

AGENDA

**Regional Transportation Council
Thursday, April 11, 2024
North Central Texas Council of Governments**

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

Pledge to the United States and Texas Flags

- 1:00 – 1:10 1. Opportunity for Public Comment on Today's Agenda**
☒ Information Minutes: 10
Item Summary: Members of the public may comment on any item(s) on today's agenda at this time. If speaking, please complete a Speaker Request Card, available at the meeting, and provide it to the North Central Texas Council of Governments designated staff person. A maximum of three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.
Background: N/A
- 1:10 – 1:15 2. Approval of March 21, 2024, Minutes**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Gyna Bivens, RTC Chair
Item Summary: Approval of the March 21, 2024, meeting minutes contained in [Electronic Item 2](#) will be requested.
Background: N/A
- 1:15 – 1:20 3. Consent Agenda**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
- 3.1. Modifications to the Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program**
Presenter: Vickie Alexander, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of modifications to the Fiscal Year (FY) 2024 and FY2025 Unified Planning Work Program (UPWP) will be requested. Direction for staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.

Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2024 and FY2025 UPWP was approved by the Regional Transportation Council and North Central Texas Council of Governments (NCTCOG) Executive Board in July 2023 and identifies the activities to be carried out between October 1, 2023, and September 30, 2025. Amendments to this document are being proposed to reflect new initiatives, project updates, and funding adjustments. The proposed amendments are provided in [Electronic Item 3.1.1](#) and are posted on the NCTCOG website for public review and comment as part of the March 2024 public outreach opportunity. Additional information is provided in [Electronic Item 3.1.2](#). The Surface Transportation Technical Committee took action at the March 22, 2024, meeting to recommend Regional Transportation Council approval.

Performance Measure(s) Addressed: Administrative

3.2. Additional Transportation Alternative Set-Aside Funding for Greenville Avenue Trail Project as Part of Cotton Belt Trail

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff requests Regional Transportation Council (RTC) approval of \$1,092,500 in additional Transportation Alternative Set-Aside (TASA) funds for the existing RTC-funded Greenville Avenue Multimodal Improvements Project in Richardson (TIP 40071/CSJ 0918-47-323).

Background: In September 2020, the RTC approved \$1,702,948 in TASA funds matched with 340,589 in Transportation Development Credits (TDCs) through the 2020 TASA Call for Projects. The project recently let with a higher-than-expected bid price and a \$1,250,000 funding shortfall. The City has reached out to the North Central Texas Council of Governments (NCTCOG) for additional TASA funding needed in order to let the project this summer. Typically, projects selected via the 2020 TASA Call for Projects like this one are not

eligible for cost overruns. However, in July 2023, in order to expedite engineering on a small section of the RTC's 2023 RAISE grant award for the Cotton Belt Trail, the City agreed to pay for a portion of the design of the Cotton Belt Trail Project in Richardson. At the time, NCTCOG staff concurred with a request to offset that local cost through the award of \$1,092,500 in federal funds on another project in the City at a later date. The City has officially requested that the cost overrun on the Greenville Avenue project be partially funded with the \$1,092,500 federal plus TDCs with the City paying for the balance of the cost overrun. NCTCOG staff requests RTC approval of this additional funding to complete the 2023 RAISE grant partnership.

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

1:20 – 1:35

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

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

1. Secretary of Transportation Visit on April 4, 2024
2. Transit 2.0 Implementation: Next Steps
3. Randy Skinner, Director of Transportation Services, Tarrant County
4. Senior Program Staff Organization Changes
5. Regional Transportation Council Bylaws Related to Weighted Voting for the Cities of Dallas and Fort Worth ([Electronic Item 4.1](#))
6. Metropolitan Planning Organization 50th Anniversary Planning: Proposed Luncheon During the Irving Summit
7. Spring 2024 Traffic Incident Management Executive Level Course Announcement – May 2, 2024 ([Electronic Item 4.2](#))
8. 2024 National Work Zone Awareness Week – April 15 – 19, 2024 ([2024 National Work Zone Awareness Week](#))
9. 2024 Ozone Season Update ([Electronic Item 4.3](#))
10. Invitation to Multimodal Delivery Showcase Hosted by City of Arlington on May 8, 2024 ([Electronic Item 4.4](#))
11. Climate Pollution Reduction Grants Submittal ([Electronic Item 4.5](#))
12. Local Clean Air Spotlight ([Electronic Item 4.6](#))

13. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
14. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
15. February – March Public Comment Report ([Electronic Item 4.7](#))
16. March Public Meeting Minutes ([Electronic Item 4.8](#))
17. April Public Meeting Notice ([Electronic Item 4.9](#))
18. Recent News Articles ([Electronic Item 4.10](#))
19. Recent Correspondence ([Electronic Item 4.11](#))
20. Recent Press Releases ([Electronic Item 4.12](#))

1:35 – 1:45

5. **North Central Texas Council of Governments Grant Management and Regional Transportation Council Initiative Fund**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request the Regional Transportation Council (RTC) to approve the development of a Grant Management and RTC Initiative Fund.

Background: The North Central Texas Council of Governments (NCTCOG) has been aggressively applying for and awarded numerous federal grants for the Dallas-Fort Worth region over the last few years. Staff will request a fund be created to support application development, grant management, compliance, and oversight. The fund would also be used to facilitate other RTC initiatives implemented on behalf of the Council that are not budgeted through authorized projects. By paying administrative costs from a stand-alone fund, more revenue would be passed through for project implementation. An overview is provided in [Electronic Item 5](#).

Performance Measure(s) Addressed: Administrative

1:45 – 1:55

6. **2024 Federal Transit Administration Low or No Emissions and Bus/Bus Facilities Competitive Grant Program**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval to submit a regional grant application to the Federal Transit Administration (FTA) Low or No Emissions and Bus/Bus Facilities Competitive Grant Program.

Background: The Federal Transit Administration released the Fiscal Year 2024 Low or No Emissions and Bus/Bus Facilities Competitive Grant Program Notice of Funding Opportunity (NOFO), which is expected to award approximately \$1.5 billion for modernizing aging transit fleets with low- and no-emission buses, renovate and construct bus facilities, and support workforce development. Eligible projects include the purchasing or leasing of low or no emission buses, related equipment including electric vehicle charging stations, and workforce development and training. Applications are due by April 25, 2024. In response to the NOFO, North Central Texas Council of Governments staff will request approval to submit a grant application to procure electric vehicles and related infrastructure for the upcoming 2026 FIFA World Cup events, then those vehicles would be transitioned to public transit agencies throughout the region to replace buses near or at the end of their useful life with electric vehicles. The grant application will also propose to procure electric vehicles on behalf of Trinity Metro. The total grant budget will not exceed \$55,472,890 including \$2,840,916 in local match provided by Trinity Metro for their buses and 5,906,168 Transportation Development Credits (TDCs) in lieu of local match for the 2026 FIFA World Cup buses and related charging stations. Please see [Electronic Item 6](#) for more information.

Performance Measure(s) Addressed: Air Quality, Transit

- 1:55 – 2:05** 7. **Proposed Regional Transportation Council Broadband Program**
- ☒ Action ☐ Possible Action ☐ Information Minutes: 10
- Presenter: Connor Sadro, NCTCOG
- Item Summary: Staff will request action to approve Four Proposed Elements of Broadband Activities brought as an information item at the previous Regional Transportation Council (RTC) meeting.
- Background: On December 4th, 2023, the North Central Texas Council of Governments (NCTCOG) Transportation Department held a Public Sector Broadband Stakeholders Roundtable in which broadband subject matter experts from across the region gathered to determine a path forward for NCTCOG action. An information item presented during the March 2024 RTC meeting included background information on the issues

related to the field of public broadband investment and implementation. This presentation also provided RTC members with an overview of the discussion from the Roundtable that resulted in the Four Proposed Elements of Broadband meant to guide NCTCOG action on the topic. During the March RTC meeting, members were given an opportunity to provide feedback on the Four Proposed Elements and were notified that staff would return with action during the next meeting. Staff would like to request action to approve the plan to execute the Four Proposed Elements. This plan includes structures of technical and policy committees, as well as steps to achieve a regional broadband deployment strategy and legislative program. [Electronic Item 7](#) provides more detailed information.

Performance Measure(s) Addressed: Administrative, Air Quality

2:05 – 2:15

8. **Congestion Relief Grant Program Submission**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of a regional project submittal and match funds for the Fiscal Year (FY) 2024 Congestion Relief Grant (CRG) Program.

Background: In February 2024, the United States Department of Transportation (USDOT) issued an announcement for Congestion Relief Grant program proposals to reduce highway congestion, reduce economic and environmental costs associated with that congestion, including transportation emissions, and optimize existing highway capacity and usage of highway and transit systems. USDOT will provide funding for a minimum of \$10 million per grant. A 20 percent local match is required. A copy of the Notice of Funding Opportunity that details the \$150 million grant program, as well as the application requirements is provided at www.grants.gov/search-results-detail/351055. Applications are due to the USDOT by April 22, 2024. Staff will provide an overview of the proposed regional project that will be submitted by the North Central Texas Council of Governments. Total project cost is \$20 million. Staff will be submitting for \$20 million in federal funds and requesting 4 million in Transportation Development Credits in lieu of the required 20 percent match. An

overview of the proposed project is contained in [Electronic Item 8](#).

Performance Measure(s) Addressed: Roadway, Safety

2:15 – 2:25

9. **Safe Streets and Roads for All Grants Submission**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff will be requesting Regional Transportation Council (RTC) 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.

Background: The U.S. Department of Transportation has announced a Notice of Funding Opportunity for the solicitation of applications for FY24 SS4A funding. The Bipartisan Infrastructure Law established the new SS4A discretionary program with \$5 billion in appropriated funds over the next five years. A maximum of one grant application of any type may be submitted per agency. Staff will provide an overview of the proposed regional planning grant that will be submitted by the North Central Texas Council of Governments (NCTCOG). Total project cost is \$6.25 million. Staff will be submitting for \$5 million in federal funds and is requesting \$1.25 million of Regional Toll Revenue (RTR) funds for the required 20 percent local match. An overview of the proposed project is contained in [Electronic Item 9](#).

Performance Measure(s) Addressed: Roadway, Safety

2:25 – 2:35

10. **Fiscal Year 2025 – 2026 Multimodal Projects Discretionary Grant Program**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of projects to be submitted for funding consideration through the Fiscal Year (FY) 2025-26 Multimodal Project Discretionary Grant (MPDG) Program. This \$5.1 billion program solicits project applications for three funding opportunities: the National Infrastructure Project Assistance Grants Program (MEGA), the Nationally Significant Multimodal Freight and Highway Projects Grant Program (INFRA), and the Rural Surface Transportation Grant Program (RURAL).

Background: As with previous years, the Notice of Funding Opportunity (NOFO) combines three major discretionary grant programs in efforts to reduce burdens for State and local applicants, increase the pipeline of “shovel-worthy” projects now possible because of the Bipartisan Infrastructure Law (BIL), and enable United States Department of Transportation to get a more comprehensive view of projects in development nationwide. The MPDG Program application deadline is May 6, 2024. Additional program, application requirement, and candidate project details are included in [Electronic Item 10](#), while more comprehensive information can be obtained at: <https://www.transportation.gov/grants/mpdg-program>. For agencies in the region submitting their own projects, please be aware you must complete the www.grants.gov registration process, usually requiring two-four weeks for completion, prior to submitting applications. Assuming the projected timing for application development, agency requests to receive a letter of support from the RTC should be submitted to Nicholas Allen by Wednesday, April 24, 2024, at nallen@nctcog.org.

Performance Measure(s) Addressed: Goods Movement, Roadway

2:35 – 2:45

11. **Developing Mobility 2050: Kickoff**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Brendon Wheeler, NCTCOG

Item Summary: The Mobility 2045 Update was adopted by the Regional Transportation Council (RTC) on June 9, 2022. Staff will provide a report regarding efforts to develop the next Metropolitan Transportation Plan, Mobility 2050.

Background: Following RTC adoption of the Mobility 2045 Update, staff and partner agencies have been working toward implementing the mobility plan. These efforts include extensive coordination with public and transportation partners and project development activities to advance projects through the planning and design phases toward implementation. 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. [Electronic Item 11](#) contains additional details.

Performance Measure(s) Addressed: Roadway, Transit

2:45 – 2:55

12. Look Out Texans Video Local Distribution

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Kevin Kokes, NCTCOG

Item Summary: Staff will provide 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.

Background: In 2015, the North Central Texas Council of Governments (NCTCOG) launched the Look Out Texans Bike, Walk, Drive Safely education campaign aimed at increasing safety for all road users across North Texas. The campaign highlights everyone's rights and responsibilities when walking, biking, or driving and encourages our neighbors, friends, and family to do so as well. A wide variety of Look Out Texans branded education videos are available which include North Texas volunteers providing tips for drivers, pedestrians, and bicyclists traveling on the region's roadways. In recent years NCTCOG has promoted these videos primarily through social media. However, throughout 2024 staff will be coordinating with local governments staff and officials to supplement NCTCOG's safety outreach efforts by distributing these videos through local media, government access channels and online streaming platforms, community buildings, and message boards. Videos available for distribution range in length from 15 seconds to 15 minutes and can be viewed online at www.lookouttexans.org/videos. Various videos will include an introduction by Regional Transportation Council (RTC) Chair Gyna Bivens emphasizing traffic safety as a top priority by the RTC. An overview of this partnership effort for local safety education and outreach is contained in [Electronic Item 12](#).

Performance Measure(s) Addressed: Roadway, Safety

13. **Progress Reports**

☐ Action ☐ Possible Action ☒ Information

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

- RTC Attendance ([Electronic Item 13.1](#))
- STTC Attendance and Minutes ([Electronic Item 13.2](#))

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

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

16. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, May 9, 2024, in the Transportation Council Room.**

MINUTES**REGIONAL TRANSPORTATION COUNCIL****March 21, 2024**

The Regional Transportation Council (RTC) met on Thursday, March 21, 2024, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Daniel Alemán, Bruce Arfsten, Steve Babick, Dennis Bailey, Rick Bailey, Adam Bazaldua, Gyna Bivens, Alan Blaylock, J.D. Clark, Ceason Clemens, Jorga Clemson (representing Ron Jensen), Theresa Daniel, Andy Eads, Michael Evans, Gary Fickes, Carlos Flores (representing Michael Crain), T.J. Gilmore, Raul Gonzalez, Barry Gordon, Lane Grayson, Sharla Horton (representing Jeff Davis), Cara Mendelsohn, Omar Narvaez, Manny Ramirez, Tito Rodriguez, Jim Ross, David Salazar, Chris Schulmeister, Gary Slagel, Jeremy Tompkins, Duncan Webb, and Chad West.

Others present at the meeting were: Patience Akuffo, Angela Alcedo, Vickie Alexander, Nick Allen, Julie Anderson, Micah Baker, Berrien Barks, Jay Barksdale, Emily Beckham, Natalie Bettger, Brandi Bird, Jonathan Blackmon, Alberta Blair, Carolyn Burns, Shyla Camarena, Molly Carroll, Brayon Cervantes, Lori Clark, Dina Colavessi, Alyssa Cunningham, Clarence Daugherty, Yvonne Davis, Caryl DeVries, Mike Eastland, Chad Edwards, Joaquin Escalante, Kevin Feldt, Laura Freeland, Gypsy Gavia, Rebekah Gongora, Ricardo Gonzalez, Christie Gotti, Tom Hammons, Tony Hartzel, Ashley Harvey, Amy Hodges, Joel James, Zachary Joseph, Maya Joyner, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Andy Kissig, Chris Klaus, Kevin Kokes, Sonya Landrum, Tom LeBeau, Porter LeCody, Christopher Lee, Eron Linn, Nancy Luong, Stanford Lynch, Dillon Maroney, Rich Matyiku, Wes McClure, Bill Medina, Monte Mercer, Erin Moore, Joaquin Moreno, Michael Morris, Paroo Murglich, Jenny Narvaez, Jeff Neal, Mark Nelson, Vanna Ngo, Catherine Osborn, Donald Parker, Linda Parker, Dipak Patel, Michael Peters, John Polster, Kelly Porter, James Powell, Vercie Pruitt-Jenkins, Randy Richardson, Carrie Rogers, Chris Ryan, Connor Sadro, Gwen Schanlis, Shane Shepard, Devon Skinner, Toni Stehling, Shannon Stevenson, Steve Templer, Jill Van Hoewyk, Juliana VanderBorn, Brendon Wheeler, 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 February 8, 2024, Minutes:** The minutes of the February 8, 2024, meeting were approved as submitted in Electronic Item 2. Jim Ross (M); Duncan Webb (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1 **May 2024 Transportation Improvement Program Modifications:** Regional Transportation Council (RTC) approval was requested for the revisions to the 2023-2025 Transportation Improvement Program (TIP), along with amending the Unified Planning Work Program (UPWP) and other planning administrative documents with TIP-related changes. May 2024 revisions to the 2023-2026 TIP were provided in Electronic Item 3.1.

