding, and/or scope
- Develop revised project listings
- **Financially constrain project programming based on estimated future revenues**
- **Conduct Mobility Plan and Air Quality conformity review**
- **Solicit public and Committee/Council input**
- **Finalize project listings and submit to the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA)**

FOCUS AREAS

- Draft Project Information
 - Reflects updates to projects provided by agencies, and from recent/pending TIP modifications
 - Financially constrained to the 2025 Unified Transportation Program (UTP) draft allocations plus anticipated carryover funding
- Timely Implementation of Projects
 - Projects on the MPO Milestone Policy List (and those at risk of getting on the list in the future)
 - Projects with Congestion Mitigation & Air Quality Improvement Program (CMAQ) and/or Surface Transportation Block Grant (STBG) funds (to avoid accumulation of carryover balances)
 - Projects with Transportation Alternatives Set Aside funds (to avoid funding lapses)

NEW FEDERAL PROVISION - JUSTICE40 INITIATIVE

- Part of Executive Order 14008 signed in 2021
- Reiterates a call for environmental justice, particularly related to climate change
- Justice40 calls for 40 percent of the benefits of certain federal investments to flow to disadvantaged communities, including:
 - Congestion Mitigation and Air Quality Improvement Program (74%)
 - Transportation Alternatives Set Aside Program (86%)
 - Carbon Reduction Program (100%)
- Our region exceeds the target in each category as noted above in parentheses

SCOPE OF PROGRAMMING

- \$9.68 Billion in the 2025-2028 TIP (Roadway and Transit)
 - \$4.86 Billion in Federal Commitments
 - \$2.52 Billion in State Commitments
 - \$0.16 Billion in Regional Commitments
 - \$1.20 Billion in Local Commitments
 - \$0.94 Billion in Transit Formula Commitments
- 1,126 Active Projects (Roadway and Transit)
 - 679 Active Projects in 2025-2045
- 74 Implementing Agencies (Roadway and Transit)

PROJECT PROGRESS SINCE 2023-2026 TIP DEVELOPMENT

- Projects that have let since the development of the 2023-2026 TIP:
 - 163 have let (\$4.30 Billion)
 - 94 Local Lets (\$0.68 Billion)
 - 68 State Lets (\$3.62 Billion)
- Projects that have been completed since the development of the 2023-2026 TIP:
 - 143 have been completed (\$2.43 Billion)
 - 103 Local Completions (\$0.57 Billion)
 - 40 State Completions (\$1.86 Billion)

REQUEST FOR REVIEW

- Please ensure agency staff review the listings for projects being implemented by your agency and within your jurisdiction to verify:
 - Start and end dates of each phase
 - Fiscal years of each phase
 - Scope and limits
 - Funding amounts
- If a project does not have funding in FY2025, FY2026, FY2027, or FY2028, it will not be in the new TIP
 - FY2024 projects will not automatically carry over. We must determine now if projects should be “double-listed” in FY2025 if they could be delayed.
 - Projects in FY2029 and later will be in the environmental clearance appendix of the TIP (Appendix D).

TIMELINE/ACTION

Meeting/Task	Date
Coordination with Implementing Agencies	August-October 2023
Development of TIP Listings and Document	August 2023-April 2024
Draft Listings - STTC Information	April 2024
Draft Listings - RTC Information	May 2024
Public Meeting - Draft Listings and Document	May 2024
Final Listings and Document - STTC Action	May 2024
Deadline for Providing Public Comments	June 11, 2024
Final Listings and Document - RTC Action	June 2024
Submit Final Document to TxDOT	July 2024
Anticipate TxDOT Commission Approval (for STIP)	August/September 2024
Anticipate Federal/State Approval (STIP)	October/November 2024

QUESTIONS/COMMENTS

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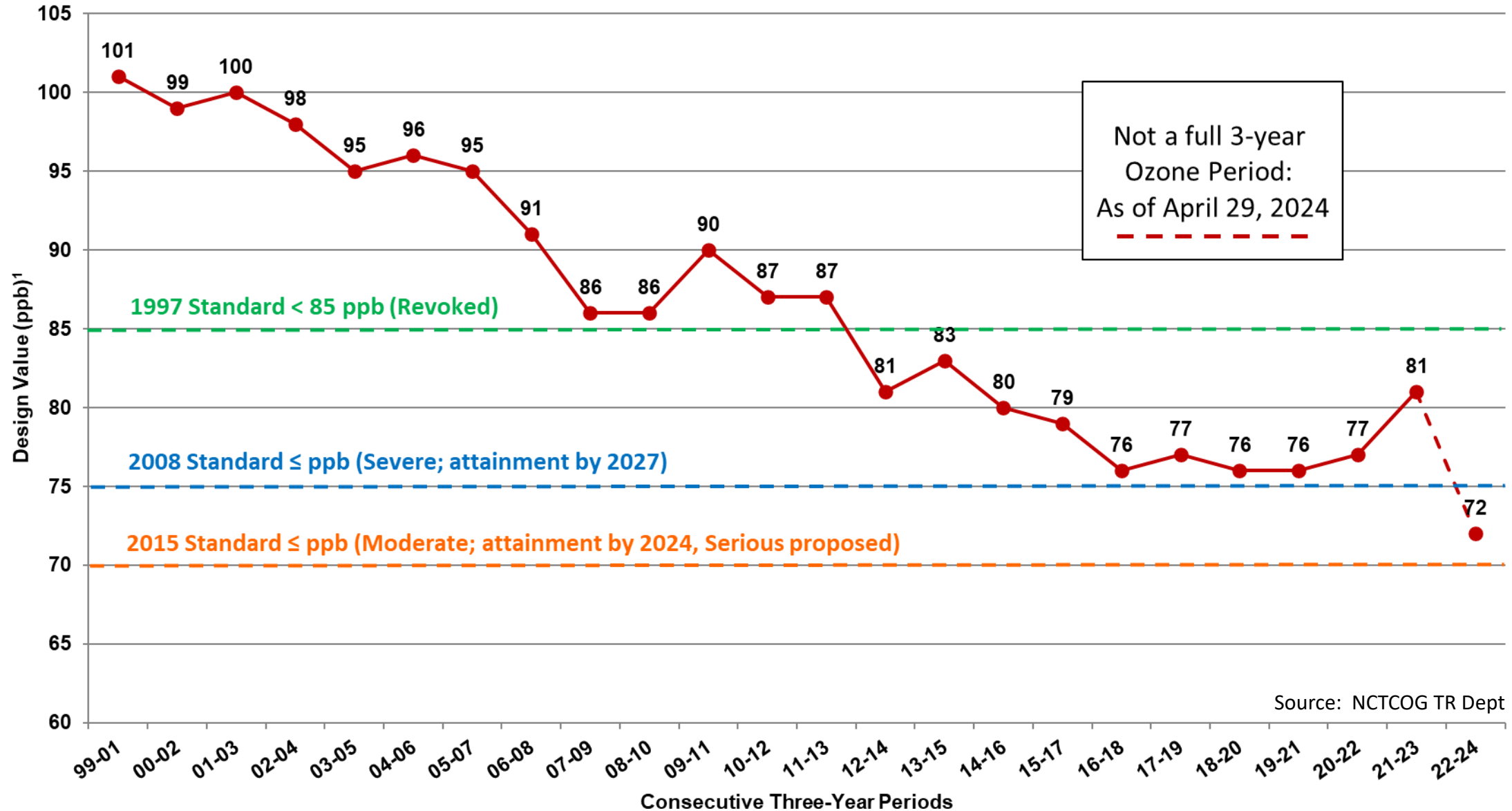
Dylan Niles
Transportation Planner I
Ph: (682) 433-0512
dniles@nctcog.org