3.2 **Modifications to the Critical Regional Infrastructure Land Banking**

Program: Regional Transportation Council (RTC) approval was requested for the 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 3.2.

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

4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris highlighted selected items in the Orientation to Agenda/Director of Transportation Report. Dan Kessler, the North Central Texas Council of Governments' (NCTCOG) Assistant Director of Transportation; the Metropolitan Planning Organization (MPO); and NCTCOG were recognized as recipients of the University of Texas at Arlington 2024 Star Partner – Public Award. Dan highlighted the partnership between NCTCOG and UTA collaborating on projects. Dan also announced that tickets are available online for the Wings Over Cowtown Airshow in Fort Worth on April 13 and 14, 2024, Shannon Stevenson and NCTCOG were also recognized by Federal Transit Administration Regional VI Administrator Gail Lyssy as the 2024 Transit System of the Year. The Spring 2024 Traffic Incident Management Executive Level Course is scheduled on May 2, 2024, with details provided in Electronic Item 4.1. The 2024 National Work Zone Awareness Week is April 15-19, 2024 with more information provided at [2024 National Work Zone Awareness Week](#).

Michael also announced recent federal approvals from National Competitions: Jason Brown was awarded \$3 million for lower emission reduction equipment from the Environmental Protection Agency (EPA), and Karla Windsor was awarded \$80 million in pedestrian caps. Michael thanked NCTCOG staff and the Texas Department of Transportation for their hard work. Michael reflected on and celebrated Eddie Bernice Johnson for her many accomplishments -- Dallas-Fort Worth will forever be known as the community that reconnects neighborhoods as we advance and create economic development. Michael noted the analysis of the Federal Transit Administration Support for Environmental Assessment, Federal Railroad Administration Corridor ID Program is advancing. He mentioned there are multiple funding sources between Dallas and Fort Worth and the upcoming Dallas High-Speed Rail workshop session to be held prior to an Regional Transportation Council meeting this spring. A copy of the Dallas City Council presentation with AMTRAK was provided in Electronic Item 4.2. Michael mentioned that Transit 2.0 is advancing and highlighted the nine tasks contained in Electronic Item 4.3 that the consultants will work on. Rebekah Gongora will bring items back to the Council prior to the Legislative Session this summer. Michael encouraged questions and/or feedback to advance Transit 2.0. He noted that Natalie Bettger will provide innovative ideas for the Fiscal Year 2022 – 2024 Congestion Relief Grant Program with proposals due on April 22, 2024, with details provided at grants.gov/search-results-detail/352531. The Notice of Funding Opportunity opened for Safe Streets and Roadways for All grants program with more information provided at [Safe Streets and Roads for All \(SS4A\) Grant Program | US Department of Transportation](#). Retirement of North Richland Hills Mayor and long-time RTC member Oscar Trevino, Jr. was noted. Mayor Trevino was one of the foundational members of the Regional Transportation Council. North Richland Hills Councilmember and Trinity

Metro Board Member Tito Rodriguez will assume Mayor Trevino's Council responsibilities. Michael expressed his appreciation for Mayor Trevino's tremendous impact on a dozen cities that he represented for 20 years or more. Michael noted the handout for the April Public Meeting Notice with an updated date of April 9, 2024, since the Electronic Item 4.9 was incorrect in the mailout. Michael highlighted that the fourth or fifth most tenured state representative from the House of Representatives, Yvonne Davis, was in attendance at the meeting. Representative Davis has been instrumental in helping transportation accomplish wonderful things by being a strong advocate.

5. **Approval of Transportation Progress for the Climate Pollution Reduction Grants Program:**

Lori Clark presented transportation measures that she would later request the Regional Transportation Council to include in a grant application to the Environmental Protection Agency (EPA) Climate Pollution Reduction Grants (CPRG): Implementation Grants Program, as well as key principals for staff to follow as the grant request is refined. The plan was submitted to the EPA on March 1, 2024, and posted at www.publicinput.com/dfwAQIP. EPA has reviewed the plan and indicated that it satisfies all of their requirements. This means that all projects are eligible to compete for all competitive grant implementation money that the North Central Texas Council of Governments (NCTCOG) is anticipating applying for by April 1, 2024. Lori provided an overview of the Implementation Grant structure by mentioning NCTCOG plans to pursue Tier B, up to \$199 million, on behalf of the entire region. Of the \$199 million, \$122 million would be allocated for transportation measures. Lori mentioned the State's plan of potential measures that were focused on three sectors that contribute 87 percent of State GHG on industry, electric power, and transportation for clean vehicle grants to rural areas. The State intends to apply in Tier A for their individual application and is considering participation in applications with other entities. However, in the event that the State chooses not to pursue their proposal, staff wishes to increase the grant request to compete in Tier A. Lori provided an overview of the list of the proposed projects and partnerships that was presented in Electronic Item 5, with scenarios for the minimum funding of Tier B and maximum funding of Tier A. The scheduled timeline included requested action at the March 21, 2024, RTC meeting and March 28, 2024, Executive Board meeting; grant applications due to EPA on April 1, 2024; an anticipated award of the CPRG grant in October 2024; and the comprehensive climate action plan due to the EPA on June 17, 2025.

A motion was made to approve the transportation programs to be included in the application to the Environmental Protection Agency Climate Pollution Reduction Grants: Implementation Grants Program, proposed funding ranges to be adjusted by staff as needed to accommodate Environment and Development Department and State application; and the ability to increase the funding request to Tier A grant range of up to \$200 million - \$500 million if the State does not apply. Theresa Daniel (M); Chad West (S). The motion passed unanimously.

6. **Transit Strategic Partnerships Program: Selected Project from the November 2023 Cycle:**

Shannon Stevenson presented a request to provide funding to Trinity Metro for on-demand service to the City of Mansfield through the Transit Strategic Partnerships Program. She provided an overview of the different types of funding sources available for transit: Section 5307, through Urbanized Area Formula, including Job Access/Reverse Commute projects that serve the general public with capital match projects with an 80/20 split and operating projects with a 50/50 split. Section 5310, through the Enhanced Mobility of Seniors and Individuals with Disabilities Program, serve only the needs of the elderly and

individuals with disabilities with the capital match projects with an 80/20 split and operating projects with a 50/50 split. The Federal Transit Administration (FTA) apportions Sections 5307 and 5310 funds to our region, with 98 percent a formula base through a Program of Projects (POP) process. Through RTC policy, 2 percent is set aside for transit projects that support long-range mobility plan goals and address needs outlined in Access North Texas. The competitive funding program is to support strategic transit projects and implement new or expanded services that address Mobility 2045 update goals as well as Access North Texas by briefly providing the program eligibility for eligible applicants such as transit authorities, public transit providers, and non-profits that must be an entity that can receive federal funds typically within a two-to-three-year pilot. The projects that were submitted include Trinity Metro, Feonix Mobility Rising, and City of Richland Hills. Trinity Metro's project is a Mansfield On-Demand ZIPZONE service seeking a \$684,254 federal request. Feonix Mobility Rising submitted a Catch-A-Ride Program in Southern Dallas County seeking a \$454,648 federal request. The City of Richland Hills requested a transportation service for mobility impaired and residents over age 60 seeking a \$375,000 federal request. The Trinity Metro project was recommended by staff for federal funding of \$684,254, as the selected project aligns with regional goals set forth in Mobility 2045, Access North Texas, and a completed transit study for Tarrant County. Additional details were provided in Electronic Item 6. Mayor Michael Evans, City of Mansfield expressed appreciation to Shannon and other NCTCOG staff for their work on this item.

A motion was made to approve the use of existing Federal Transit Administration Section 5307 Urbanized Area Formula program funds from the Transit Strategic Partnerships Program in an amount not to exceed \$855,318 total to fund pilot on-demand service by Trinity Metro to the City of Mansfield, and direction for staff to revise and update administrative documents as appropriate to incorporate all projects. Michael Evans (M); Omar Narvaez (S). The motion passed unanimously.

7. **Broadband as a Transportation Service: Four Proposed Elements:** Connor Sadro provided information on the Municipal Stakeholder Broadband Roundtable held on December 4, 2023. 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. At the National level, there has been \$65 billion in broadband funding for the Infrastructure Investment and Jobs Act (IIJA), with \$42.45 billion provided to the Broadband Equity, Access, and Deployment program (BEAD) with the lion share that has gone through the National Telecommunications and Information Administration (NTIA) programs with taking on roles with enabling middle mile broadband infrastructure program at \$1 billion, tribal broadband connectivity program at \$2 billion, and digital equity act programs at \$2.75 billion. The Federal Communications Commission (FCC) programs such as the Affordable Connectivity Program (ACP) with \$14.2 billion that provides \$30 a month to eligible households enrolled for internet service. The NTIA/FCC collaboration created the [National Broadband Availability Map](#) with data collection via Form 477 data and over 1.5 million serviceable locations added to map through community challenges. Connor provided an overview of the State of Texas Broadband Program and Legislation by mentioning the creation of the State of Texas Broadband Development Office (BDO) as the largest BEAD allocation among all States with \$3.3 billion along with the approval of the Broadband Infrastructure Fund (BIF) with \$1.5 billion that supplements 20 percent match for BEAD grants. Connor provided an example of Legislative challenges with utility code 54.201 that disallows a municipality from obtaining the certificate to operate as a service provider for telecommunications service. On December 4, 2023, North Central Texas Council of Governments (NCTCOG) hosted a

municipal stakeholder broadband roundtable to compile the suggested action steps be taken to increase the presence of broadband in the region. The four proposed elements include: 1) assist the region with the coordination of data collection and analysis for the purpose of better reporting broadband availability, affordability, and residential usage rates, 2) create a policy committee consisting of elected officials in the region to provide clear and consistent feedback to the Texas Broadband Development Office, 3) leverage the policy committee to form a legislative program that will help guide the State of Texas legislature on regional needs, and 4) continue with outreach to broadband practitioners in the region and encourage municipalities to appoint broadband technical leads. Additionally, the NCTCOG Transportation Department will create a strategy for municipal best practices in achieving internet for all residents. Staff will request action at the March 22, 2024, Surface Transportation Technical Committee and April 11, 2024, RTC meeting with a preference in creating an RTC Ad Hoc Broadband Policy Subcommittee that reviews these needs and provides suggestions, as will introduce these suggestions during the 2024 legislative session as well. There was general discussion and questions among the RTC members with topics such as guidance for funding, utility coop being outlined, good data, rights of way, and school districts being added for internet service.

8. **Regional Roadway Safety Performance Targets Update:** Sonya Landrum provided an update on the 2024 Regional Roadway Safety Targets for federally required performance measures and actual performance of the 2022 Safety targets. Sonya presented the recent and upcoming federal performance measure action with focusing on PM1, roadway safety, with targets established as reductions over a 5-year period. She presented the statistics of fatalities and crashes that occurred during 2018 through 2023. As presented, there was an increase in fatalities and crashes during 2020 and 2021, with a decrease during 2022 and 2023. Safety targets are focused on reducing serious injuries and fatalities for motorized and non-motorized travelers, with five targets on the number of fatalities, number of serious injuries, rate of fatalities, and rate of serious injuries, and bicyclist and pedestrian fatalities and serious injuries. As a region, currently North Central Texas Council of Governments (NCTCOG) is supporting the Texas Department of Transportation (TxDOT) targets. Sonya highlighted the goals for 2023 through 2027, with a 4 percent reduction in the number of fatalities and a 2 percent reduction in serious injuries by the year 2027. She provided the safety performance targets for 2024 with targets based on a 5-year rolling average that include a 3.6 percent reduction from the original trend line for fatalities and a 2 percent reduction for serious injuries. She highlighted the increase of regional actual vehicle and bike/ped fatalities and serious injuries from 2018 through 2023 with a projected 5-year trend line and a decrease projected fatalities for 2024 with a 3-year trend line. Sonya also provided a breakdown of the allocations of the \$54 million for the RTC Safety Program for the Dallas-Fort Worth region for Fiscal Years 2024–2026. Additional details were provided in Electronic Item 8.
9. **Developing Mobility 2050: Kickoff:** Due to time constraints, this agenda item was not presented.
10. **Look Out Texans Video Local Distribution:** Due to time constraints, this agenda item was not presented.
11. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 11.1 and Surface Transportation Technical Committee attendance and Minutes were provided in Electronic Item 11.2.

12. **Other Business (Old or New)**: Chair Bivens announced the Trinity Metro Grand Opening of the New Trinity Lakes Station at 9:00 a.m. on April 5, 2024, and encouraged attendance by all.
13. **Future Agenda Items**: There was no discussion on this item.
14. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for Thursday, April 11, 2024, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:45 pm.



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

TO: Regional Transportation Council

April 5, 2024

FROM: Vickie Alexander
Program Manager
Program Administration

SUBJECT: Modifications to the FY2024 and FY2025 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2024 and FY2025 UPWP was approved by the Regional Transportation Council and NCTCOG Executive Board in July 2023 and identifies the activities to be carried out between October 1, 2023, and September 30, 2025.

Listed below, and in the following attachment, is the second set of proposed modifications to the FY2024 and FY2025 UPWP. Included in these amendments are new initiatives, project updates, and funding adjustments. The proposed modifications are posted on the NCTCOG website for public review and comment as part of the March 2024 public outreach opportunity. The Surface Transportation Technical Committee took action at its meeting on March 22, 2024, to recommend Regional Transportation Council approval of the proposed modifications.