Air Quality Status Report

Regional Transportation Council • May 9, 2024

Jenny Narvaez

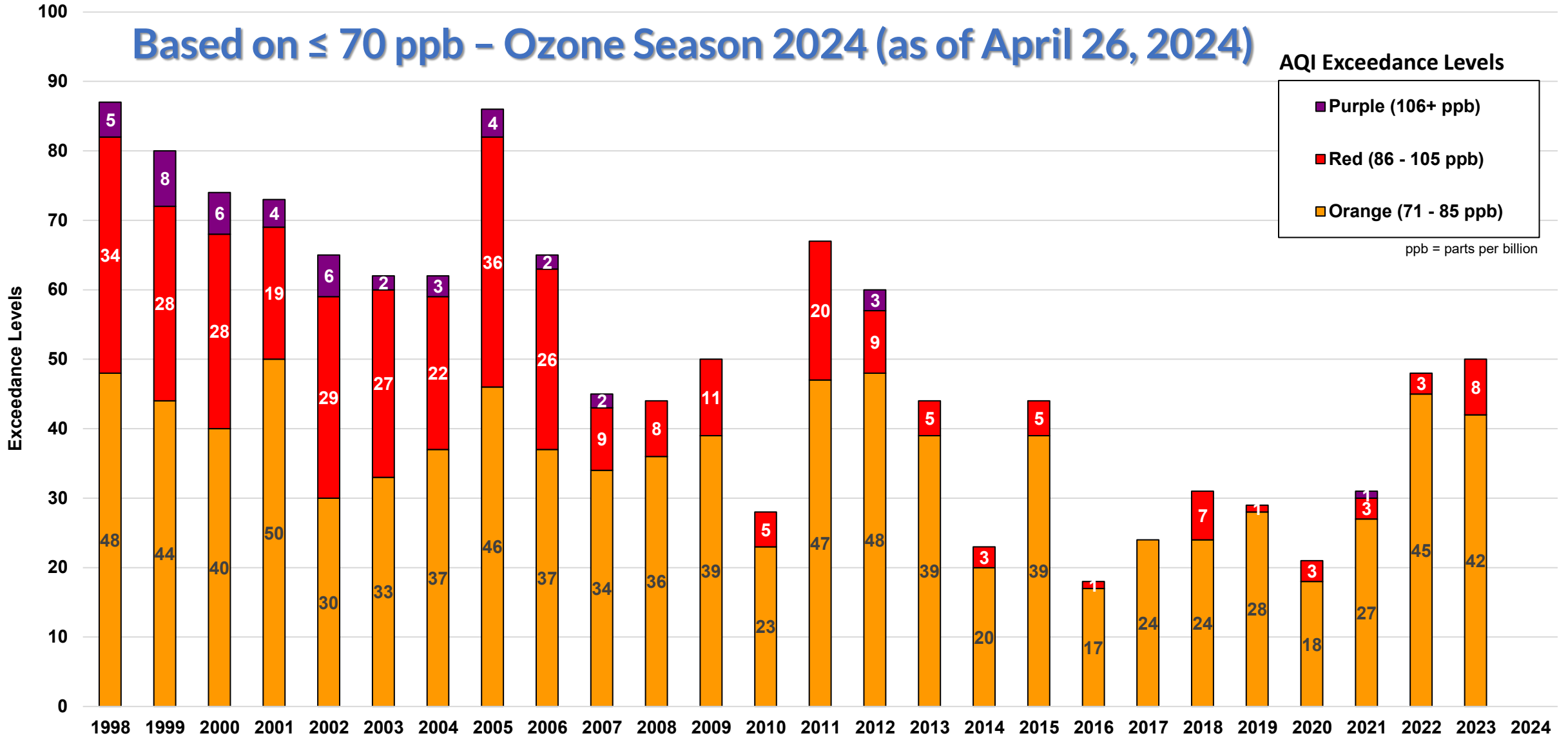
8-Hour Ozone Design Value Trends



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

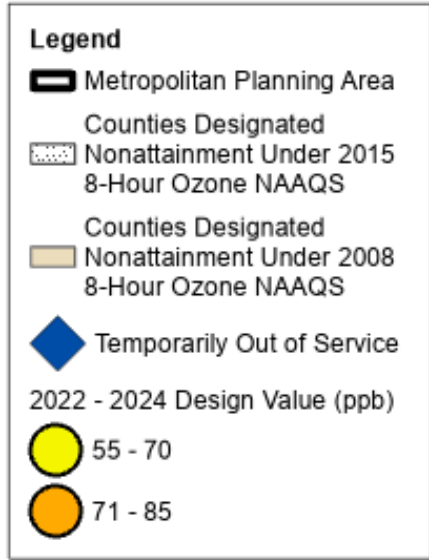
Regulatory 8-Hour Ozone National Ambient Air Quality Standards Exceedance Trends

Based on ≤ 70 ppb – Ozone Season 2024 (as of April 26, 2024)

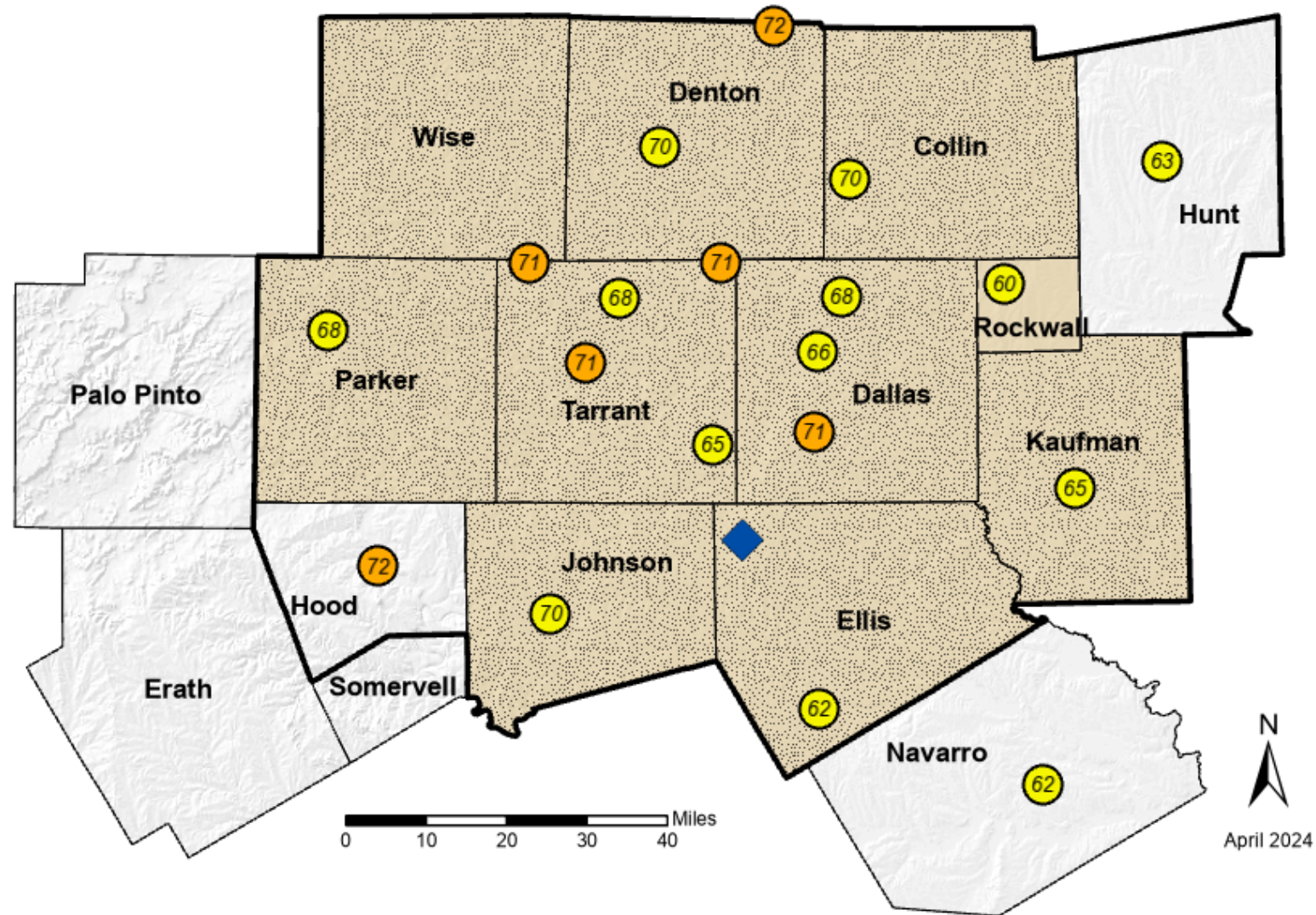


Regulatory Ozone Monitor Locations with Design Value

As of April 26, 2024



Colors represent Ozone Warning Level Breakpoints



2008 Ozone National Ambient Air Quality Standards Attainment Scenario (≤ 75 ppb)

Six Highest Monitors	4 th Highest Value for Season			2024 Ozone Season Design Value Current / Max
	2022	2023	2024 Current / Max	
Dallas Executive Airport	77	79	57 / 72	71 / 76
Eagle Mountain Lake	77	81	55 / 70	71 / 76
Fort Worth Northwest	80	84	50 / 64	71 / 76
Grapevine Fairway	78	84	52 / 66	71 / 76
Granbury	81	79	58 / 68	72 / 76
Pilot Point	77	81	58 / 70	72 / 76

As of April 26, 2024



Sample of Mobile Source Air Quality Initiatives



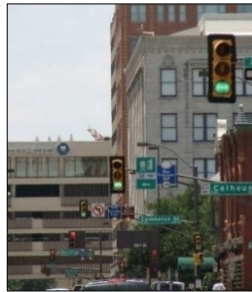
Rideshare. Record. Reward.



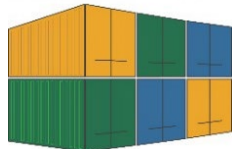
U.S. Department of Energy



Dallas-Fort Worth
CLEAN CITIES



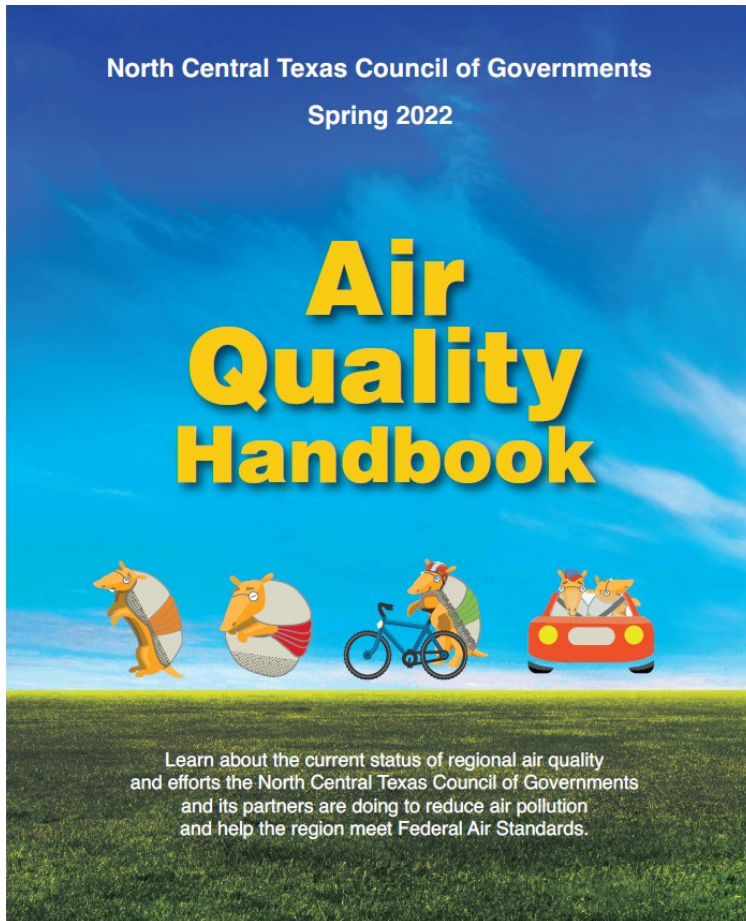
FREIGHT NORTH TEXAS



Air Quality Handbook

Multilingual

English



https://www.nctcog.org/getmedia/3e4466f8-aad7-4979-b336-d0b79c6fd10e/aq2022printer_spring.508e33.pdf?lang=en-US

Spanish



<https://www.nctcog.org/getmedia/8d3a380e-dc11-4286-8efa-e430b74e337c/aq2022spanish.b128ac.pdf?lang=en-US>

Vietnamese



<https://www.nctcog.org/getmedia/787b9fe9-94d9-4d76-9701-020876a06e61/AQHbkViet.pdf>

EPA Revision of the PM_{2.5} Primary Annual Standard

PM_{2.5} Primary Annual Standard

- Former Standard: 12.0 µg/m³ – annual mean, averaged over 3 years
- New Standard as of February 7, 2024: 9.0 µg/m³

PM_{2.5} 24-hour Standard

- Current: 35 µg/m³ – 98th percentile, averaged over 3 years
- Standard retained: 35 µg/m³

PM₁₀ 24-hour Standard

- Current: 150 µg/m³ – 98th percentile, averaged over 3 years
- Standard retained: 150 µg/m³



Impacts of Revised PM_{2.5} Primary Annual Standard

Potential for Dallas and Tarrant Counties to be in Nonattainment

County – Monitoring Station	2020 – 2022 Data	2021 – 2023 Preliminary Data
Dallas – Convention Center	9.4 µg/m ³	9.9 µg/m ³
Tarrant – California Parkway	9.1 µg/m ³	8.7 µg/m ³
Tarrant – Haws Athletic Center	8.9 µg/m ³	9.6 µg/m ³