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

- 3.02 Regional Air Quality Planning – Rider 7 Air Quality Planning Activities (add \$281,250 in Texas Commission on Environmental Quality funds to support ongoing activities to help maintain ozone attainment in Hood and Hunt Counties)
- 5.02 Subarea Studies and Local Government Assistance – Comprehensive Transportation Planning Studies and Technical Support (add Love Field Surface Transportation Planning Study [Mockingbird Lane] to the Roadway, Category 1 projects utilizing existing Transportation Planning Funds)
- 5.03 Land-use/Transportation Initiatives – South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades (update text to reflect a change in funding source from the US Department of Transportation to the Federal Highway Administration)

- 5.01 Regional Transportation Studies – Strategic Corridor Initiatives (reallocate \$150,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to Subtask 5.04, Transportation Asset Management - Asset-Condition-Based Roadway Planning, as noted below)
- 5.01 Regional Transportation Studies – Strategic Corridor Initiatives (reallocate \$200,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to Subtask 5.04, Transportation Asset Management – National Highway System Infrastructure Performance Targets, Transportation Asset Management Plan Coordination, and Progress Reporting, as noted below)
- 5.04 Transportation Asset Management – Asset Condition-Based Roadway Planning (add \$150,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, that are being reallocated from Subtask 5.01, Regional Transportation Studies – Strategic Corridor Initiatives, as noted above)
- 5.04 Transportation Asset Management – National Highway System Infrastructure Performance Targets, Transportation Asset Management Plan Coordination, and Progress Reporting (add \$200,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, that are being reallocated from Subtask 5.01, Regional Transportation Studies – Strategic Corridor Initiatives, as noted above)

The following modifications have previously been approved by the Regional Transportation Council and are now being incorporated into the Unified Planning Work Program:

- 1.02 Program and Policy Administration – Regional Transit 2.0: Planning for Year 2050 (add \$300,000 in Regional Transportation Council Local funds to support consultant and staff activities, and update funding distribution between fiscal years)
- 3.03 Air Quality Management and Operations – Regional Scrap Tire Abatement Program (update text to reflect change in funding source from Surface Transportation Block Grant Program funds to Regional Toll Revenue funds and remove reference to work being conducted in FY2024)
- 3.03 Air Quality Management and Operations – Electric Vehicle Charger Reliability and Accessibility Accelerator Program (add initiative and \$3,660,000 in Federal Highway Administration funds, \$840,000 in local funds, and Transportation Development Credits to reflect receipt of grant award)
- 3.03 Air Quality Management and Operations – Texas Hydrogen and Electric Freight Infrastructure Project (Tx-HEFTI) (add initiative and \$17,500,000 in Federal Highway Administration funds and \$4,375,000 in local funds to reflect receipt of grant award)
- 3.03 Air Quality and Management and Operations – Houston to Los Angeles (H2LA) – I-10 Hydrogen Corridor Project (add initiative and \$107,000 in Department of Energy funds to reflect receipt of grant award as a subrecipient through GTI Energy)

- 3.03 Air Quality and Management and Operations – North Texas Equitable Electric Vehicle Infrastructure Project (NTx-EEVI) (add initiative and \$3,750,000 in Federal Highway Administration funds and \$937,500 in local funds to reflect receipt of grant award)
- 3.03 Air Quality Management and Operations – Planning Resilient EV Charging in Texas (add initiative and \$926,585 in Department of Energy funds and \$146,581 in Regional Toll Revenue funds to reflect receipt of grant award)
- 3.03 Air Quality Management and Operations – Guaranteeing Access for Underserved and Marginalized Populations Through Building Employment Opportunities (GUMBO) (add initiative and \$25,100 in Department of Energy funds to reflect receipt of grant award as a subrecipient through Louisiana Clean Fuels)
- 3.04 Public Transportation Planning - East Dallas, Kaufman, and Rockwall Counties Transit Planning Study (add \$50,400 Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to support ongoing activities)
- 3.05 Transit Management and Operations - FTA Urban Funding Grant Administration (add \$4,032,000 Federal Transit Administration funds to support cooperative vehicle procurement)
- 3.05 Transit Management and Operations – Enhancing Mobility within the Southern Dallas Inland Port (update text to remove language regarding the provision of access to transit passes as it is not an eligible activity to be used as match for Federal Transit Administration funding)
- 3.07 Congestion Management Operations – Special Events (add \$250,000 in Regional Toll Revenue funds to support user application primarily focused on Arlington’s Entertainment District to improve operational efficiency of special events by integrating data sources and facilitating data sharing within the region)
- 3.07 Congestion Management Operations – Regional Traffic Signal Program (update text to include use of Transportation Development Credits as a matching source)
- 5.01 Regional Transportation Studies - High-Speed Passenger Technology (add \$500,000 in Federal Railroad Administration funds and update text to reflect receipt of grant award)
- 5.01 Regional Transportation Studies - High-Speed Passenger Technology: Dallas-Fort Worth High-speed Transportation Connections Study (add \$1,099,657 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to support consultant activities on the environmental process)
- 5.03 Land-use/Transportation Initiatives – SH 10/Hurst Boulevard Economic Development Plan (add initiative and \$500,000 Regional Transportation Council Local funds)
- 5.03 Land-use/Transportation Initiatives – Advancing Regional Safety in the Dallas-Fort Worth Region (SS4A) (add initiative and \$4,000,000 in Federal Highway Administration funds and \$1,000,000 in Regional Toll Revenue funds to reflect receipt of grant award)

- 5.07 Roadway and Railroad Safety – Transportation Safety (add \$1,500,000 in Regional Toll Revenue funds to support the implementation of innovative ideas to reduce youth fatalities due to motor vehicle crashes)
- 5.08 Regional Aviation Planning and Education – Urban Air Mobility and Advanced Air Mobility Integration (add \$6,000 Regional Transportation Council Local funds and update text to reflect university assistance in the development of an integrated network design and demand estimation of Advanced Air Mobility for the region)
- 5.08 Regional Aviation Planning and Education – Regional Aviation System Planning (add \$6,000 Regional Transportation Council Local funds and update text to reflect university assistance in evaluating the change to electric aircraft fleets, developing strategies, benchmarking and modeling the market for electric aircraft costs)
- 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)

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

Regional Partners – Safe Streets for All (SS4A) Planning Grant Projects

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or VPruitt-Jenkins@nctcog.org or me at (817) 695-9242 or valexander@nctcog.org if you have any questions or comments regarding these proposed modifications to the FY2024 and FY2025 UPWP prior to the Regional Transportation Council meeting. Your approval of these modifications will be requested at the meeting, as well as your direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications.

va
Attachment

AMENDMENT #2 TO THE FY2024 AND FY2025 UNIFIED PLANNING WORK PROGRAM

3.03 Air Quality Management and Operations

Regional Scrap Tire Abatement Program

Other Funding Sources

There are few end markets for scrap tires and disposing of them properly is expensive and inconvenient, which frequently results in illegal dumping. Illegally dumped tires are not just unsightly, but also pose environmental and health hazards by polluting waterways with contaminated runoff, attracting rodents and mosquitos which carry disease, and increase potential for dangerous fires due to high flammability. Prosecuting and remediating illegally dumped scrap tires is difficult and costly, which indicates that preventing tires from being dumped is the most cost-effective method for managing this challenge. Due to this, NCTCOG has developed a multifaceted approach consisting of education, outreach, technical and legal support, dump site identification for remediation, illegal dumping prevention, and enforcement to deal with this issue. This program will work to reduce illegal dumping by implementing strategies to address challenges faced by the region through collaboration with local governments and businesses. This work element will be supported through ~~Surface Transportation Block Grant Program funds~~ **Regional Toll Revenue funds and Transportation Development Credits** and will be ongoing throughout ~~FY2024 and~~ FY2025. Anticipated products include:

- Funding support, technical assistance, and outreach and education to facilitate awareness of the issue of illegal dumping;
- Technical assistance to local governments including ordinance and model creation;
- Technical support, funding assistance, and outreach and education to support regulation and reinforcement;
- Development of a database for abandoned tire locations, haulers, dealerships, and end users in the region;
- Identification and implementation of policies for regional improvement;
- Assistance for local governments, businesses, and citizens in project and program implementation;
- Further research into existing and potential end uses to include local scrap tire utilization as a resource; and
- Support for scrap tire collection events.

Electric Vehicle Charger Reliability and Accessibility Accelerator (RAA) Program

Other Funding Sources

The North Central Texas Council of Governments will coordinate with charging station companies to repair or replace up to 197 existing but non-operational electric vehicle (EV) charging ports in or connecting travelers to the region. Stations funded through this program will be upgraded to meet federal National Electric Vehicle Infrastructure (NEVI) standards as applicable per the requirements of this program. The program supports the local adoption of EVs and charging infrastructure with consideration of the Justice40 Initiative. This work element will be supported with Federal Highway Administration funds,

local funds, and Transportation Development Credits throughout FY2024 and FY2025. Anticipated products include:

- Repair or replacement of up to 197 EV charging ports;
- Increased EV access throughout the region and connections for travelers to the region; and
- Increased reliability and accessibility of EV charging stations in the region.

Texas Hydrogen and Electric Freight Infrastructure Project (Tx-HEFTI)

Other Funding Sources

The North Central Texas Council of Governments (NCTCOG) will work with existing fueling station providers to deploy five publicly accessible hydrogen refueling stations designed to serve medium- and heavy-duty trucks at existing fueling location sites in the NCTCOG region and throughout the Texas Triangle. Stations will be located near the Alliance Texas Mobility Innovation Zone, Southern Dallas County Inland Port, and at locations around the Texas Triangle to provide fuel availability along major freight routes at intervals that best support fuel availability to serve the freight sector. The program supports the local adoption of medium- and heavy-duty hydrogen vehicles to help reduce air pollution associated with traditional diesel-fueled freight vehicles. The project incorporates consideration of the Justice40 Initiative. This work element will be supported with Federal Highway Administration funds and local funds throughout FY2024 and FY2025. Anticipated products include:

- Community engagement in areas near the project locations (in collaboration with local governments with jurisdiction over each project site);
- Completion of five medium-/heavy-duty hydrogen refueling stations; and
- Progress toward corridor-ready status for hydrogen for all Texas Triangle interstates.

Houston to Los Angeles (H2LA) - I-10 Hydrogen Corridor Project

Other Funding Sources

The North Central Texas Council of Governments (NCTCOG) will coordinate with GTI Energy on the Houston to Los Angeles I-10 Hydrogen Corridor Plan (H2LA). Collaboration will include providing travel demand model data, and creation of a Local Project Advisory Group (LPAG). The LPAG will hold regular meetings to engage stakeholders and disadvantaged communities (DACs) for integration of their feedback into the project and resulting model. The LPAG will convene stakeholders from DACs and rural and urban areas to ensure feedback is broad and inclusive. Findings will be shared publicly with community organizations, DACs, and minority serving institutions (MSIs). The program supports the Justice40 Initiative. This work element will be supported with Department of Energy funds through FY2024 and FY2025. Anticipated products include:

- Creation of a Local Project Advisory Group;
- Summaries of each Local Project Advisory Group meeting;
- Quarterly reports on community input;

- Identification of and engagement with minority serving institutions and disadvantaged communities;
- Publication of findings from the Local Project Advisory Group in a format such as Frequently Asked Questions; and
- Final report on local community input.

North Texas Equitable Electric Vehicle Infrastructure Project (NTx-EEVI)

Other Funding Sources

NCTCOG will deploy up to 100 electric vehicle (EV) charging ports in locations that fill gaps in the regional EV charging infrastructure network, especially in underserved communities and specified project focus areas. Project focus areas include rural communities, low- and moderate-income neighborhoods, areas with a low ratio of private parking to households, areas with a high ratio of multi-unit dwellings to single-family homes, Justice40 environmental justice areas, multimodal hubs and shared-use fleets and services, and fleet vehicles that operate in communities. Projects will be located on publicly owned facilities and will comply with federal National Electric Vehicle Infrastructure (NEVI) standards. Specialized technical teams will be created to expedite projects in the region. The program supports the local adoption of EVs and charging infrastructure with consideration of the Justice40 Initiative. This work element will be supported with Federal Highway Administration funds and local funds throughout FY2024 and FY2025. Anticipated products include:

- Coordination with local governments to determine suitable site locations;
- Community education on EV charging infrastructure;
- Community input on potential project locations;
- Up to 100 additional EV charging ports in the region;
- Increased access to EV charging infrastructure in underserved communities and project focus areas; and
- Creation of specialized technical teams to deploy projects quickly.

Planning Resilient EV Charging in Texas

Other Funding Sources

Through the Planning Resilient Electric Vehicle Charging in Texas project, the North Central Texas Council of Governments will lead a team of stakeholders to develop a resilient electric vehicle (EV) charging plan for North Texas. Due to population growth, extreme weather, and inland ports in the region, a plan addressing the resiliency of EV charging infrastructure is needed. The outcome of this project will be an EV charging resiliency plan that provides actionable recommendations to ensure the continuity of operations of critical EV travel while also addressing grid resiliency issues related to the increased demand for electricity due to EVs. A demonstration project will be carried out to implement aspects of and ensure replicability of the resiliency plan. Work includes consideration of the Justice40 Initiative. This work element will be supported through Department of Energy funds matched with Regional Toll Revenue funds and will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Project Management Plan (PMP);
- Outreach to local governments, community organizations, residential groups, emergency management groups, and EV sectors for whom continuous operations are more critical;
- Establishment of a stakeholder group that will convene regularly and provide input to the project;
- A regional resilient EV charging plan;
- A demonstration project consisting of a tabletop scenario exercise with emergency preparedness and emergency management personnel to assess the effectiveness of the strategies identified in the plan;
- A demonstration project utilizing equipment necessary to test the effectiveness of the technologies identified in the plan to be utilized in the event of a grid outage to provide continued access to EV charging services;
- Updated regional hazard mitigation planning guidance to incorporate recommendations made in the regional EV charging resilience plan; and
- Dissemination of the project findings and plan via presentations and written media.

Guaranteeing Access for Underserved and Marginalized Populations Through Building Employment Opportunities (GUMBO)

Other Funding Sources

Through the Guaranteeing Access for Underserved and Marginalized Populations Through Building Employment Opportunities (GUMBO) project, the North Central Texas Council of Governments (NCTCOG) will incorporate electric vehicle charging station technician training into existing automotive programs at North Texas community colleges. The growing adoption of electric vehicles (EVs) and need for charging infrastructure has sparked the need for educational institutions to establish education and training in the fields of EV charging station installation, maintenance, and repair that will directly impact the estimated shortage of workers that support EVs. Utilizing curriculum being applied in Louisiana, NCTCOG will work with North Texas community-based organizations, community colleges, workforce development organizations, industry, and other local stakeholders to deliver EV charging station training to the local workforce. The program supports the local adoption of EVs and charging infrastructure by delivering EV charging station installation and maintenance training to the local workforce with consideration of the Justice40 Initiative. This work element will be supported through funds provided by the Department of Energy and will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Project team calls and in-person meetings;
- Recruitment of students from disadvantaged communities to participate in training, through connections with community-based organizations, community colleges and workforce development programs in North Texas;
- Identification of local community colleges for integration of the training program into curricula, with a pledge to participate from at least one local college;
- Listening sessions with potential employers to collect information about employer needs, wants, expectations, barriers, and best practices;
- EV charging station workforce needs assessment report on the workforce needs and current state of training in Texas;

- Documentation of collected community input on the needs for workforce development, job training, and education relating to EV charging station installation, operations, and maintenance;
- Project support from at least four stakeholders, such as equipment manufacturers, local organizations, and electric contractors;
- Training targets based on Texas NEVI plans and EV adoption rates in North Texas;
- Utilization of the EV charging station training in a local community college by FY2026; and
- Quarterly and year-end reports.

3.05 Transit Management and Operations

Enhancing Mobility within the Southern Dallas Inland Port

Other Funding Sources

This implementation activity is ongoing for FY2024 and FY2025. In FY2022, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program to implement mobility enhancements to and within the Southern Dallas Inland Port. The project seeks to enhance connectivity in Southern Dallas County by optimizing transit service, improving pedestrian infrastructure, and updating traffic signals. NCTCOG staff will oversee project management of the RAISE Enhancing Mobility within the Southern Dallas Inland Port project once initiated. Contractor and subrecipient assistance will be utilized. Federal Transit Administration funds, Congestion Mitigation and Air Quality Improvement Program funds, Regional Toll Revenue funds, and local funds will support these activities. Anticipated products include:

- Implementation of enhancements to recently implemented on-demand services to increase transit connectivity within the Southern Dallas Inland Port area;
- Procurement of electric vehicles and related charging equipment on behalf of subrecipients to deliver on-demand services;
- Installation of charging infrastructure for electric vehicles at strategic locations to optimize on-demand services;
- Coordination with transit agencies, employers, and local stakeholders to ~~provide access to transit passes and~~ promote public transportation options in the area;
- Construction and implementation of infrastructure to improve safety of pedestrian and vehicle movements, including transit; and
- Execution of subrecipient agreements and documentation of subrecipient compliance to grant requirements through monitoring and on-site reviews.

3.07 Congestion Management Operations

Regional Traffic Signal Program

Other Funding Sources

This program is ongoing throughout FY2024 and FY2025 and targets the improvement of the arterial transportation system, including frontage roads, in the Dallas-Fort Worth region. Efforts will be conducted in conjunction with the Texas Department of Transportation (TxDOT), local governments, independent school districts, and/or private-sector companies to identify corridors or intersections to be included. The corridors or intersections will be selected based on several factors, including, but not limited to, previously recommended low-cost program improvements; performance measures criteria; high volumes; regional distribution; previously funded and unfunded projects; safety; environmental justice; and local agency needs such as traffic signal software, traffic signal cabinets, traffic signal controllers, battery backup, intersection cameras, detection devices, communications with Traffic Management Center or other intersections, and Global Positioning System clocks. A traffic signal performance measures platform will be used to identify, evaluate and prioritize opportunities to improve traffic signal operations. These efforts will generate nitrogen oxide and volatile organic compound emissions reductions to aid in future transportation conformity determinations. Congestion Mitigation and Air Quality Improvement Program funds, Texas Department of Transportation funds, Regional Transportation Council Local funds, ~~and~~ local funds, **and Transportation Development Credits** support this project. NCTCOG staff will provide oversight of this project and consultant services may be utilized. Anticipated products include:

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

5.01 Regional Transportation Studies

High-Speed Passenger Technology

Other Funding Sources

North Central Texas Council of Governments (NCTCOG) staff will provide leadership and/or support for work activities related to high- and higher-speed passenger technology within the

Dallas-Fort Worth planning area boundary and those areas outside the planning area boundary that impact travel within the boundary. NCTCOG work activities will be supported with Regional Toll Revenue funds—~~and~~, Regional Transportation Council Local funds, **and Federal Railroad Administration (FRA) funds through the Corridor Identification and Development (CID) Program grant award**. Efforts may include all activities associated with planning and implementation of high- or higher-speed passenger technology (i.e., rail, next generation magnetic levitation) in the Dallas-Fort Worth region, as well as activities related to connecting the Dallas-Fort Worth region to other metropolitan areas. Analysis of corridor-adjacent land use, as well as infrastructure modifications and needs associated with station locations, such as freeway crossings with caps or tunnel crossings with access portals, may supplement the staff activities associated with passenger rail planning. Preparation and monitoring of applications for federal or State grants related to intercity passenger transportation planning may also be included in staff activities. **In FY2024, NCTCOG was awarded funding through FRA's CID Program to advance planning and project development activities for the Fort Worth to Houston High-Speed Rail Corridor. Staff will generate a scope, schedule, and budget to produce a Service Development Plan according to FRA's requirements as a part of the CID Program (Steps 1 and 2 of the 3-step program).** This element is ongoing throughout FY2024 and FY2025. Consultant assistance may be used for **the production of a Service Development Plan and other related these**—initiatives. Regional Transportation Council Local funds will be used to support travel, agency membership with high-speed rail associations, and associated costs for implementation of high- or higher-speed passenger technology. Anticipated products include:

- Various maps identifying alternatives and Regional Transportation Council policies;
- Development of ridership modeling analyses for various high-speed passenger technology alignments and station locations;
- Technical memorandums detailing corridor-adjacent land use and/or infrastructure modification analyses and recommendations, specifically at or proximate to station locations;~~and~~
- Recommended station locations, alignments, and technology;
- **CID Step 1: Scope, Schedule, and Budget for Service Development Plan of a Fort Worth to Houston High-Speed Rail Line (FY2024); and**
- **CID Step 2: Service Development Plan of a Fort Worth to Houston High-Speed Rail Line (FY2025).**

5.02 Subarea Studies and Local Government Assistance

Comprehensive Transportation Planning Studies and Technical Support

Transportation Planning Funds

Provided below is a list of ongoing and candidate projects in the Dallas-Fort Worth area which will be conducted or supported based on regional priorities, schedules of partner transportation agencies, and staff and funding availability. This list is divided into three categories that provide a scaled level of NCTCOG staff involvement: Category 1 – NCTCOG is conducting the study; Category 2 – NCTCOG is providing limited analysis and data to support an external study; and Category 3 – NCTCOG is providing existing data in response to small, ad hoc requests for technical assistance.

Roadway

Category 1

- Hood County Transportation Plan (including Chisholm Trail Parkway Extension)
A countywide plan will be developed that incorporates land-use planning, traffic count and accident data, demographic projections, travel demand modeling, local government committee assistance, and public involvement.
- North Tarrant County Transportation Subarea Study
This study will focus on an assessment of transportation needs in northwest Tarrant County. This effort will include a review of current and future traffic volumes, with attention given primarily to the regional arterial system in regard to connectivity and capacity needs.
- Love Field Surface Transportation Planning Study (Mockingbird Lane)
NCTCOG, working with the City of Dallas, will evaluate roadway and transit options to maximize accessibility to Love Field now and in the future. This study will analyze roadway improvement scenarios along the southern entrance corridor, which includes Mockingbird Lane, as well as evaluate the impacts of various other improvements.

5.03 Land-Use/Transportation Initiatives

South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades

Other Funding Sources

In FY2022, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program to implement mobility infrastructure near stations on the Dallas Area Rapid Transit (DART) Blue Line in the East Oak Cliff neighborhood of South Dallas. The project will improve connectivity to transit through building new sidewalks, implementing bus stop and rail station safety enhancements, and extending a multi-use trail. NCTCOG staff will oversee project management of the RAISE South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades project once initiated. Contractor and subrecipient assistance will be utilized. **USDOT-Federal Highway Administration** funds, Regional Toll Revenue funds, and local funds will support these activities. Anticipated products include:

- Coordination with DART and the City of Dallas to implement project improvements;
- Oversight on procurement of services as needed;
- Reporting on grant progress and deliverables;
- Budget monitoring and oversight, including coordination with the Transportation Improvement Program; and
- Execution of agreement and documentation of compliance to grant requirements through monitoring and onsite reviews.

State Highway 10/Hurst Boulevard Economic Development Plan

Other Funding Sources

During FY2025 this project will develop an economic development plan for the State Highway 10 corridor in the city of Hurst to determine the best zoning and land use, reduce environmental impacts, complement transit-oriented development at the Trinity Lakes Station, and review associated trail connections. Data collection and consultant services are anticipated to complete this study. Regional Transportation Council Local funds will be used to support planning work. Anticipated products include:

- A summary of economic development indicators in the corridor; and
- Recommended coordinated land-use and transportation implementation and policy actions in the corridor.

Advancing Regional Safety in the Dallas-Fort Worth Region (SS4A)

Other Funding Sources

In FY2023, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Safe Streets and Roads for All (SS4A) discretionary grant program to identify and plan transportation safety improvements throughout the region. The project will include Road Safety Audits (RSAs), Safe Routes to School Planning, and demonstration projects. NCTCOG staff will oversee project management of the Advancing Regional Safety in the Dallas-Fort Worth Region (SS4A) project once initiated. Consultant assistance will be utilized. Federal Highway Administration funds and Regional Toll Revenue funds will support these activities in FY2024 and FY2025. Anticipated products include:

- Roadway Safety and Safe Routes to School reports;
- Demonstration project evaluation reports;
- Reporting on grant progress and deliverables;
- Budget monitoring and oversight, including coordination with the Transportation Improvement Program; and
- Documentation of compliance to grant requirements through monitoring and onsite reviews.

5.08 Regional Aviation Planning and Education

Urban Air Mobility and Advanced Air Mobility Integration

Other Funding Sources

Utilizing Regional Transportation Council Local funds, work activities in FY2024 and FY2025 will focus on the management and deployment of required infrastructure to support Uncrewed Aircraft Systems, Urban Air Mobility, and Advanced Air Mobility. Activities also include providing community engagement regarding new policies and standards, as well as public education and overall liaison work with the above industries. **Another notable initiative is university**

assistance via the North Texas Innovation Alliance Urban Resilience Fellowship Program, which utilizes students to develop innovative solutions to pressing local transportation issues. Anticipated products include:

- Establishment of Routine Beyond Visual Line of Sight operations in the region;
- Planning of air taxi and air cargo/package corridors or procedures between Dallas-Fort Worth International Airport and partner cities;
- Creation of public engagement and education campaigns regarding the unmanned aircraft industry; **and**
- Acquisition of funding to deploy pilot studies and long-term deployment of necessary infrastructure, software, training, and other associated costs-; **and**
- **Development of an Integrated Network Design and Demand Estimation of Advanced Air Mobility for the region via the North Texas Innovation Alliance Urban Resilience Fellowship Program.**

Regional Aviation System Planning

Other Funding Sources

This element is ongoing throughout FY2024 and FY2025 and includes continuous system planning efforts and implementation of the Regional General Aviation and Heliport System Plan. Ongoing technical assistance to local governments and stakeholders for development recommendations and preservation of the North Central Texas regional aviation system is provided. Coordination with State and federal governments and aviation stakeholders will be completed to provide input to the National Plan of Integrated Airport Systems, the Texas Airport System Plan, and North Central Texas Council of Governments' documents (such as the Metropolitan Transportation Plan). Airport system evaluation may include demand forecasting and capacity assessments. Consultant services may be utilized. **Another notable initiative is university assistance via the North Texas Innovation Alliance Urban Resilience Fellowship Program, which utilizes students to develop innovative solutions to pressing local transportation issues.** This project is funded through Regional Transportation Council Local funds. Funding from the Federal Aviation Administration (FAA) for production of a new Regional General Aviation and Heliport System Plan will be requested. Anticipated products include:

- New Regional General Aviation and Heliport System Plan if FAA funds are received;
- Air Transportation Advisory Committee meetings;
- Stakeholder meetings and associated outreach materials;
- Continued implementation of the Regional General Aviation and Heliport System Plan;
- Aviation system performance measures;
- Collection of geospatial data related to airport infrastructure;
- Geographical Information System (GIS) web interface;
- Monitoring of compatible development surrounding airports, including obstructions;
- Aviation environmental planning tools such as noise modeling and wildlife tracking; **and**
- Monitoring, coordination, and evaluation of the impacts of unmanned aircraft systems (UAS) on the regional aviation system-; **and**
- **Evaluation of the Change to Electric Aircraft Fleets, Development of Strategies, Benchmarking and Modeling of the Market for Electric Aircraft Costs via the North Texas Innovation Alliance Urban Resilience Fellowship Program.**

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

Regional Partners – Safe Streets for All (SS4A) Planning Grant Projects

In Fiscal Year 2022 and Fiscal Year 2023 various communities in the Dallas-Fort Worth region were selected for funding in the Safe Streets and Roads for All Planning and Demonstration Grants federal program. Projects will include various local safety plans and Americans with Disabilities (ADA) transition plans. A list of projects is provided below.

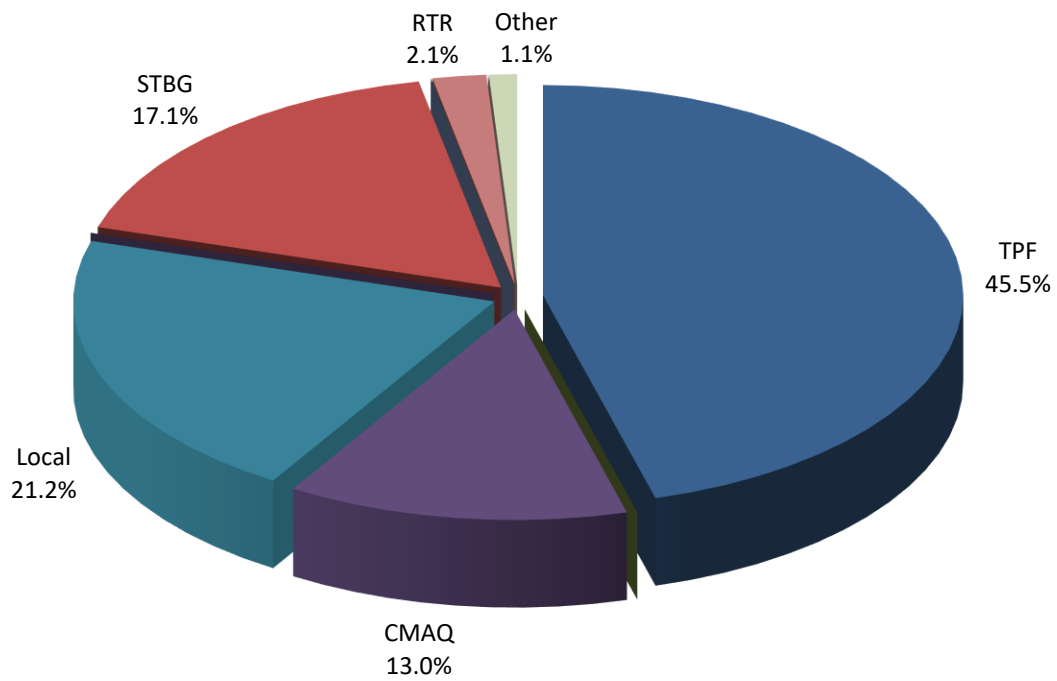
Project Title	Lead Applicant	Total Federal Funding	Fiscal Year Award
Safety Action Plan	City of Arlington	\$240,000	2022
Safe Streets and Roads for All Action Plan Grant	City of DeSoto	\$160,000	2022
Citywide Safety Action Plan	City of Fort Worth	\$419,506	2022
Multimodal Transportation Safety Plan	City of Alvarado	\$236,000	2023
ADA Transition Plan	City of Arlington	\$385,000	2023
Action Plan Grant	City of Balch Springs	\$160,000	2023
Safety Action Plan	City of Frisco	\$280,000	2023
Active Transportation and Safety Plan	City of Mansfield	\$548,800	2023
Safety Action Plan	City of McKinney	\$240,000	2023
SS4A Action Plan Grant	City of Mesquite	\$256,000	2023
Mobility Safety Action Plan	City of Midlothian	\$107,284	2023
Comprehensive Safety Action Plan	City of Richardson	\$320,000	2023
Comprehensive Safety Action Plan	City of Saginaw	\$184,000	2023
Road Safety Action Plan	City of Terrell	\$168,000	2023
Safe Streets and Roads for All Action Plan	City of Watauga	\$160,000	2023
Comprehensive Safety Action Plan	City of Weatherford	\$224,000	2023
Total		\$4,088,590	

Funding Summary

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
1.01	\$2,671,000	\$2,780,000				\$4,489,000	\$4,640,000	
			CMAQ	\$873,000	\$883,000			
			NCTCOG Local	\$2,000	\$2,000			
			STBG	\$943,000	\$975,000			
Subtotal								\$9,129,000
1.02	\$186,000	\$201,000				\$1,191,700	\$2,061,400	
			Local	\$721,800	\$1,635,500			
			NCTCOG Local	\$59,900	\$59,900			
			STBG	\$224,000	\$165,000			
Subtotal								\$3,253,100
1.03						\$153,000	\$156,000	
			Local	\$5,000	\$8,000			
			NCTCOG Local	\$10,000	\$10,000			
			RTR	\$138,000	\$138,000			
Subtotal								\$309,000
1.04	\$142,000	\$142,000						
			Local	\$364,000	\$117,000	\$506,000	\$259,000	
Subtotal								\$765,000
Total	\$2,999,000	\$3,123,000		\$3,340,700	\$3,993,400	\$6,339,700	\$7,116,400	\$13,456,100