112 counties nation-wide do not meet 9.0 µg/m³

EPA projections show 51 would not meet 9.0 µg/m³ in 2032

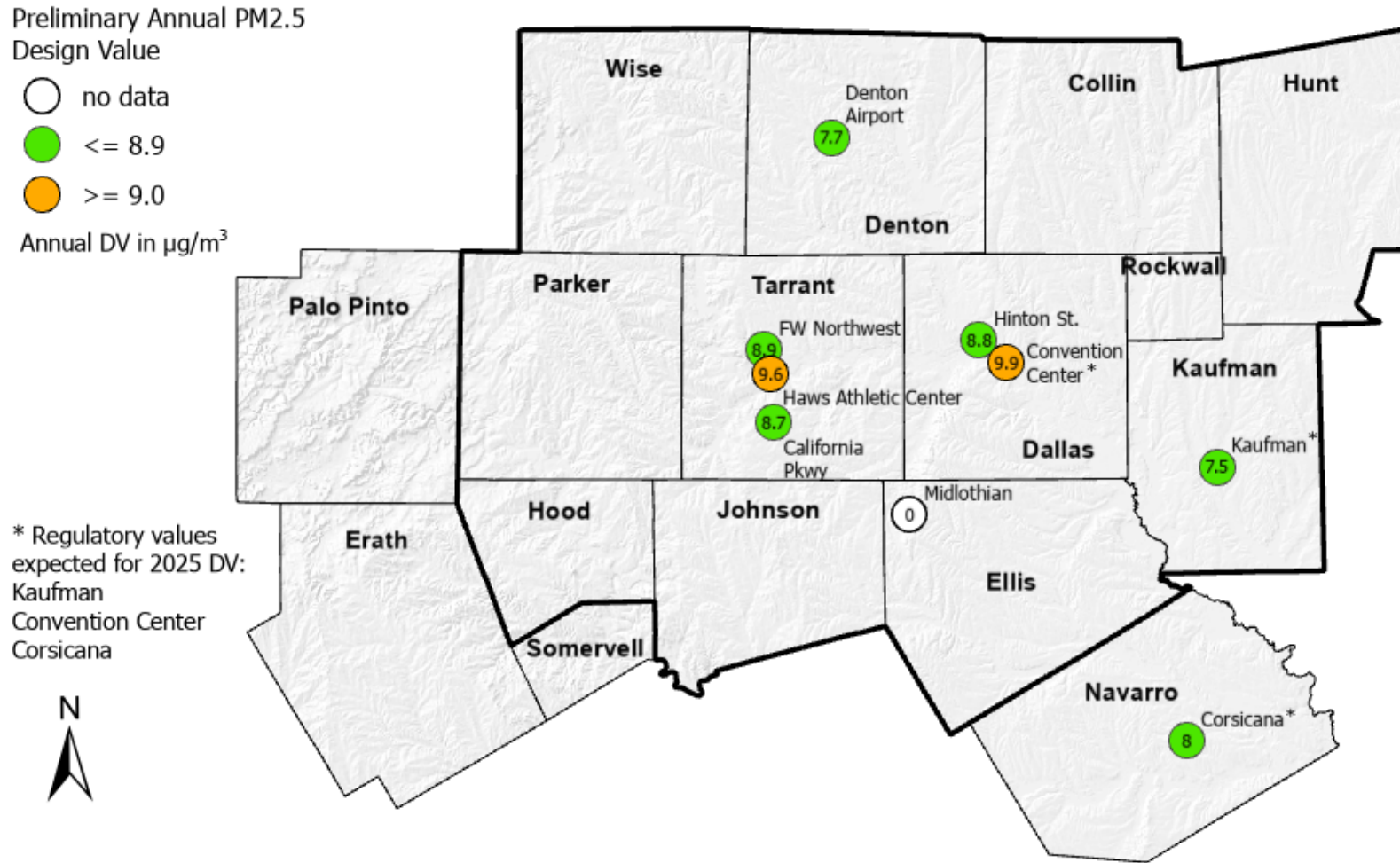


PM_{2.5} Annual Design Value - Draft

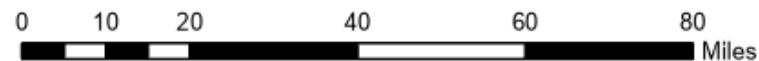
On February 7, 2024, EPA changed the PM_{2.5} NAAQ Standard from 12.0 $\mu\text{g}/\text{m}^3$ to 9.0 $\mu\text{g}/\text{m}^3$.

-  Metropolitan Planning Area
-  County boundaries
- Preliminary Annual PM_{2.5} Design Value
-  no data
-  ≤ 8.9
-  ≥ 9.0
- Annual DV in $\mu\text{g}/\text{m}^3$

Preliminary 2023 PM_{2.5} Annual Design Values
2021 - 2023



* Regulatory values expected for 2025 DV:
Kaufman
Convention Center
Corsicana



Schedule of Revised PM_{2.5} Primary Annual Standard

TCEQ's 2023 data certification letter due to EPA by May 1, 2024

TCEQ public outreach meetings in June or July 2024

TCEQ solicits informal comments from the public in July or August 2024

Designation package to the Commission for consideration at the end of 2024 (based on 2021-2023 data)

Designation package to the Governor's Office for consideration

State's designations to EPA due by February 7, 2025

EPA sends 120-day letter by October 2025 indicating its intended designations if different from TCEQ (data may be based on 2022-2024)

State opportunity to respond prior to EPA finalizing its designations in 2026



FOR MORE INFORMATION

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AIR QUALITY AND SAFETY DEMONSTRATION PROJECTS

May 9, 2024

Regional Transportation Council

Jason Brown, Principal Air Quality Planner

North Central Texas Council of Governments

Air Quality and Safety Demonstration Projects

Car Care Safety Integration

License Plate Readers

Truck Assessment and Goods Movement Program



Car Care Safety Integration

Budget: \$200,000

Purpose: Provide education on importance of safety components and replacing as needed since noncommercial vehicle safety inspections are to be phased out January 1, 2025

Integrate into existing car care emissions clinics

When?: Starting by January 2025

Where?: Within the 10 ground-level ozone nonattainment county region by partnering with automotive shops to hold clinics to inspect and replace certain safety components



License Plate Readers

Budget: \$200,000

Purpose: Assessment of metal license plate fraud occurring in the region

Evaluate fraud trends in the region using available license plate reading technology

When?: Fiscal Year 2025

Where?: Within the 10 ground-level ozone nonattainment county region by coordinating with regional law enforcement agencies that have data or would like to collect and analyze license plate data



Truck Assessment and Goods Movement Program

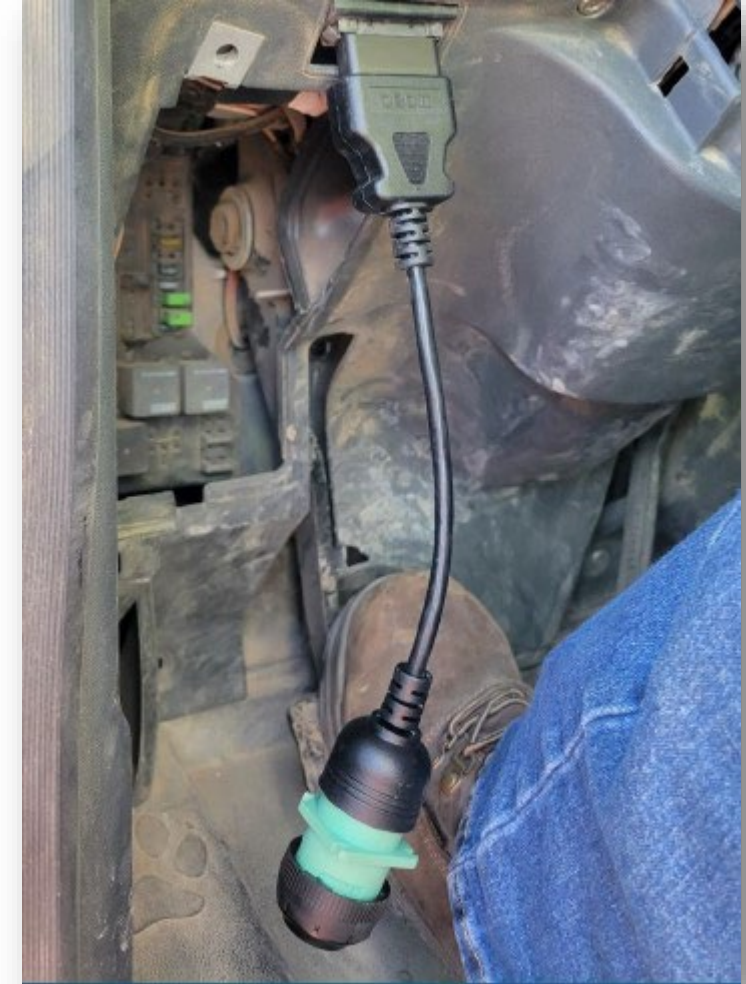
Budget: \$600,000

Purpose: Assess the amount of heavy-duty diesel (HDD) vehicle emissions component tampering occurring in our region through use of both visual detection and scanning devices

Tampered vehicles emit far greater emissions, potentially leading to the disconnect between regional monitors and air chemistry modeling

When?: Fiscal Year 2025

Where?: Within the 10 ground-level ozone nonattainment county region by partnering with law enforcement to collect and analyze emissions data



Schedule

Milestone	Date
STTC Information	April 26, 2024
RTC Information	May 9, 2024
STTC Recommendation of RTC Approval	May 24, 2024
RTC Approval	June 13, 2024
Executive Board Approval	July/August 2024
Implementation	Early FY2025



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Chris Klaus
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Regional Transportation Council Attendance Roster
April 2023 - March 2024