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

Task 1 Funding Summary - FY2024 and FY2025



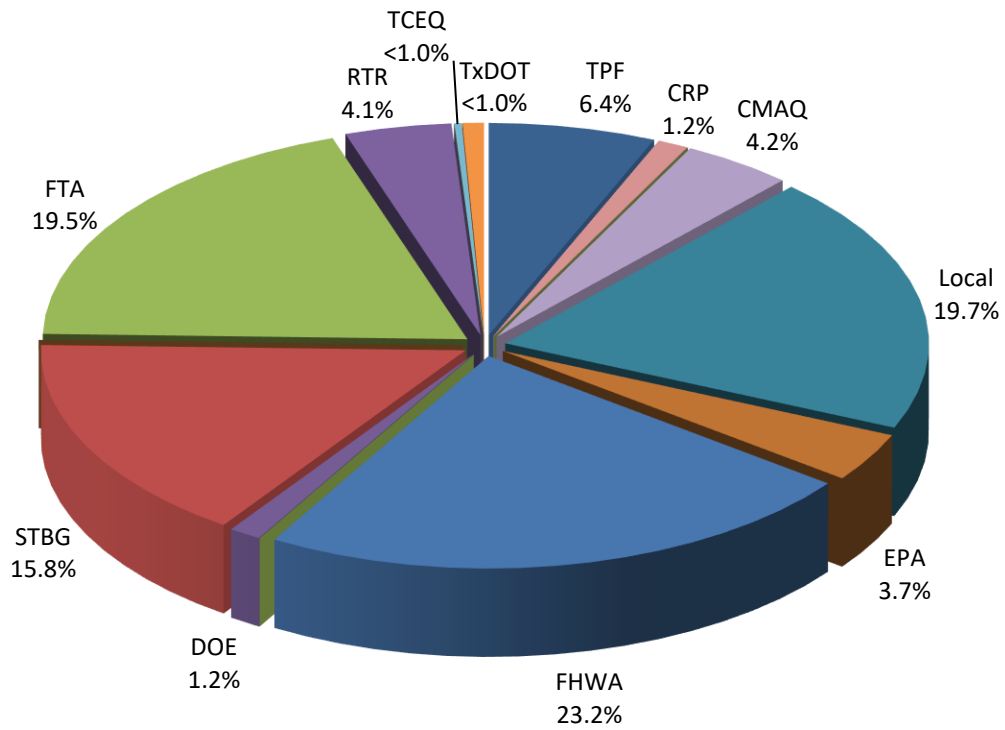
Funding Summary

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
3.01	\$1,764,000	\$1,773,000				\$3,054,000	\$2,967,000	
			RTR	\$743,000	\$646,000			
			STBG	\$547,000	\$548,000			
Subtotal								\$6,021,000
3.02	\$546,000	\$555,000				\$1,012,000	\$1,056,250	
			EPA	\$268,000	\$360,000			
			TCEQ	\$198,000	\$141,250			
Subtotal								\$2,068,250
3.03						\$25,465,937	\$29,565,416	
			CRP	\$508,000	\$900,000			
			DOE	\$590,872	\$889,906			
			EPA	\$3,864,800	\$0			
			FHWA	\$5,714,000	\$19,196,000			
			Local	\$11,228,147	\$4,943,047			
			RTR	\$165,118	\$286,463			
			STBG	\$3,395,000	\$3,350,000			
Subtotal								\$55,031,353
3.04	\$885,000	\$875,000				\$1,690,400	\$2,134,000	
			FTA ²	\$604,000	\$314,000			
			RTR	\$151,000	\$357,000			
			STBG	\$50,400	\$588,000			
Subtotal								\$3,824,400
3.05						\$16,381,700	\$10,263,300	
			CMAQ	\$132,000	\$409,000			
			CRP	\$0	\$7,000			
			FTA ²	\$15,011,000	\$7,456,300			
			Local	\$565,400	\$1,023,000			
			RTR	\$319,300	\$792,000			
			STBG	\$354,000	\$576,000			
Subtotal								\$26,645,000
3.06	\$641,000	\$640,000				\$1,027,000	\$640,000	
			RTR	\$386,000	\$0			
Subtotal								\$1,667,000
3.07						\$14,913,000	\$10,050,300	
			CMAQ	\$3,672,000	\$881,000			
			FHWA	\$1,826,000	\$1,117,300			
			Local	\$3,204,000	\$2,719,000			
			RTR	\$554,000	\$483,000			
			STBG	\$5,097,000	\$4,441,000			
			TXDOT	\$560,000	\$409,000			
Subtotal								\$24,963,300
Total	\$3,836,000	\$3,843,000		\$59,708,037	\$52,833,266	\$63,544,037	\$56,676,266	\$120,220,303

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

² Includes FTA 5307 funds.

Task 3 Funding Summary - FY2024 and FY2025



Funding Summary

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
5.01	\$749,000	\$813,000				\$10,911,657	\$6,318,000	
			FRA	\$500,000	\$0			
			Local	\$107,000	\$10,000			
			NTTA	\$40,000	\$30,000			
			RTR	\$419,000	\$379,000			
			STBG	\$8,902,657	\$4,848,000			
			TXDOT	\$194,000	\$238,000			
Subtotal								\$17,229,657
5.02	\$711,000	\$736,000				\$1,057,000	\$1,103,000	
			STBG	\$96,000	\$117,000			
			RTR	\$250,000	\$250,000			
Subtotal								\$2,160,000
5.03	\$571,000	\$503,000				\$5,532,200	\$8,699,500	
			FHWA	\$158,000	\$3,850,000			
			FTA	\$516,000	\$164,000			
			Local	\$254,000	\$502,000			
			RTR	\$39,500	\$962,500			
			STBG	\$3,993,700	\$2,718,000			
			USDOT	\$0	\$0			
Subtotal								\$14,231,700
5.04	\$90,000	\$87,000						
			STBG	\$222,000	\$413,000	\$312,000	\$500,000	
Subtotal								\$812,000
5.05	\$32,000	\$32,000				\$32,000	\$32,000	
Subtotal								\$64,000
5.06	\$127,000	\$149,000				\$16,145,000	\$12,803,000	
			FTA	\$6,618,000	\$8,665,000			
			STBG	\$6,221,000	\$3,087,000			
			Local	\$3,179,000	\$902,000			
Subtotal								\$28,948,000
5.07	\$333,000	\$336,000				\$2,031,800	\$3,177,000	
			Local	\$11,800	\$0			
			RTR	\$0	\$1,500,000			
			STBG	\$1,637,000	\$1,341,000			
			TxDOT (SPR)	\$50,000				
Subtotal								\$5,208,800
5.08	\$159,000	\$160,000						
			Local	\$347,700	\$338,000	\$506,700	\$498,000	
Subtotal								\$1,004,700

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
5.09	\$152,000	\$150,000				\$1,080,300	\$345,000	
			DOD	\$135,000	\$0			
			Local	\$793,300	\$195,000			
Subtotal								\$1,425,300
5.10	\$171,000	\$143,000				\$3,577,350	\$1,429,000	
			STBG	\$3,049,800	\$970,400			
			Local	\$295,800	\$20,000			
			TXDOT	\$60,750	\$295,600			
Subtotal								\$5,006,350
5.11			Local	\$1,460,000	\$791,000	\$1,460,000	\$791,000	
Subtotal								\$2,251,000
5.12			Local	\$16,200	\$6,000	\$16,200	\$6,000	
Subtotal								\$22,200
Total	\$3,095,000	\$3,109,000		\$39,567,207	\$32,592,500	\$42,662,207	\$35,701,500	\$78,363,707

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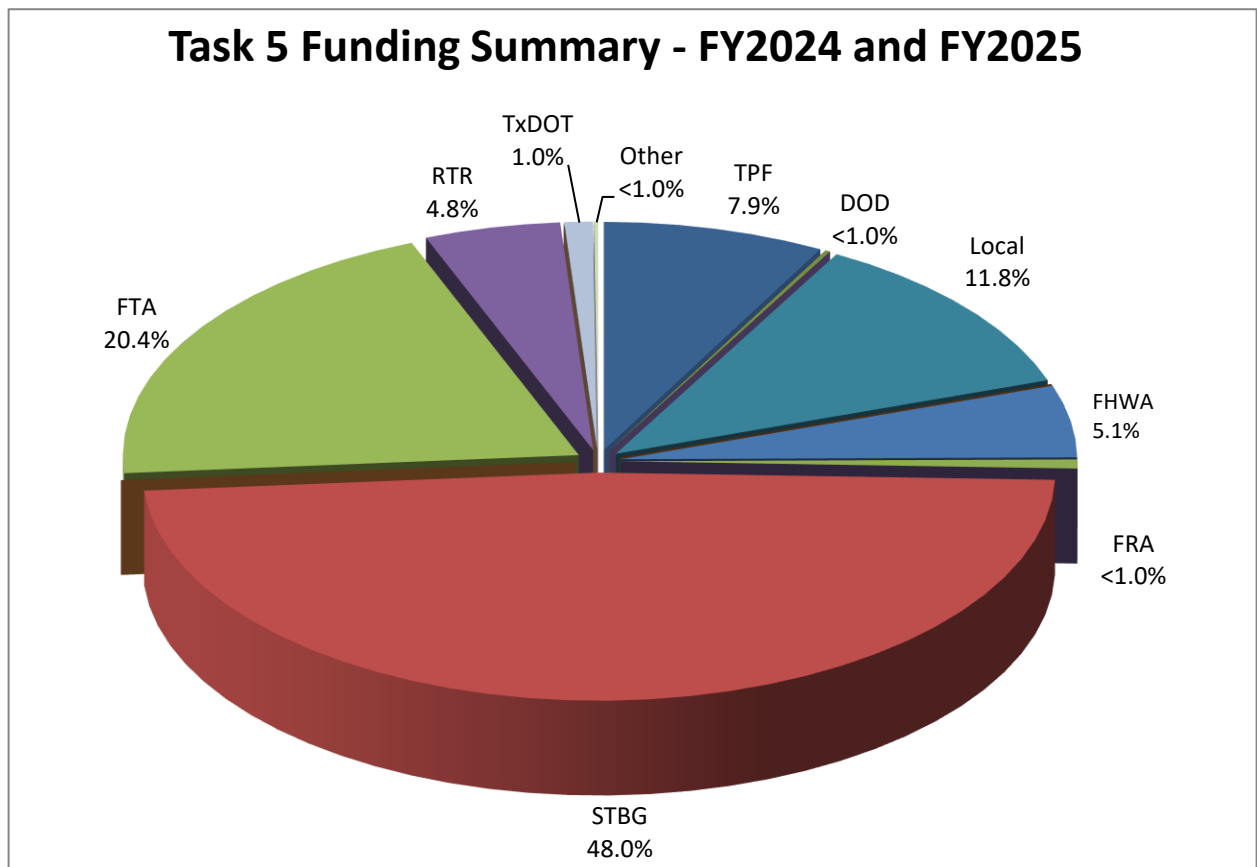


EXHIBIT VII-4
FY2024 and FY2025 UPWP Funding Summary

Funding Source	Task 1 Administration and Management		Task 2 Transportation Data Development and Maintenance		Task 3 Short-Range Planning, Programming, and Operations		Task 4 Metropolitan Transportation Plan		Task 5 Special Studies		Two-Year Total Funds	
	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025
TPF ¹	\$2,999,000	\$3,123,000	\$2,955,000	\$3,105,000	\$3,836,000	\$3,843,000	\$1,912,000	\$2,076,000	\$3,095,000	\$3,109,000	\$14,797,000	\$15,256,000
CRP	\$0	\$0	\$0	\$0	\$508,000	\$907,000	\$0	\$0	\$0	\$0	\$508,000	\$907,000
CMAQ	\$873,000	\$883,000	\$0	\$0	\$3,804,000	\$1,290,000	\$0	\$0	\$0	\$0	\$4,677,000	\$2,173,000
DOD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$135,000	\$0	\$135,000	\$0
DOE	\$0	\$0	\$0	\$0	\$590,872	\$889,906	\$0	\$0	\$0	\$0	\$590,872	\$889,906
EPA	\$0	\$0	\$0	\$0	\$4,132,800	\$360,000	\$0	\$0	\$0	\$0	\$4,132,800	\$360,000
FHWA	\$0	\$0	\$0	\$0	\$7,540,000	\$20,313,300	\$0	\$0	\$158,000	\$3,850,000	\$7,698,000	\$24,163,300
FRA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
FTA ²	\$0	\$0	\$0	\$0	\$15,615,000	\$7,770,300	\$0	\$0	\$7,134,000	\$8,829,000	\$22,749,000	\$16,599,300
Local	\$1,090,800	\$1,760,500	\$0	\$0	\$14,997,547	\$8,685,047	\$248,500	\$0	\$6,464,800	\$2,764,000	\$22,801,647	\$13,209,547
NCTCOG Local	\$71,900	\$71,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$71,900	\$71,900
NTTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$30,000	\$40,000	\$30,000
RTR	\$138,000	\$138,000	\$0	\$0	\$2,318,418	\$2,564,463	\$482,000	\$276,000	\$708,500	\$3,091,500	\$3,646,918	\$6,069,963
TxDOT (SPR)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
STBG	\$1,167,000	\$1,140,000	\$3,100,000	\$4,455,000	\$9,443,400	\$9,503,000	\$1,425,000	\$1,153,000	\$24,122,157	\$13,494,400	\$39,257,557	\$29,745,400
TWDB	\$0	\$0	\$0	\$0	\$0	\$0	\$1,055,000	\$1,073,000	\$0	\$0	\$1,055,000	\$1,073,000
TCEQ	\$0	\$0	\$0	\$0	\$198,000	\$141,250	\$0	\$0	\$0	\$0	\$198,000	\$141,250
TxDOT	\$0	\$0	\$10,000	\$210,000	\$560,000	\$409,000	\$0	\$0	\$254,750	\$533,600	\$824,750	\$1,152,600
USDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$6,339,700	\$7,116,400	\$6,065,000	\$7,770,000	\$63,544,037	\$56,676,266	\$5,122,500	\$4,578,000	\$42,662,207	\$35,701,500	\$123,733,444	\$111,842,166
Two-Year Total	\$13,456,100		\$13,835,000		\$120,220,303		\$9,700,500		\$78,363,707		\$235,575,610	

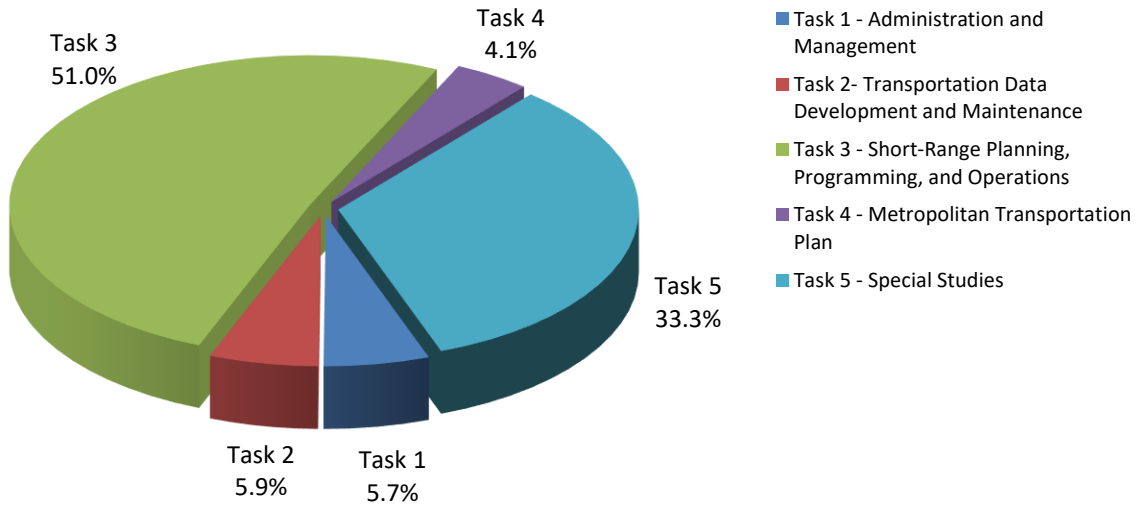
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² Includes FTA 5307 funds.