RTC MEMBER	Entity	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	2/8/24	3/21/24	4/11/24
Daniel Alemán Jr (01/22)	Mesquite	P	P	P	E	E(R)	P	E(R)	P	P	P	P	A
Arfsten, Bruce (07/23)	Addison	-	-	P	P	P	P	P	P	P	E(R)	P	P
Steve Babick (06/22)	Carrollton	P	P	P	A	P	P	P	P	P	P	P	E(R)
Dennis Bailey (02/21)	Rockwall County	P	P	E(R)	P	A	P	P	A	E	P	P	P
Rick Bailey (07/22)	Johnson County	P	P	P	P	E	P	P	P	P	P	P	P
Adam Bazaldua (09/21)	Dallas	P	P	E	P	P	P	A	P	P	A	P	E
Elizabeth M. Beck (08/21)	Fort Worth	P	P	P	P	A	A	E	P	E(R)	P	E	P
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	A	P	E	P	P	P	P	P
J. D. Clark (07/22)	Wise County	E(R)	P	A	P	A	E(R)	P	P	E(R)	E(R)	P	P
Ceason Clemens (10/22)	TxDOT, Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Michael Crain (06/22)	Fort Worth	A	P	P	P	P	P	A	P	P	P	E(R)	P
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	E(R)	P	P
Jeff Davis (11/19)	Trinity Metro	E	E	P	P	A	P	P	P	P	P	E(R)	P
Andy Eads (1/09)	Denton County	E	P	E	P	P	P	E	P	E	P	P	P
Michael Evans (2/23)	Mansfield	P	P	P	E(R)	P	P	P	P	P	P	P	P
Vernon Evans (4/24)	DFW Airport	--	--	--	--	--	--	--	--	--	--	--	A
Gary Fickes (12/10)	Tarrant County	P	P	E(R)	P	E(R)	E	E	P	P	P	P	E
George Fuller (07/17)	McKinney	P	P	P	P	P	E(R)	P	E	E	P	E	P
T.J. Gilmore (11/23)	DCTA	--	--	--	--	--	--	E(R)	P	P	P	P	A
Raul H. Gonzalez (09/21)	Arlington	P	P	E(R)	P	P	P	P	P	E(R)	P	P	P
Barry L. Gordon (12/20)	Duncanville	P	P	P	P	P	P	P	P	P	E(R)	P	P
Lane Grayson (01/19)	Ellis County	P	P	E	E	P	P	P	E	P	A	P	P
Mojoy Haddad (10/14)	NTTA	P	P	P	P	E	P	P	P	P	E	A	P
Clay Lewis Jenkins (04/11)	Dallas County	E(R)	P	P	P	P	P	E(R)	E(R)	P	P	E	P
Ron Jensen (06/13)	Grand Prairie	P	A	P	P	E(R)	P	E(R)	P	E	P	E(R)	P
Brandon Jones (05/21)	Lewisville	P	P	P	P	A	P	P	P	P	A	A	P
John Keating (12/19)	Frisco	A	E	A	A	A	A	A	A	A	A	P	A
Brad LaMorgese (07/22)	Irving	P	E	P	A	E	P	P	P	E	E	E	E
Cara Mendelsohn (07/20)	Dallas	P	P	P	E(R)	P	A	P	P	P	P	P	P
Ed Moore (07/22)	Garland	E	P	E(R)	P	P	P	P	E	P	P	E	P
John Muns (6/23)	Plano	-	P	A	P	P	P	E	P	A	A	A	P
Omar Narvaez (09/21)	Dallas	E(R)	P	E	P	E	P	P	A	P	P	P	P
Manny Ramirez (1/23)	Tarrant County	P	E(R)	P	P	E	P	E	P	E	E	P	P
Tito Rodriguez (03/24)	Nrth Rch Hills	--	--	--	--	--	--	--	--	--	--	P	P
Jim R. Ross (07/21)	Arlington	P	P	P	P	P	P	E(R)	P	P	P	P	E(R)

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Regional Transportation Council Attendance Roster
April 2023 - March 2024

RTC MEMBER	Entity	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	2/8/24	3/21/24	4/11/24
David Salazar (10/22)	TxDOT, FW	P	P	E(R)	P	P	P	P	P	P	P	P	P
Chris Schulmeister (07/20)	Allen	E(R)	P	A(R)	P	P	E(R)	P	A	P	P	P	P
Gary Slagel (11/23)	DART	--	--	--	--	--	--	P	P	P	P	P	P
Jeremy Tompkins (10/19)	Eules	P	P	P	P	P	P	E(R)	P	P	P	P	P
William Tsao (3/17)	Dallas	P	P	E(R)	P	P	P	P	P	P	P	P	E
Watts, Chris (12/22)	Denton	P	P	P	P	E	P	E	A	E	A	A	A
Webb, Duncan (6/11)	Collin County	P	P	E(R)	E(R)	P	P	P	A	P	P	P	P
Chad West (11/22)	Dallas	A	A	E	P	A	E	P	P	P	E	P	A(R)

Note: Date in parenthesis indicates when member was
1st eligible to attend RTC meetings

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)

Surface Transportation Technical Committee Attendance Roster
April 2023 - April 2024

STTC MEMBERS	Entity	4/28/23	05/26/23	06/23/23	7/28/23	8/25/23	9/22/23	10/27/23	12/8/23	1/26/24	2/23/24	03/22/24	04/26/24
Joe Atwood	Hood County	A	P	P	P	A	A	A	A	P	A	P	P
Melissa Baker	Irving	P	R	P	P	P	R	P	P	P	R	R	E
David Boski	Mansfield	P	A	P	P	P	P	P	A	P	P	A	R
Shon Brooks	Waxahachie	P	A	A	A	P	P	A	P	P	P	P	P
Tanya Brooks	DART	P	R	A	P	A	A	P	P	P	P	P	P
Daniel Burnham	Arlington	P	R	R	P	P	P	A	P	R	P	P	P
Farhan Butt	Denton	--	--	--	--	--	--	--	--	--	P	P	P
Brenda Callaway	Rockwall County	--	--	--	--	--	--	--	--	--	P	P	P
Travis Campbell	TxDOT Dallas	--	--	--	P	P	P	P	P	E	P	P	P
Layne Cline	Coppell	A	A	P	P	P	P	A	A	A	P	A	A
Robert Cohen	Southlake	A	A	A	A	A	A	P	A	A	A	P	A
John Cordary, Jr.	TxDOT FW	E	E	A	E	P	P	A	P	E	P	P	A
Jackie Culton	Duncanville	P	P	A	R	P	R	R	A	R	A	P	A
Clarence Daugherty	Collin County	P	P	P	P	R	P	R	A	P	P	P	P
Chad Davis	Wise County	A	A	P	P	P	A	A	P	P	A	P	A
Arturo Del Castillo	Dallas	E	E	P	P	P	A	P	R	R	P	P	P
Pritam Deshmukh	Richardson	P	R	P	P	P	P	P	P	P	P	P	P
Caryl DeVries	Grand Prairie	A	A	P	P	P	P	P	P	P	P	P	P
Greg Dickens	Hurst	A	A	A	R	P	A	A	R	R	A	A	A
Phil Dupler	FWTA	P	P	P	P	P	P	R	P	P	P	P	P
Chad Edwards	Trinity Metro	P	P	P	P	P	E	P	R	P	R	P	P
Martiza Figy	Dallas	--	--	--	--	--	--	A	A	A	A	A	A
Eric Fladager	Fort Worth	P	P	A	P	P	P	P	A	A	P	A	P
Chris Flanigan	Allen	P	P	P	P	A	A	P	P	P	P	P	P
Austin Frith	DCTA	--	--	--	--	--	--	--	--	P	P	P	P
Ricardo Gonzalez	TxDOT FW	P	P	P	P	P	P	P	P	P	P	P	P
Gary Graham	McKinney	P	A	A	P	P	P	R	P	P	P	R	P
Tom Hammons	Carrollton	P	P	A	A	P	P	A	P	P	P	P	P
Ron Hartline	The Colony	A	A	P	A	A	A	P	A	A	A	P	P
Barry Heard	Kaufman County	P	P	A	A	P	P	P	P	P	A	P	P
Shannon Hicks	Addison	A	R	R	P	A	A	A	A	A	A	P	A
Matthew Hotelling	Flower Mound	P	R	P	P	P	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	A	P	A	P	A	P	P	P	A	P
Thuan Huynh	McKinney	P	P	A	P	P	P	P	P	P	P	P	P
Joseph Jackson	Tarrant County	P	P	P	P	P	P	P	P	P	P	E	P
Joel James	NTTA	P	P	A	P	P	P	P	A	A	A	P	R
William Janney	Frisco	P	R	P	A	P	P	A	P	A	A	P	p