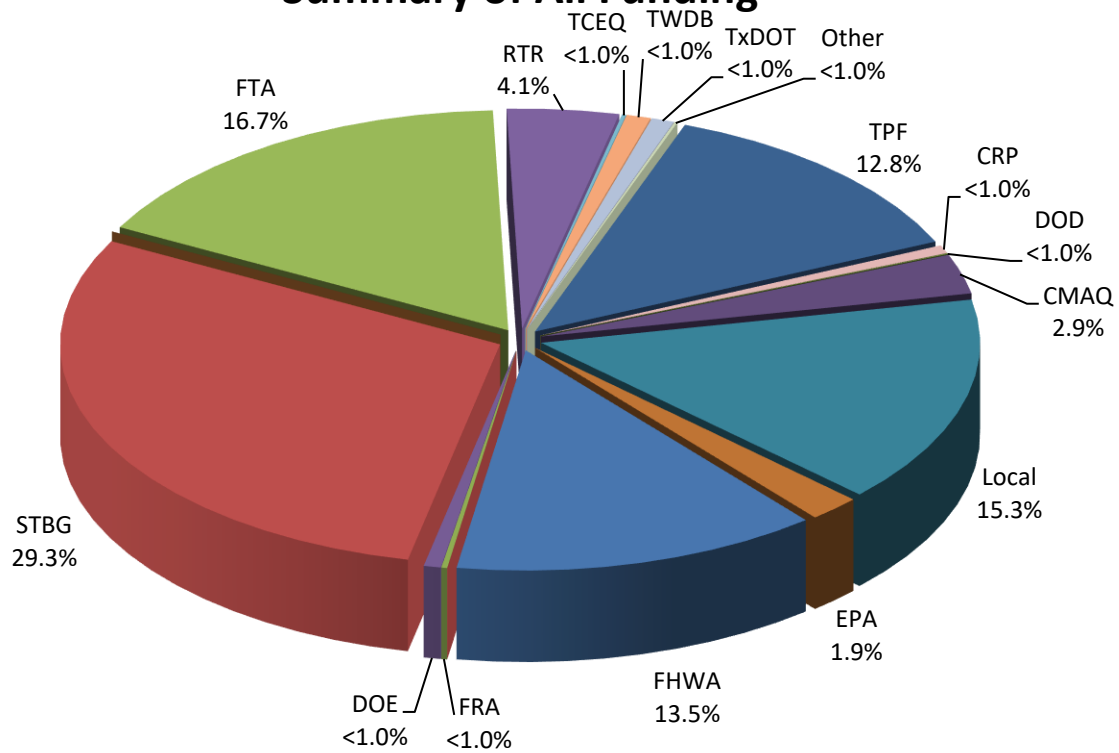
Combined Transportation Planning Funds ³	\$27,739,260.00
Estimated Unexpended Carryover	<u>\$5,524,849.00</u>
TOTAL TPF	\$33,264,109.00

³ Estimate based on prior years' authorizations

Summary of All Funding by Task



Summary of All Funding



Modifications to the FY2024 and FY2025 Unified Planning Work Program

**Regional Transportation Council
April 11, 2024**

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

Reallocation of Funding Between Subtasks – No Additional Funding

UPWP Project	Funding Adjustment
5.01 Strategic Corridor Initiatives	STBG - (\$150,000)
5.04 Asset Condition-Based Roadway Planning	STBG - \$150,000
5.01 Strategic Corridor Initiatives	STBG - (\$200,000)
5.04 National Highway System Infrastructure Performance Targets, Transportation Asset Management Plan Coordination, and Progress Reporting	STBG - \$200,000

Total Programming Increases/Decreases in Other Funding Sources

UPWP Project	Funding Source	UPWP Funding Changes
Regional Transit 2.0: Planning for Year 2050	Local - \$300,000	\$300,000
Rider 7 Air Quality Planning Activities	TCEQ - \$281,250	\$281,250
Regional Scrap Tire Abatement Program	STBG - (\$305,000) RTR - \$305,000	\$0
Houston to Los Angeles (H2LA) – I-10 Hydrogen Corridor Project	DOE - \$107,000	\$107,000
North Texas Equitable Electric Vehicle Infrastructure Project (NTx-EEVI)	FHWA - \$3,750,000 Local - \$937,500	\$4,687,500
Planning Resilient EV Charging in Texas	DOE - \$926,585 RTR - \$146,581	\$1,073,166
Guaranteeing Access for Underserved and Marginalized Populations Through Building Employment Opportunities (GUMBO)	DOE - \$25,100	\$25,100
Electric Vehicle Charger Reliability and Accessibility Accelerator Program	FHWA - \$3,660,000 Local - \$840,000	\$4,500,000

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

UPWP Project	Funding Source	UPWP Funding Changes
Texas Hydrogen and Electric Freight Infrastructure Project (Tx-HEFTI)	FHWA - \$17,500,000 Local - \$4,375,000	\$21,875,000
East Dallas, Kaufman, and Rockwall Counties Transit Planning Study	STBG - \$50,400	\$50,400
FTA Urban Funding Grant Administration	FTA - \$4,032,000	\$4,032,000
Special Events	RTR - \$250,000	\$250,000
High-Speed Passenger Technology	FRA - \$500,000	\$500,000
High-Speed Passenger Technology: Dallas-Fort Worth High-Speed Transportation Connections Study	STBG - \$1,099,657	\$1,099,657
SH 10/Hurst Boulevard Economic Development Plan	Local - \$500,000	\$500,000
South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades	USDOT - (\$8,000) FHWA - \$8,000	\$0

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

UPWP Project	Funding Source	UPWP Funding Changes
Advancing Regional Safety in the Dallas-Fort Worth Region	FHWA - \$4,000,000 RTR - \$1,000,000	\$5,000,000
Transportation Safety	RTR - \$1,500,000	\$1,500,000
Urban Air Mobility and Advanced Mobility Integration	Local - \$6,000	\$6,000
Regional Aviation System Planning	Local - \$6,000	\$6,000
Automated Vehicles: Development and Deployment	STBG - \$247,500	\$247,500
Updated Regional Automated Vehicle Program (AV 2.0)	STBG - \$2,376,500	\$2,376,500
Technology and Innovation Program 3.0	STBG - \$857,800	\$857,800
Dallas-Fort Worth Freight Optimization Corridors	STBG - \$289,400	\$289,400
Total Increase		49,564,273

Modification Schedule

March 11	Initiation of Public Outreach
March 22	Action by Surface Transportation Technical Committee
April 11	Action by Regional Transportation Council
April 25	Action by NCTCOG Executive Board
April 26	Submittal of Modifications to Texas Department of Transportation

Requested RTC Action

Approval:

- **Proposed UPWP modifications outlined in Electronic Item 3.1.1**
- **Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications**

Unified Planning Work Program Contact Information

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Vickie Alexander
Program Manager
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Vercie Pruitt-Jenkins
Administrative Program Coordinator
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**North Central Texas
Council of Governments
Transportation Department**

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



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

April 2, 2024

The Honorable Eric Johnson
Mayor
City of Dallas
1500 Marilla Street, Suite 5EN
Dallas, Texas 75201

The Honorable Mattie Parker
Mayor
City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102

Dear Mayors Johnson and Parker:

RE: Regional Transportation Council Bylaws Revisions Related to Weighted Voting for the
Cities of Dallas and Fort Worth

The Regional Transportation Council (RTC) revised its Bylaws in November 2022 with the direction to staff to work with the Cities of Dallas and Fort Worth over the following two years to determine if RTC membership could be reduced to 40 members via weighted voting. Staff had proposed a weighted voting approach whereby the City of Dallas would have 3 RTC members with two votes each (6 votes total) and the City of Fort Worth would have 2 RTC members with two votes each (4 votes total). Thus, both cities would have the same number of votes, respectively, under the weighted voting approach as under the existing Bylaws structure.

I have briefed you both on this request from the RTC. I had a follow up meeting with Mayor Parker and Fort Worth RTC members regarding the weighted voting option. In presenting this structure to both Dallas and Fort Worth, it appears that Fort Worth feels the timing is not yet right to pursue this option. I recommend the RTC Bylaws remain as is with Dallas having 6 RTC members with one vote each and Fort Worth having 4 RTC members with one vote each. I recommend the weighted voting option be revisited during the 2026 RTC Bylaws review.

Sincerely,

Michael Morris, P.E.
Director of Transportation

KK:tmb

cc: Gyna Bivens, Chair, Regional Transportation Council and Mayor Pro Tem, City of Fort Worth
T.C. Broadnax, City Manager, City of Dallas
David Cooke, City Manager, City of Fort Worth



North Central Texas Council Of Governments

TO: Regional Transportation Council
 (Primary and Alternate Members)
 Mayors, City Managers
 Surface Transportation Technical Committee
 County Sheriffs, Police Chiefs, Fire Chiefs
 Medical Examiners and Transportation Providers

DATE: March 4, 2024

FROM: Michael Morris, P.E.
 Director of Transportation

SUBJECT: Announcement for the May 2024 North Central Texas Council of Governments
 Traffic Incident Management Executive Level Course

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2023, the 16-county Dallas-Fort Worth region experienced 128,049 total reportable crashes, of which 22,611 were injury crashes, and 830 were fatal crashes. These statistics prove that training for agencies responsible for managing and clearing traffic incidents continues to be extremely important and is needed to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.

Since February 2003, 135 classes have been offered at the first responder level to 3,636 students in the areas of police, fire, department of public safety, towing, EMS, Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 36 classes have been offered at the executive level to 1,361 decision and policy makers. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by Federal Highway Administration (FHWA); however, the NCTCOG course content is specific to the North Central Texas region. NCTCOG TIM Training Course participants can also earn continuing education credit for Texas Commission on Law Enforcement (TCOLE), Track Type II Fire, and Texas Department of State Health Services for EMS. For your reference, summaries of the regional attendance levels for the NCTCOG's First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training Program web page at www.nctcog.org/TIMTraining.

Although the NCTCOG TIM training has been very successful, it can be even more successful with the assistance and continual involvement of decision makers such as you. In order to have compliance at the first responder level, it is of vital importance that agency decision makers have an understanding of what is required of all responders during an incident; this includes police officers, fire fighters, tow truck operators, roadway construction crews, and mobility assistance crews, etc. Understanding the importance of incident management training, the Texas Commission on Fire Protection passed Rule 435.29 in July 2015, which requires


March 4, 2024

completion of a minimum four-hour FHWA Traffic Incident Management program for all certified firefighters within one year of appointment to a regulated entity. Additionally, TCOLE incorporated a four-hour TIM training component into the Basic Peace Officer Course curriculum for new cadets/recruits as of April 1, 2020.

The Executive Level Course provides you with an overview of the two-day First Responder and Manager Course. Additionally, the Executive Level Course also includes updates in accordance with the Strategic Highway Research Program (SHRP2) National Program. Those agencies that have participated in the training prior to 2013 are strongly encouraged to attend again, as major course updates have occurred since then, as well as updates to legislation, ANSI Standards, and best practices. Important to note is that agency attendance from both police and fire agencies at the TIM training will continue to be a scoring component in future NCTCOG incident management-related funding opportunities.

You are invited to attend the Traffic Incident Management Executive Level Course scheduled for Thursday, May 2, 2024, from 10 am to 12 pm. The course will be held in the Transportation Council Room at NCTCOG offices at 616 Six Flags Dr. Arlington 76011. There is no charge for this event.

Please register on our NCTCOG TIM Training Program page at www.nctcog.org/TIMTraining or contact Charlene Foster of NCTCOG at cfoster@nctcog.org or 817/608-2330 by Friday, April 26, 2024. We look forward to your participation on May 2, 2024.



Michael Morris, P.E.

CF:cf

cc: Natalie Bettger, Senior Program Manager, NCTCOG
Ron Moore, Town of Prosper Fire Rescue Training Officer
Captain Daniel Plumer, Dallas County Sheriff's Department

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - February 2024

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Allen	Fire Department	0	City of Dallas	Fire Department	5
	Police Department	21		Police Department	7
City of Alvarado	Fire Department	0	City of Decatur	Fire Department	0
	Police Department	4		Police Department	3
City of Amarillo	Fire Department	0	City of Denton	Fire Department	1
	Police Department	3		Police Department	20
City of Argyle	Fire Department	0	City of Desoto	Fire Department	0
	Police Department	3		Police Department	1
City of Arlington	Fire Department	1	City of Duncanville	Fire Department	0
	Police Department	33		Police Department	3
City of Aubrey	Fire Department	5	City of Ennis	Fire Department	0
	Police Department	0		Police Department	2
City of Azle	Fire Department	0	City of Euless	Fire Department	1
	Police Department	1		Police Department	4
City of Balch Springs	Fire Department	1	City of Farmer's Branch	Fire Department	0
	Police Department	1		Police Department	6
City of Bedford	Fire Department	0	Town of Flower Mound	Fire Department	0
	Police Department	6		Police Department	1
City of Benbrook	Fire Department	0	City of Forest Hill	Fire Department	0
	Police Department	24		Police Department	7
City of Bridgeport	Fire Department	0	City of Forney	Fire Department	15
	Police Department	1		Police Department	12
City of Burleson	Fire Department	0	City of Fort Worth	Fire Department	0
	Police Department	5		Police Department	17
City of Caddo Mills	Fire Department	0	City of Frisco	Fire Department	1
	Police Department	1		Police Department	2
City of Carrollton	Fire Department	3	City of Garland	Fire Department	2
	Police Department	12		Police Department	1
City of Cedar Hill	Fire Department	0	City of Glenn Heights	Fire Department	2
	Police Department	2		Police Department	10
City of Celina	Fire Department	0	City of Granbury	Fire Department	0
	Police Department	2		Police Department	4
City of Cleburne	Fire Department	1	City of Grand Prairie	Fire Department	0
	Police Department	6		Police Department	1
City of Colleyville	Fire Department	0	City of Grapevine	Fire Department	1
	Police Department	4		Police Department	7
City of Coppell	Fire Department	0	City of Greenville	Fire Department	0
	Police Department	5		Police Department	5
City of Corinth	Fire Department	0	City of Hickory Creek	Fire Department	0
	Police Department	3		Police Department	5
City of Cresson	Fire Department	1	City of Highland Park	Fire Department	0
	Police Department	0		Police Department	1
City of Cross Roads	Fire Department	0	City of Hurst	Fire Department	0
	Police Department	3		Police Department	15

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - February 2024

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Irving	Fire Department	6	City of Ponder	Fire Department	1
	Police Department	7		Police Department	0
City of Joshua	Fire Department	0	City of Princeton	Fire Department	0
	Police Department	2		Police Department	4
City of Keene	Fire Department	9	City of Prosper	Fire Department	2
	Police Department	4		Police Department	0
City of Keller	Fire Department	0	City of Reno	Fire Department	0
	Police Department	15		Police Department	1
City of Kennedale	Fire Department	0	City of Rhome	Fire Department	0
	Police Department	3		Police Department	1
Town of Krum	Fire Department	0	City of Richardson	Fire Department	0
	Police Department	1		Police Department	2
Lake Cities	Fire Department	0	City of Richland Hills	Fire Department	0
	Police Department	4		Police Department	6
City of Lake Worth	Fire Department	2	City of Rio Vista	Fire Department	1
	Police Department	5		Police Department	0
City of Lavon	Fire Department	1	City of Roanoke / Marshall Creek	Fire Department	6
	Police Department	0		Police Department	0
City of Lewisville	Fire Department	1	City of Rockwall	Fire Department	0
	Police Department	10		Police Department	4
City of Little Elm	Fire Department	0	City of Sachse	Fire Department	0
	Police Department	3		Police Department	7
City of Mansfield	Fire Department	0	City of Seagoville	Fire Department	1
	Police Department	2		Police Department	3
City of Maypearl	Fire Department	0	City of Springtown	Fire Department	0
	Police Department	1		Police Department	1
City of McKinney	Fire Department	1	Town of Sunnyvale	Fire Department	0
	Police Department	1		Police Department	6
City of Melissa	Fire Department	0	City of Terrell	Fire Department	0
	Police Department	3		Police Department	3
City of Mesquite	Fire Department	1	City of University Park	Fire Department	0
	Police Department	0		Police Department	2
City of Midlothian	Fire Department	0	City of Venus	Fire Department	0
	Police Department	8		Police Department	19
City of North Richland Hills	Fire Department	3	City of Waxahachie	Fire Department	0
	Police Department	27		Police Department	16
Town of Northlake	Fire Department	0	City of Weatherford	Fire Department	5
	Police Department	1		Police Department	7
City of Oak Point	Fire Department	0	City of Willow Park	Fire Department	2
	Police Department	2		Police Department	1
City of Pantego	Fire Department	1	City of Wilmer	Fire Department	2
	Police Department	0		Police Department	13
City of Plano	Fire Department	0			
	Police Department	48			

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - February 2024

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
COUNTIES			OTHER AGENCIES		
Collin County	Fire Department	0	TxDOT - Dallas District	Mobility Assistance	13
	Sheriff's Department	5			
Dallas County	Fire Department	145	TxDOT - Fort Worth District	Mobility Assistance	20
	Sheriff's Department	9			
Erath County	Fire Department	0	Brownsville	Other	1
	Sheriff's Department	1			
Hood County	Fire Department	0	Bryan	Police Department	2
	Sheriff's Department	1			
Hunt County	Fire Department	0	Dallas/Fort Worth Int'l Airport	Fire Department	0
	Sheriff's Department	2		Police Department	12
Johnson County	Fire Department	0		DPS	2
	Sheriff's Department	3	LBJ Infrastructure Group	Other	31
Rockwall County	Fire Department	0			
	Sheriff's Department	9	Lindsey Transportation	HOV	12
Tarrant County	Fire Marshal	0			
	Sheriff's Department	46	Lockheed Martin Fire Department	Fire	1
	Mobility Assistance	42			
Wise County	Fire Department	0	MedStar	EMS	20
	Sheriff's Department	1			
			NTE Mobility Partners	Other	48
			North Texas Tollway Authority	Transportation	99
			Protect Environmental	Other	3
			State of Texas	DPS	132
			Texarkana	Police Department	1
			Trinity Metro	Other	5
			Towing	Wrecker Services	21

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - November 2023

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	5/1/2020 (Cancelled due to COVID-19 restrictions)	Nov-20	May-21	Nov-21	May-22	Nov-22	May-23	Nov-23
			CITIES/TOWNS																				
Town of Addison	Fire	0																					
	Police	1				1																	
	Public Works	1																		1			
City of Allen	Police	1	1																				
City of Alvarado	Fire	5				2	1							1							1		
	Police	3				1																	2
City of Anna	Police	2											1							1			
	Transportation	1																	1				
Town of Argyle	Police	1													1								
	Exec. City Staff	1						1															
City of Arlington	Fire	2			1									1									
	Police	5						4			1												
	Public Works	0																					
	Exec. City Staff	2										2											
City of Azle	Fire	1						1															
	Police	1						1															
City of Balch Springs	Fire	1		1																			
	Police	6		1	2	1								1				1					
	Exec. City Staff	1		1																			
	Other	1		1																			
City of Bedford	Fire	0																					
	Police	5						1						2					2				
	Public Works	1								1													
City of Benbrook	Fire	5				5						1		1									
	Police	2																					
	Exec. City Staff	0																					
City of Burleson	Police	1			1																		
City of Caddo Mills	Fire	0																					
	Police	1																				1	
	Exec. City Staff	1																				1	
City of Carrollton	Fire	2										2											
	Police	2										1								1			
	Public Works	1										1											
City of Cedar Hill	Fire	1			1										1								1
	Police	3																					
	Public Works	2								1								1					
City of Celina	Fire	1																				1	
City of Cleburne	Fire	1																	1				
	Police	5	1		1					1									1	1			
	Other	1				1																	
City of Cockrell Hill	Fire	1											1										
City of Commerce	Fire	1								1													
City of Coppell	Fire	1						1															
	Police	1																1					
City of Corinth	Fire	3					3																
City of Crowley	Police	3						1	2														
City of Dallas	Fire	6		1	1	1													1	1			
	Police	4		1		1			1												1		1
	Public Works	8		1	1								3		1					1			2
	Exec. City Staff	3	1	1													1						

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - November 2023

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	5/1/2020 (Cancelled due to COVID-19 restrictions)																			
			Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	Nov-20	May-21	Nov-21	May-22	Nov-22	May-23	Nov-23
City of Decatur	Fire	1											1									
City of Denton	Fire	0																			1	
	Police	1																				
	Other	1		1																		
City of DeSoto	Fire	1					1															
	Police	1						1														
	Elected Official	0																				
City of Duncanville	Fire	0																				
	Police	1											1									
	Exec. City Staff	1													1							
	Public Works	0																				
Town of Edgecliff Village	Fire	1																1				
City of Ennis	Police	1																1				
	Fire	1														1						
	Exec. City Staff	1																		1		
City of Euless	Fire	11	1		2	2	2						2					1		2		1
	Police	4		2																		
	Exec. City Staff	1																				1
	Emer. Mgt.	1																	1			
City of Everman	Fire	1									1											
City of Farmersville	Fire	1						1														
	Police	2						1										1				
City of Farmers Branch	Public Works	1									1											
City of Ferris	Fire	5				2		1	1										1			
	Police	2						1	1													
Town of Flower Mound	Police	3					1		1	1												
	Fire	3															1	1	1			
	FIM Instructor	4							1	1			1	1								
	Engineering	1											1									
City of Forest Hill	Exec. City Staff	4			1						2								1			
City of Forney	Fire	1																1				
City of Fort Worth	Police	8					1	2				3			1			1				
	Public Works	1																			1	
	Exec. City Staff	3			1													1		1		
	FIM Instructor	2					1						1									
City of Frisco	Fire	11				1	1		2									4	3			
	Police	13			1						2				2				3	2	1	
	Public Works	1												2								
	Strategic Services	1					1							1								
City of Garland	Fire	3									1			1				1				
	Police	2											2									
	Other	1				1																
City of Glenn Heights	Fire	2																1				
	Police	3		1														1				
	Public Works	1											1									
City of Granbury	Police	3						1			2											
City of Grand Prairie	Fire	2																	2			2
	Police	3				1																
	Transportation	2										1		1								
	Engineering	3													1		1					
City of Grandview	Police	2													2							
City of Grapevine	Fire	3		1		1					1											
	Police	6										1	2	2				1				
	Engineering	2								1							1					

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - November 2023

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	5/1/2020 (Cancelled due to COVID-19 restrictions)	Nov-20	May-21	Nov-21	May-22	Nov-22	May-23	Nov-23
City of Greenville	Fire Police	1 3					2		1			1											
City of Haltom City	Fire	1													1								
City of Hickory Creek	Police	3										1			1			1					
City of Highland Park	Police	1											1										
City of Highland Village	Fire	4						2		2													
	Police	0																					
	FIM Instructor	2				1		1															
City of Hurst	Police	3			1													1					1
City of Hutchins	Fire	4		3													1						
	Police	5		3									2										
City of Irving	Fire	5							1		1	2							1		1		1
	Police	4									1												
	Public Works	2										1					1			1			
	FIM Instructor	1											1										
City of Joshua	Police	4																	2				2
City of Kaufman	Police	4																2	2				
	Exec. City Staff	1																					1
City of Keene	Police	1																		1			
	Fire	2													1					1			
City of Keller	Fire	1																		1			
	Public Works	1											1										
City of Lake Dallas	Police	1								1													
	Fire	1																		1			
	Exec. City Staff	2									1						1						
City of Lake Worth	Exec. City Staff	1		1																			
City of Lancaster	Fire	2																1	1				
	Police	4			2										2								
	Public Works	3										2							1				
City of Lavon	Fire	1									1												
	Police	1									1												
City of Lewisville	Fire	1																				1	
	Emergency Mgt.	1																	1				
City of Mansfield	Elected Official	1																				1	
City of McKinney	Fire	0																					
	Police	3	1																				
	FIM Instructor	5													1		1		2		1	1	
	Exec. City Staff	2					2																
City of Mesquite	Fire	4												1	1								2
	Police	2													1					1			
	Engineering	2												1									
	Emer. Mgt.	2																			2		
City of Midlothian	Police	1															1						
City of Mineral Wells	Police	2											1		1								
	Fire	1											1										
City of Murphy	Police	4								2			1					1					
City of New Fairview	Other	2																	2				
City of North Richland Hills	Fire	1	1																				
	Police	7				3				3		1											
City of Oak Point	Fire	5																		1	1	3	
City of Parker	Police	2						1				1											
City of Pilot Point	Police	2									1									1			

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - November 2023

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	5/1/2020 (Cancelled due to COVID-19 restrictions)																Nov-20	May-21	Nov-21	May-22	Nov-22	May-23	Nov-23
			Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19										
City of Plano	Fire	1																						1	
	Police	4						1															1	1	
	Exec. City Staff	1																				1			
	Elected Official	1		1																					
	Engineering	1										1													
	FIM Instructor	3																				1	1		1
City of Ponder	Fire	3						1															1		1
City of Princeton	Fire	2																				1		1	
City of Prosper	Fire	2		1					1																
	FIM Instructor	1												1											
City of Red Oak	Fire	4	1																1			2			
	Police	2	2																						
City of Reno	Police	1																				1			
City of Rhome	Police	1																				1			
City of Richardson	Police	9		2		1	1											2							3
	Public Works	4																	2	2		1		1	
City of Richland Hills	Fire	1				1																			
	Police	2																				1			
	Public Works	1																				1			
City of Roanoke	Fire	1													1										1
	Police	2																							
City of Rockwall	Fire	1								1							1								
	Police	4																	1				2		
City of Rowlett	Public Works	1										1													
City of Royse City	Fire	2																				1	1		
City of Sachse	Fire	1							1																
City of Sanger	Fire	1																							1
City of Sansom Park	Police	2											1	1											
City of Seagoville	Fire	2		1						1															
	Police	3								2					1										
City of Southlake	Police	2				1														1					
	Fire	1																				1			
City of Springtown	Police	1									1														
City of Stephenville	Fire	1																		1					
Town of Sunnyvale	Police	2																1				1			
City of Terrell	Police	3		1				1	1																
City of The Colony	Police	2				1	1																		
	FIM Instructor	2	1			1																			
	Other	1				1																			
City of University Park	Police	1		1																					
City of Venus	Fire	2								1					1										
	Police	5						1		1												1	1	1	
City of Waxahachie	Fire	1																							
	Police	2					1									1									1
	Exec. City Staff	0																							

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - November 2023

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	5/1/2020 (Cancelled due to COVID-19 restrictions)	Nov-20	May-21	Nov-21	May-22	Nov-22	May-23	Nov-23
City of Weatherford	Fire	2				1																	1
	Police	0																					
	Other	2			1									1									
Town of Westlake	Fire	2																	2				
City of White Settlement	Police	6									2		1										3
City of Willow Park	Fire	2								2													
	Police	2								1							1						
City of Wilmer	Fire	2							1														1
City of Wylie	Fire	6																6					
	Police	3																2		1			
	Public Works	2																2					
COUNTIES																							
Collin County	Sheriff	1									1												
	Med. Examiner's Office	1																	1				
Dallas County	Sheriff*	38	3	1	1	4	2	2				2	4	1	5			3	8		1	1	
	Med. Examiner's Office	2				1		1															
	Court Administration	3							1	1					1								
	Public Works	1												1									
	Courtesy Patrol	1																				1	
	FIM Instructor	21	2		2	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1	1	1
Denton County	Sheriff	0																					
	Elected Official	1	1																				
	Med. Examiner's Office	0																					
Ellis County	Court Administration	2												1	1								
	Emergency Management	1																					1
Erath County	Emergency Management	2																	1		1		
Kaufman County	Emergency Management	2								2													
Rockwall County	Sheriff	7						1										1		4	1		
Tarrant County	Sheriff	2																				1	1
	Courtesy Patrol	1																				1	
OTHER AGENCIES																							
Dallas Area Rapid Transit	Police	5	1					2	2														
DFW Airport	Police Dept	1									1												
	Emer. Mgt.	1																			1		
FHWA	Representative	7			1					1		1	1	1	1								1
Kimley-Horn Associates	Other	1																1					
LBj Express	Representative	1																					1
Lee Engineering	Engineering	1																				1	
Methodist Dallas Medical Center	Representative	2	1															1					
NCTCOG	Representative	78	4	4	3	3	5		3	3	2		2	2	2		22	5	3	5	3	4	3
	FIM Instructor	32	2	2	2	2	2		2	2			2	2	2		2	2	2	1	2	1	2
NTTA	Representative	4			1				2						1								
	FIM Instructor	1																1					
Protect Environmental	Representative	44	5	3	5	4	2	2	2		1			2	5		9		2			2	
Trinity Metro Services	Operations	3											1				1	1					
TxDOT - Austin	Operations	1										1											
TxDOT - Dallas	Operations	10		1				2		1			1							1	2		2
TxDOT - Fort Worth	Operations	34		5		1	7			5			1	8			5	1				1	

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - November 2023

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	5/1/2020 (Cancelled due to COVID-19 restrictions)																Nov-20	May-21	Nov-21	May-22	Nov-22	May-23	Nov-23
			Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19										
TxDOT - Johnson	Operations	2									1						1								
TxDOT - Waco	Operations	1																		1					
Wrecker Services	FIM Instructor	4	1								1	1					1								
	Representative	0																							
TOTAL ATTENDANCE		793	30	43	37	46	47	29	31	36	26	31	41	42	37	0	56	55	56	47	30	34	39		



EXECUTIVE LEVEL INCIDENT MANAGEMENT TRAINING OPPORTUNITY

INCREASE INCIDENT RESPONSE. **DECREASE** DRIVER DELAY.

MAY 2, 2024 | 10AM - 12PM | IN-PERSON MEETING

NCTCOG Office (Centerpoint II) | 616 Six Flags Drive, Arlington, TX 76011

Join us for the Traffic Incident Management Executive Level Course hosted by the North Central Texas Council of Governments (NCTCOG).

The course is designed to educate decision and policy makers on the importance and benefits of effective incident management. It also encourages common, coordinated response to traffic incidents, a source of significant delays in our rapidly growing region.

Goals of the Traffic Incident Management Executive Level Course:

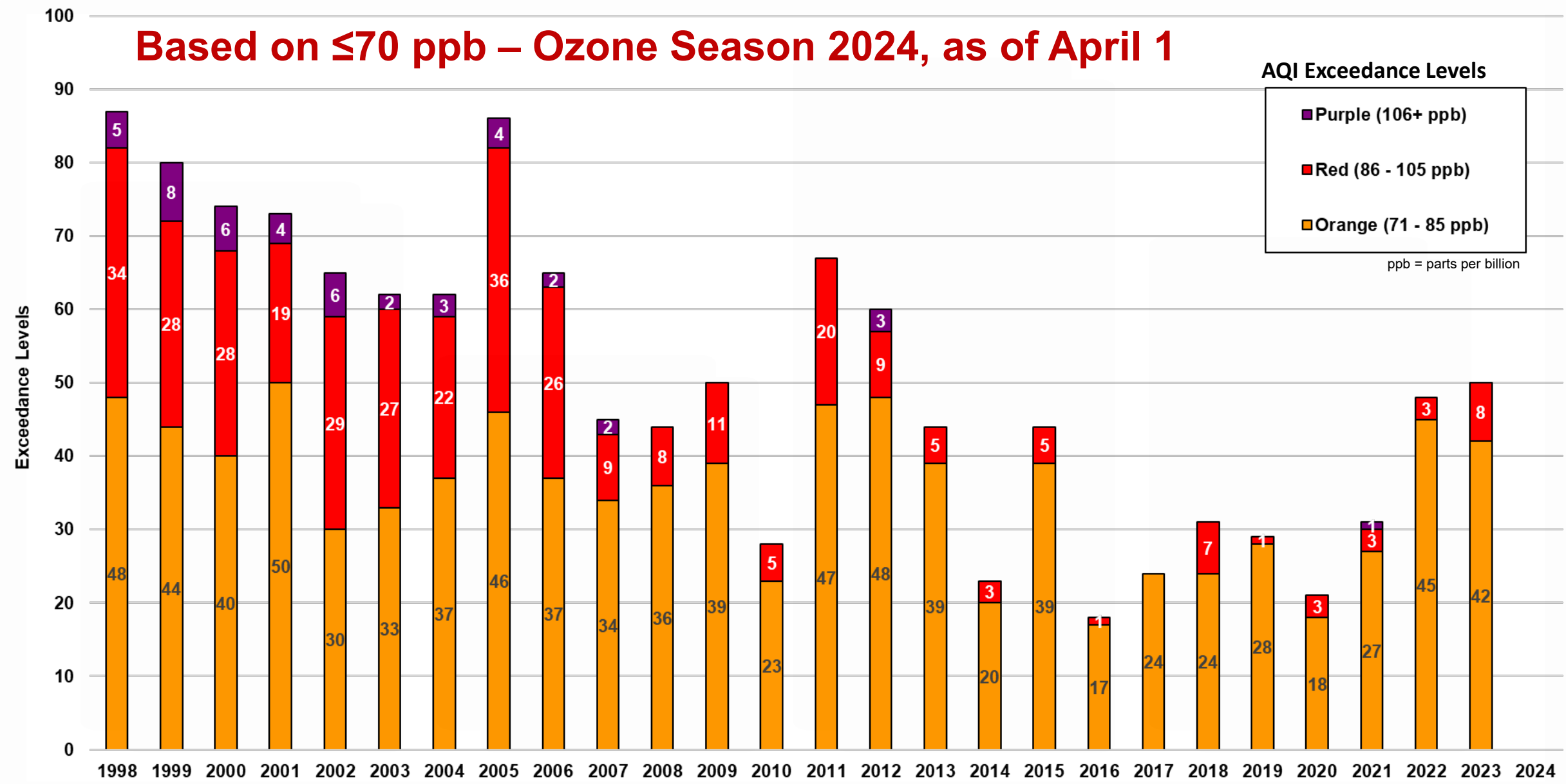
- Building partnerships with local emergency response agencies
- Reducing upstream traffic accidents
- Improving the efficiency of the transportation systems
- Improving air quality in the Dallas-Fort Worth Region
- Enhancing safety for emergency personnel