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

April 2023 - April 2024

STTC MEMBERS	Entity	4/28/23	05/26/23	06/23/23	7/28/23	8/25/23	9/22/23	10/27/23	12/8/23	1/26/24	2/23/24	03/22/24	04/26/24
Kelly Johnson	NTTA	P	A	P	A	A	P	A	P	P	A	A	A
Major L. Jones	Eules	P	P	P	P	P	P	A	P	P	A	A	P
Gus Khankarli	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Alonzo Liñán	Keller	A	A	A	A	P	A	A	A	A	A	A	A
Eron Linn	DART	E	A	P	E	P	P	P	P	P	P	E	P
Clay Lipscomb	Plano	P	P	P	P	P	A	P	A	R	P	P	P
Paul Luedtke	Garland	P	P	P	P	P	P	P	A	P	P	P	P
Stanford Lynch	Hunt County	A	A	A	A	P	R	P	R	P	P	A	R
Chad Marbut	Weatherford	P	P	P	P	P	P	P	P	P	P	P	P
Alberto Mares	Ellis County	P	P	P	P	P	P	P	P	P	P	P	P
Wes McClure	Mesquite	P	A	R	P	P	P	P	P	P	P	P	P
Brian Moen	Frisco	P	P	A	P	P	P	P	P	P	P	P	P
Mark Nelson	Richardson	E	E	P	P	R	P	P	P	P	P	P	P
Jim O'Connor	Irving	P	P	P	P	P	P	P	P	P	P	P	P
Alfredo Ortiz	Dallas	--	--	--	--	--	--	--	--	P	P	P	A
Cintia Ortiz	Parker County	A	A	A	A	A	A	A	A	A	A	P	P
Dipak Patel	Lancaster	A	A	P	P	P	A	P	P	P	P	P	A
Martin Phillips	Fort Worth	P	P	P	P	R	E	E	P	P	E	P	E
John Polster	Denton County	P	P	A	A	P	P	P	A	P	P	P	A
Kelly Porter	Fort Worth	P	P	P	P	P	P	E	P	P	P	P	P
Tim Porter	Wylie	P	P	P	P	P	P	P	P	P	A	R	R
Elizabeth Reynolds	Grapevine	--	--	--	P	P	P	P	P	P	P	P	P
Jahor Roy	Mesquite	--	--	--	--	P	P	A	P	P	P	P	P
Greg Royster	DFW Int. Airport	P	A	P	A	P	P	P	P	P	P	P	A
Kathryn Rush	Dallas	A	A	A	A	A	P	A	A	P	R	P	P
David Salmon	Lewisville	P	A	P	R	P	R	P	R	P	P	R	A
Ryan Sartor	Farmers Branch	P	A	P	P	P	A	P	R	P	P	A	P
Brian Shewski	Plano	P	P	P	P	P	P	P	P	P	P	P	R
Walter Shumac, III	Grand Prairie	P	P	P	E	P	P	P	A	P	P	E	P
Randy Skinner	Tarrant County	P	P	P	A	P	P	P	P	P	A	E	--
Chelsea St. Louis	Fort Worth	--	--	--	--	--	--	--	--	--	P	P	P
Cheryl Taylor	Bedford	P	P	A	A	A	A	P	P	P	P	A	A
Errick Thompson	Burleson	--	--	--	--	--	--	--	A	P	P	P	P
Caleb Thornhill	Plano	P	P	P	P	A	R	P	A	P	P	A	P
Press Tompkins	Greenville	A	A	A	A	A	A	A	A	A	A	A	A
Jennifer VanderLaan	Johnson County	P	P	P	A	A	P	P	P	P	P	P	P
Gregory Van	Haltom City	P	P	P	P	P	P	P	P	P	P	P	R
Daniel Vedral	Irving	E	P	P	R	P	R	P	P	P	P	P	E
Caroline Waggoner	North Richland	P	P	P	P	A	A	A	A	P	P	P	P
Jana Wentzel	Arlington	P	P	P	R	P	P	P	P	P	P	P	P
Robert Woodbury	Cedar Hill	A	P	P	P	P	P	A	P	A	P	A	R
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)

-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster
April 2023 - April 2024

STTC MEMBERS	Entity	4/28/23	05/26/23	06/23/23	7/28/23	8/25/23	9/22/23	10/27/23	12/8/23	1/26/24	2/23/24	03/22/24	04/26/24
Jamie Zech	TCEQ	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)
 -- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE March 22, 2024

The Surface Transportation Technical Committee (STTC) met on Friday, March 22, 2024, 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: Joe Atwood, Nathan Benditz (representing Melissa Baker), Shon Brooks, Tanya Brooks, Daniel Burnham, Farhan Butt, Brenda Callaway, Travis Campbell, John Cordary, Jr., Clarence Daugherty, Arturo Del Castillo, Pritam Deshmukh, Caryl DeVries, Phil Dupler, Chad Edwards, Chris Flanigan, Austin Frith, Ricardo Gonzalez, Kathleen Bednarz (representing Gary Graham), Tom Hammons, Brian McNulty (representing Ron Hartline), Barry Heard, Shannon Hicks, Matthew Hotelling, John D. Hudspeth, Thuan Huynh, Joel James, William Janney, Gus Khankarli, Clay Lipscomb, Paul Luedtke, Stanford Lynch, Chad Marbut, Alberto Mares, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Alfredo Ortiz, Cintia Ortiz, Dipak Patel, Martin Phillips, John Polster, Kelly Porter, Jenneen Elkhaid (representing Tim Porter), Elizabeth Reynolds, Jahor Roy, Greg Royster, Molly Carroll (representing Kathryn Rush), Sirwan Shahooei (representing David Salmon), Brian Shewski, Chelsea St. Louis, Errick Thompson, Caleb Thornhill, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, and Jana Wentzel.

Others present at the meeting were: Vickie Alexander, Valerie Alvarado, Julie Anderson, Natalie Bettger, Rachel Bradford, Jason Brown, Jesse Brown, Shelley Broyles, Todd Buckingham, Carolyn Burns, Lorena Carrillo, Jackie Castillo, Meredith Cebelak, Matt Craig, Alyssa Cunningham, Kevin Feldt, Harrison Fuller, Gypsy Gavia, John Godwin, Rebekah Gongora, Amy Hodges, Brian Hoelt, Chris Hoff, Jeremy Hutt, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Siddhesh Kudale, Michael Morris, Jeff Neal, Vercie Pruitt-Jenkins, Minesha Reese, Ahmed Sadegh, Connor Sadro, Samuel Simmons, Toni Stehling, Shannon Stevenson, Daniela Tower, Juliana VanderBorn, Brendon Wheeler, Anna Wilits, Karla Windsor, and Alexander Young.

1. **Approval of the February 23, 2024, Minutes:** The minutes of the February 23, 2024, meeting were approved as submitted in Electronic Item 1. John Polster (M); Daniel Vedral (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda:
 - 2.1. **Endorsement of the Modification to the Critical Regional Infrastructure Land Banking Program:** A recommendation was requested for an endorsement of the Regional Transportation Council (RTC) approval of a reallocation of funding: \$2,400,000 in parcel acquisition and \$300,000 in site improvements and maintenance, with the total funding amount of \$2,700,000 associated with the Critical Regional Infrastructure Land Banking Program. The reallocation of funds will be used to accommodate acquisition of the second remaining parcel through a land exchange. The property is located at the south end of the Naval Air Station Joint Reserve Base, Fort Worth runway, within the Accident "Clear Zone." Additional supplemental materials were provided in Electronic Item 2.1.

A motion was made to recommend Regional Transportation approval of Item 2.1 on the Consent Agenda. John Polster (M); Jim O'Connor (S). The motion passed unanimously.

- 2.2. **Modifications to the Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program:** Item 2.2 was pulled from the Consent Agenda to present a change to the description included in Electronic Item 2.2.1 for the proposed modification to Subtask 5.10, Transportation Technology and Innovation Program. The new language was presented to the Committee and reads as follows: “5.10 Transportation Technology and Innovation Program – Automated Vehicles: Development and Deployment, Updated Regional Automated Vehicle Program (AV 2.0), Technology and Innovation Program 3.0, and Dallas-Fort Worth Freight Optimization Corridors (program \$3,771,200 in previously approved Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to align with the FY2024 and FY2025 budgets)”. Dan Kessler explained that the funds had been budgeted, but not programmed into the UPWP, requiring the modification.

A motion was made to approve the proposed modifications to the FY2024 and FY2025 Unified Planning Work Program outlined in Electronic Item 2.2.1, including the revised language for Subtask 5.10, and direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications. John Polster (M); Kelly Porter (S). The motion passed unanimously. Additional information was provided in Electronic Item 2.2.2 in the Committee meeting materials.

3. **Safe Streets for All Grants Submission:** Karla Windsor requested a recommendation for Regional Transportation Council (RTC’s) approval of a regional planning project submittal and local match funds for the fiscal Year (FY) 2024 Safe Streets and Roads for All (SS4A) Discretionary Grant Program. Karla announced the Notice of Funding Opportunity (NOFO) was released on March 1, 2024, for the SS4A. The SS4A grant was created through the Bipartisan Infrastructure Law (BIL) to prevent deaths and serious injuries on our roadways to focus on comprehensive safety action planning and implementing projects/strategies identified in safety action plans with \$1.26B for FY24 available, and inclusive of all types of roadway safety interventions across the Safe Systems Approach. Only one application per agency allowed. There’s \$580 million of available funding, with a \$100,000 minimum or \$10 million maximum award for the planning/demonstration grant, and Karla highly encourages people to apply for. There’s \$657 million of available funding with \$2.5 million minimum or \$25 million maximum award for the implementation grant. The SS4A proposed the Crossing Students Safely in the Dallas-Fort Worth Region (CroSS-DFW) to conduct additional planning around schools in targeted corridors and beyond recommended by the Regional Roadway Safety Plan and the Regional Pedestrian Safety Action Plan. The total planning budget - \$6.25 million with \$5 million in federal and \$1.25 million non-federal match as Regional Toll Revenue as the match source. Karla noted the applications deadlines as follows on April 1, 2024, May 16, 2024, and August 29, 2024. NCTCOG will be submitting by the May 16th deadline. Additional details were provided in Electronic Item 3 for more information. Karla also mentioned that NCTCOG had been awarded the \$80 million for the Reconnecting Communities in Neighborhoods grant for the four dec parks in the Dallas-Fort Worth region. An overview of the proposed project was contained in Electronic Item 3.

A motion was made to recommend Regional Transportation Council (RTC) approval of the North Central Texas Council of Governments (NCTCOG) planning grant application for the FY 2024 Safe Streets and Roads for All Discretionary Grant Program, the use of \$1.25 million in Regional Toll Revenue funds for non-federal match should the project be selected for funding, and staff to administratively amend the Transportation Improvement

Program/Statewide Transportation Improvement Program along with other planning/administrative documents to incorporate these changes. Kelly Porter (M); Brian Moen (S). The motion passed unanimously.

4. **2024 Federal Transit Administration Low or No Emissions and Bus/Bus Facilities Competitive Grant Program:** Lorena Carillo requested a recommendation of the Regional Transportation Council (RTC's) approval on a proposed regional submittal to the Federal Transit Administration (FTA) Low or No Emissions and Bus/Bus Facilities Competitive Grant Program. On February 8, 2024, the FTA released a Joint Notice of Funding Opportunity under the Infrastructure Investment and Jobs Act (IIJA) with \$1.1 billion in funding available for the low or no emissions and \$393.5 million in funding available for the Bus and Bus Facilities grant. The purpose of the grant programs is to provide support for the state and local efforts to buy or modernize buses, improve bus facilities, and improve regional air quality goals, but have two requirements that must include a zero-emissions transition plan with 5 percent of federal request that must be dedicated to workforce development. Lorena mentioned North Central Texas Council of Governments (NCTCOG) proposal for the Low or No Emissions and Bus/Bus Facilities grant to purchase up to 59 electric vehicle (EV) buses and 12 EV charging stations for the 2026 FIFA World Cup and regional transit providers. The total budget estimated at \$55,472,890 million that includes a local match of \$2,840,916 from Trinity Metro and 5,906,168 Transportation Development Credits (TDCs). Lorena provided the application deadline was April 25, 2024, with the anticipated award announcement on July 10, 2024. More information was provided in Electronic Item 4.

A motion was made to recommend Regional Transportation Council's (RTCs) approval of a regional project grant application submittal to the Fiscal Year (FY) 2024 Low-No and Bus/Bus Facilities Competitive Grant programs, not to exceed \$55,472,890 including the use of 5,906,168 Transportation Development Credits (TDCs) in lieu of local match. Trinity Metro will provide \$2,840,916 local match for their buses and infrastructure, along with staff to administratively amend the Transportation Improvement Program (TIP), Statewide TIP, and other planning/administrative documents to include this FTA grant. Chad Edwards (M); Tanya Brooks (S). The motion passed unanimously.

5. **Broadband as a Transportation Service: Four Proposed Elements:** Connor Sadro requested a recommendation of the Regional Transportation Council (RTC's) approval of program criteria related to the Four Proposed Elements of Broadband Activities. He provided a brief background from March of 2022 with the approval of proposed deployments of phase 1/emergency autonomous vehicles in McKinney and Dallas and phase 2 infrastructure broadband project with the City of Fort Worth. On December 4, 2023, North Central Texas Council of Governments (NCTCOG) hosted a municipal stakeholder broadband round table to compile the suggested action steps be taken to increase the presence of broadband in the region. The four proposed elements include: NCTCOG will assist the region with the coordination of data collection and analysis for the purpose of better reporting broadband availability, affordability, and residential usage rates, NCTCOG will create a policy committee consisting of elected officials in the region to provide clear and consistent feedback to the Texas Broadband Development Office, NCTCOG will leverage this policy committee to form a legislative program that will help guide the State of Texas legislature on regional needs, and NCTCOG will continue with outreach to broadband practitioners in the region and encourage municipalities to appoint broadband technical leads. Additionally, the NCTCOG will create a strategy for municipal best practices in achieving internet for all residents. The NCTCOG will assist the region with the coordination of data collection and analysis for the purpose of better reporting broadband availability,

affordability, and residential usage rates; create a policy committee consisting of elected officials in the region to provide clear and consistent feedback to the Texas Broadband Development Office; will leverage this policy committee to form a legislative program that will help guide the State of Texas legislature on regional needs; and will continue with outreach to broadband practitioners in the region and encourage municipalities to appoint broadband technical leads. Additionally, the NCTCOG will create a strategy for municipal best practices in achieving internet for all residents. This program requires that the RTC form an ad hoc policy committee that creates and executes a legislative program, guided by the needs of the Technical Committee, that accomplishes the following goals: suggested broadband legislation amendment, additions or deletion, State-level broadband funding program language, and will have 15 seats encompassing the following designations – 2 urban and 2 rural in the county and 7 urban and 4 rural within the municipal jurisdiction. Connor mentioned the critical role for the Internet for All Coalition's is to guide broadband data collection, coordination, and final function is to guide NCTCOG staff in the creation of a regional broadband activity strategy. The Regional Broadband strategy document will serve as a foundation for all public agencies interested in starting or expanding their broadband efforts. Electronic Item 5 provided more details.

A motion was made to recommend Regional Transportation Council's (RTCs) approval of the program criteria associated with the Four Proposed Elements of Broadband Activities for North Central Texas Council of Governments (NCTCOG) Transportation and an additional \$1.5 million Surface Transportation Block Grants and/or any federal resources that are appropriately available for funding. John Polster (M); Kelly Porter (S). The motion passed unanimously.

6. **North Central Texas Council of Governments Grant Management and Regional Transportation Council Initiative Fund**: Karla Windsor requested a recommendation of the Regional Transportation Council (RTC's) approval of the development of a Grant Management and Regional Transportation Council (RTC) Initiative Fund. These funds were in response to several federal grant awards in the last few years. This account would support application development, grant management, compliance, performance measures, oversight, and would also be available for staff assistance to broader RTC directed projects if not budgeted through authorized programs. RTC Local funds would be added to the fund as new grants are won (estimated 2-5 percent of award) and establish \$3 plus million which provides direct project benefit by fully funding the original grant project. Karla presented details and an overview of the 15 federal grant applications with either NCTCOG direct funding recipients and grantees, or recent direct awards authored by NCTCOG; implemented and/or submitted by others. Additional details provided in Electronic Item 6. Chad Edwards from Trinity Metro asked how long the funds would be good for or how long staff anticipated they would be available. Karla said she thought it was approximately three to five years but could add that to the RTC item. Gus Khankarli followed up asking that the timeframe be included in the RTC item.

A motion was made to recommend Regional Transportation Council's (RTCs) approval of Grant management and RTC Initiative Fund of \$3 million plus of RTC local funds, additional funds to be programmed by Director for new awards and recommend staff to administratively amend the Transportation Improvement Program/STIP and other planning/administrative documents to incorporate these changes. Gus Khankarli (M); Mark Nelson (S). The motion passed unanimously.

7. **Director of Transportation Report on Selected Items:** Michael Morris congratulated Dan Kessler for the University of Texas at Arlington 2024 Star Partner-Public Award. Dan Kessler mentioned there were only 3 awards given with North Central Texas Council of Governments (NCTCOG) receiving one of the three. Michael also congratulated Shannon Stevenson as one of the recipients awarded the 2024 Transit System of the Year by Federal Transit Administration Region VI. Shannon mentioned this award was for NCTCOG and the region as a whole presented by Gail Lyssy. Michael also mentioned and encouraged everyone to promote the 2024 National Work Zone Awareness Week was April 15 through 19, 2024. He also mentioned the recent federal approvals from national competitions of \$80 million for Reconnecting Communities; the four pedestrian caps. He provided the implementation for Transit 2.0 by presenting a table with the tasks and additional details as presented in Electronic Item 7. Michael mentioned the approval of \$122 million for the Climate Pollution Reduction Grant Program application as of April 1, 2024. Michael highlighted the Look Out Texans Video Local Distribution with the link to the video: www.lookouttexans.org/videos. He also mentioned Natalie Bettger will be putting together an application for the Fiscal Year 2022-2024 Congestion Relief Grant Program that was due April 22, 2024, more information provided at: grants.gov/search-results-detail/352531.
8. **Dallas-Fort Worth High-Speed Rail: Status Update:** Brendon Wheeler provided an update on parallel efforts with the Federal Railroad Administration (FRA) and the Federal Transit Administration (FTA) to qualify and promote this project for future private and public funding opportunities. Brendon presented the status of the FTA administrative process from the last four years by explaining the alternatives analysis and pre-National Environmental Policy Act (NEPA) refinement. On December 8, 2023, FRA announced the selection of North Central Texas Council of Governments (NCTCOG's) application, Fort Worth to Houston High-Speed Rail Corridor, for the Corridor Identification and Development Program. On March 4, 2024, NCTCOG received the NEPA Class of Action Determination letter from FTA for the Dallas-Fort Worth High-Speed Passenger Service, which was provided in Election Item 8.1. FTA has determined that an Environmental Assessment was the appropriate class of action, kicking off the official NEPA process with a 12-month deadline. Regarding the FRA Corridor ID process: step one to develop the scope, schedule, and budget; step two to develop the service plan. Brendon thoroughly presented the alignments that were reviewed and recommended for advancement into NEPA, that was also presented at Dallas City Council. Of the alignments, 2B and 2C were the favored options of the alignments. Additional information was provided and presented in Electronic Item 8.2.
9. **North Central Texas Council of Governments Spatial Data Cooperative Program:** James McLane and Shelley Broyles provided an update on the Spatial Data Cooperative Program (SDCP), an annual North Central Texas Council of Governments (NCTCOG) program through which local governments and other entities can cooperatively purchase aerial photography and related data products at cost-effective prices. Planning is underway for the 2025 cycle, and the program is seeking early commitments from interested partners by Friday, April 12, 2024. Shelley provided information on the types of remote sensing data collected by the program: LiDAR and Orthophotography. There are two types of orthophotography collected by the program. The first is traditional high-resolution orthophotography which is flown to our specifications (leaf-off, ASPRS Class 1 standards for accuracy, minimal cloud cover, optimal sun angle) It is collected with engineering grade accuracy and more processing that requires a longer turnaround time. This product includes a 4th infrared band. The second is recurring high-resolution orthophotography that includes 2-3 captures a year, imagery specifications are less accurate with a faster turnaround time. For LiDAR, we currently fly 0.5 Meter LiDAR (elevation data). Our LiDAR includes

hydrologic break lines. Shelley highlighted two participating cities and how they were utilizing SDCP data and mentioned the most common use of SDCP data is a base map. James highlighted the transportation applications including digitization of transportation features, verification of lane counts and other attributes, right-of-way analyses, and project impact analyses. For future transportation applications, we're looking to automatically derive transportation features using deep/machine learning, perform change detection to check project implementation, and perform 3D analysis of stack interchanges. Shelley provided the timeline for the 2025 project as of February 2024, including dates on which Shelley will open the preliminary form with not-to-exceed pricing and begin accepting orders, close the preliminary form (April 12, 2024), calculate cooperative discount (May 2024), reopen the form with final, discounted pricing (June 2024), close the form and develop project scopes (August 30, 2024), send project scopes to vendor and sign project paperwork (October or November of 2024), and begin 2025 projects (December of 2024). Shelley provided an extensive list of participants from 2021. In conclusion, more program participants will bring lower costs for each participant, by two mechanisms: a bulk discount depending on economies of scale (overall size of flight), and a volume discount (i.e. cost sharing of overlapping areas). The data can be used for applications related and unrelated to transportation planning, including asset management, floodplain/hydrological analyses, engineering, etc. More details provided in Electronic Item 9 and available at: <https://www.nctcog.org/sdcp>.

10. **Air Quality Status Report:** Daniela Tower provided information regarding the region's 2024 ozone season and the Environmental Protection Agency's (EPA) change of the Annual Particulate Matter 2.5 design value. The 2024 ozone season started on March 1, 2024, for the North Central Texas 9-and-10-county nonattainment areas and runs through the end of November. Concurrently, the region remains in nonattainment for both the 2008 and 2015 National Ambient Air Quality Standards (NAAQS) for ozone. Daily ozone information, including current conditions and forecasts, is provided at: <https://www.nctcog.org/trans/quality/air/ozone>. On February 7, 2024, the EPA revised the level of the primary (health based) annual $PM_{2.5}$ NAAQS from 12.0 micrograms per cubic meter ($\mu g/m^3$) to a level of 9.0 $\mu g/m^3$. The $PM_{2.5}$ 24-hour standard at 35 $\mu g/m^3$ and the PM_{10} 24-hour standard at 150 $\mu g/m^3$ are retained. This change leads to the potential for Dallas and Tarrant Counties to be in nonattainment when the final designations are made in 2026. 112 counties in the US do not meet 9.0 $\mu g/m^3$. Daniela highlighted the designation process which will be based on a "5-Factor Analysis": air quality data - NAAQS - annual design value; emissions and emissions-related data as identified for both direct and precursors of $PM_{2.5}$: SO_2 , NO_x , total VOC, and NH_3 ; meteorology; geography and topography; and jurisdictional boundaries. The impacts and opportunities for initial area designations 2 years after final rules by February 6, 2026, are based on the 2022–2024 or early-certified 2023–2025 data, nonattainment will be classified as "Moderate", state implementation plan revisions (18 months after area designations) with updated emission inventories provided, control strategies, reasonable further process, Rider 7 PM planning funds can be made available based on Texas Commission on Environmental Quality (TCEQ's) modeling and monitoring, Climate Pollution Reduction Grants (EPA CPRG), and PM Advance Program (EPA). More details can be found in Electronic Item 10.

11. **Fast Facts:** The following fast facts were provided by NCTCOG staff:

Camille Fountain highlighted the Spring 2024 Traffic Incident Management Executive Level Course Announcement, May 2, 2024, in the Transportation Council Room from 10:00 am to 12:00 pm. Registration and detailed information provided in Electronic Item 11.1.

Jesse Brown provided information on the Auto Occupancy/High Occupancy Vehicle (HOV) Quarterly Subsidy Report. The HOV 2+ Subsidy has reported RTC responsible for \$9,303,746 as of November 2023; and reimbursement of \$12,407 from the Vanpool Toll from October 2014 – November 2023. More information was provided in Electronic Item 11.2.

Valerie Alvarado provided information for March's Local Clean Air Spotlight, in October of 2023, the City of Irving acquired two all-electric class 8-day cab trucks with the awarded amount of \$ \$395,794, and a total cost of \$879,542. Additional details provided in Electronic Item 11.3.

Juliana VanderBorn highlighted the Environmental Protection Agency (EPA) opened the Clean Ports Program, a \$3 billion initiative. More details provided at www.nctcog.org/aqfunding. Juliana mentioned a few upcoming events, Dallas-Fort Worth Clean Cities will be hosting a showcase event on April 24, 2024, from 12:00 pm to 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 February Online Input Opportunity Notice was held from February 12, 2024, through March 12, 2024, more information provided in Electronic Item 11.4. Additionally, hosting a public meeting on April 9, 2024, at 12:00 pm, with more information provided in Electronic Item 11.5. Jackie noted that the Public Comments Report, which contained general public comments received from January 20, 2024, through February 19, 2024, was provided in Electronic Item 11.6.

Written Progress Reports were provided in Electronic Item 11.7.

12. **Other Business (Old or New)**: There was no discussion on this item.
13. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on April 26, 2024.

Meeting adjourned at 3:12 PM.