Register at: www.nctcog.org/TIMTraining

Contact: CFoster@nctcog.org | 817-608-2330

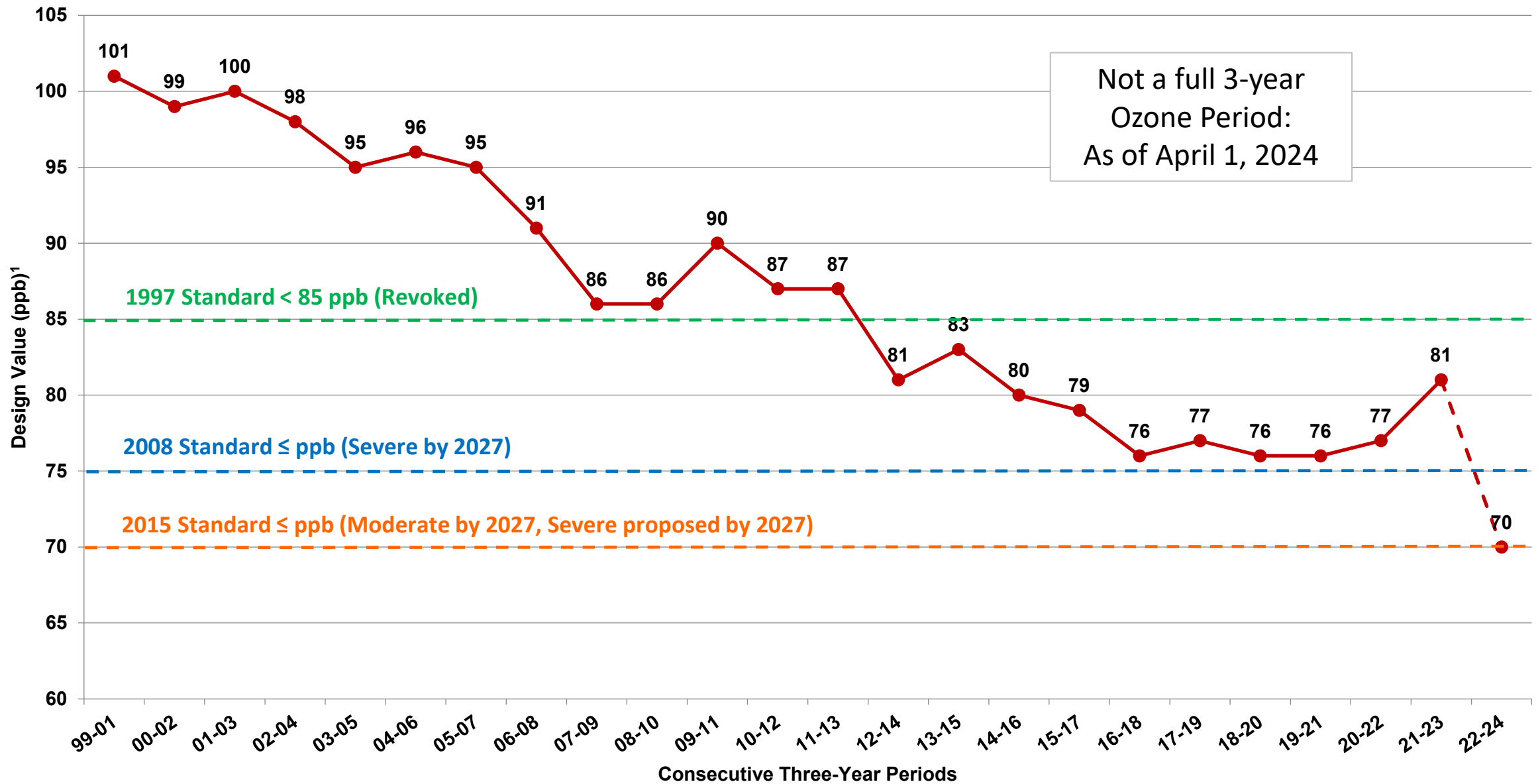


8-HOUR OZONE NAAQS HISTORICAL TRENDS



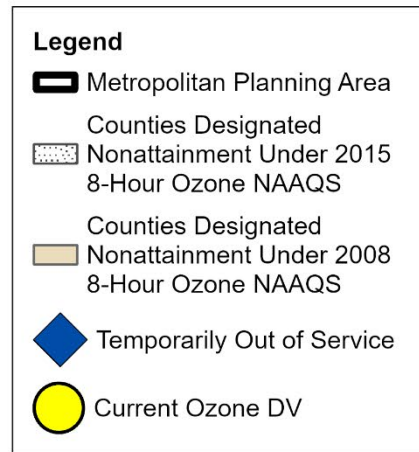
Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

8-HOUR OZONE NAAQS HISTORICAL TRENDS

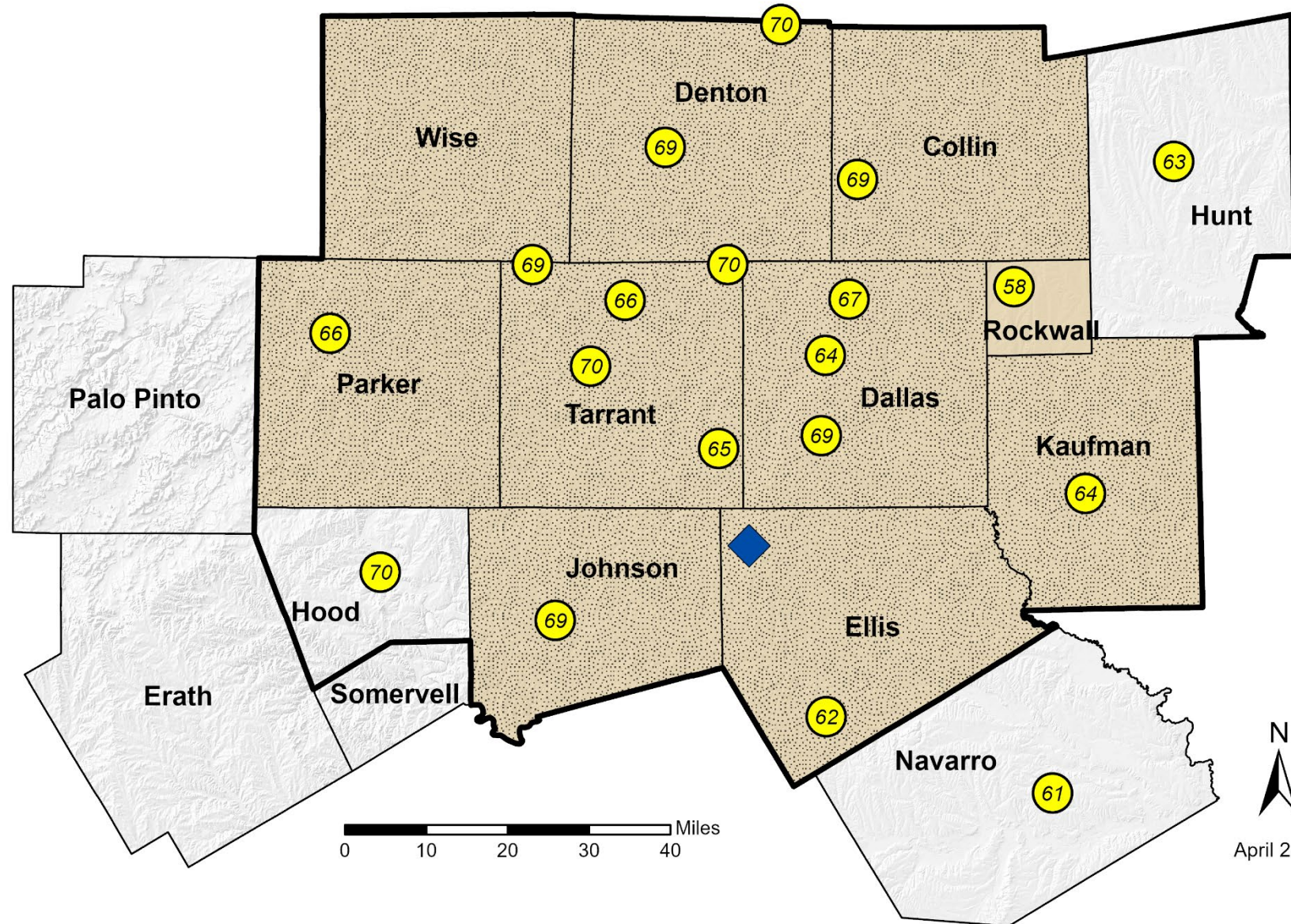


¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the Design Value (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

8-HOUR OZONE NAAQS DESIGN VALUES



As of April 1, 2024



North Central Texas
Council of Governments

FOR MORE INFORMATION

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

MULTIMODAL DELIVERY SHOWCASE



The public is invited to join the City of Arlington and project partners for live demonstrations and to learn more about an exciting new project to test the delivery of essential food items to Arlington residents via autonomous vehicles and uncrewed aircraft systems.

May 8, 2024
5:30 - 7:00 PM

Bob Duncan Center/Vandergriff Park
2800 S. Center St.
Arlington, TX 76014



The project is funded by:



U.S. DEPARTMENT OF
ENERGY

Final Scope of Grant Proposal to the EPA

Climate Pollution Reduction Grant Program

TCEQ Application Requested \$500M

NCTCOG Proposal Requested \$199 Million to Compete in Different Category than TCEQ

Sector	Funding Requested
Transportation	\$122 M
Energy	\$20 M
Water/Wastewater	\$17 M
Resource (Waste) Management	\$23 M
Agriculture/Forestry/Land Use	\$17 M
Total	\$199 M

Implementation Grants Request – Transportation Measures

Measure	Minimum Funding (Tier B)	Maximum Funding (Tier A)
Active Transportation Program	\$10M	\$25M
Clean Vehicle & Equipment Program*	\$37M	\$60M
Enhanced Regional Traffic Signal Timing Program	\$10M	\$20M
Green Purchasing/Green Construction Program	\$10M	\$20M
LED Streetlighting Program	\$5M	\$5M
Transit Enhancement Program	\$10M	\$25M
Truck/Rail Flow Optimization Program	\$25M	\$64M
Urban Heat Island and Green Spaces Program	\$15M	\$25M
Total Funding for Transportation Measures	\$122M	\$244M

**Includes funding to upgrade refuse hauling vehicles, which is a measure in the Waste Management Sector but will be implemented as part of this Transportation Sector measure*



Implementation Grants Request – Energy Measures*

Measure	Minimum Funding (Tier B)	Maximum Funding (Tier A)
Public Sector Energy Efficiency and Refrigerant Transition Program	\$8M	\$17M
Residential Efficiency Rebate Program	\$2M	\$3M
Distributed Energy and Resilience for Public Entities	\$10M	\$20M
Total Funding for Energy Measures	\$20M	\$40M

**Includes funding for staff administrative efforts to manage and implement the grant*



Implementation Grants Request – Water/Wastewater Measures*

Measure	Minimum Funding (Tier B)	Maximum Funding (Tier A)
Green Infrastructure Implementation Projects	\$6 M	\$10 M
Water & Wastewater Energy Upgrade Projects	\$11 M	\$19 M
Effluent Reuse Projects	\$0 M	\$5 M
Total Funding for Water/Wastewater Measures	\$17 M	\$34 M

**Includes funding for staff administrative efforts to manage and implement the grant*



Implementation Grants Request – Resource (Waste) Management Measures*

Measure	Minimum Funding (Tier B)	Maximum Funding (Tier A)
Western Regional Resource Management Facility, Phase 1	\$11 M	\$22 M
Expand Regional Recycling Facility Projects	\$6 M	\$12 M
Expand Regional Composting Facility Projects	\$6 M	\$12 M
Total Funding for Resource (Waste) Management Measures	\$23 M	\$46 M

**Includes funding for staff administrative efforts to manage and implement the grant*



Implementation Grants Request – Agriculture/Forestry/Land Use Measures*

Measure	Minimum Funding (Tier B)	Maximum Funding (Tier A)
Urban Forest Canopy Expansion Projects	\$7 M	\$14 M
Regional Green Space & Agriculture Implementation Projects	\$5 M	\$10 M
Riparian Improvement Projects	\$5 M	\$10 M
Total Funding for Agriculture/Forestry/Land Use Measures	\$17 M	\$34 M

**Includes funding for staff administrative efforts to manage and implement the grant*



Contact Information

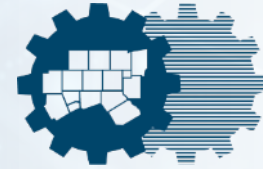
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NCTCOG PRESENTATION

Local Clean Air Project Spotlight

Regional Transportation Council

April 11, 2024

North Central Texas Council of Governments

Project Spotlight – Kenan Advantage Group

Awarded Project	Two All-Electric Class 8 Day Cab Trucks
Technology Replaced	Two Diesel Class 8 Day Cab Trucks
Project Geographic Area	Irving (Dallas County)
Implementation Date	October 2023
Awarded Amount Total Project Cost	\$395,794 \$879,542
Call for Projects	North Texas Clean Diesel Project
Funding Source	Environmental Protection Agency



Project Spotlight – Kenan Advantage Group



All-Electric Truck Front Profile



All-Electric Truck with Charging Station



All-Electric Truck with EV Label



Contact Us



Valerie Alvarado
Intern

VAlavardo@nctcog.org | 817-640-4428



Jason Brown
Principal Air Quality Planner

JBrown@nctcog.org | 817-704-2514



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

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

This report is a compilation of comments submitted by members of the public from Tuesday, Feb. 20 through Tuesday, March 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email, online and in person at the monthly Regional Transportation Council (RTC) meeting.

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

In addition, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. This tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 30 new comments related to bicycle and pedestrian, roadway and transit conditions. You can view these new comments as well as past comments by visiting:

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

Air Quality

Facebook

1. Ready to make a difference? Visit AirNorthTexas.org to learn more about our #AirQuality initiatives! — NCTCOG Transportation Department



I bicycle to work, and plan on using public transportation more. — Mark Metcalf

2. Nobody wants to spend more on fuel than they need to. If you have an eco-mode, enable it! Learn more at ntxcarcare.org #CarCareAwareness #NTXCarCare #TipTuesday — NCTCOG Transportation Department



We have to save on gas because TEXpress lanes, which you backed, are putting us in the poor house. — Wm Atkins

Alternative Fuel Vehicles

Twitter

1. #Texas, we need a few more respondents to reach our State goal! Our nonprofit wants to hear your perspective on #electricvehicles. Help us in less than 15 minutes, and you could win a \$250 Visa gift card. Learn more here 🖱️ <https://buff.ly/4a2YKEI> #driveelectric #ev — Plug In America (@pluginamerica)



We'd love any help you can offer @AlamoAreaCOG @NCTCOGtrans @LoneStarCFA — Plug In America (@pluginamerica)

Bicycle/Pedestrian/Sustainable Development

Instagram

1. Join our Bike & Roll promotion packed with toolkits, safety resources and giveaways! Pledge your school's participation today at brtsd.vista.page (link in bio). Don't miss out on the chance to win FREE safety-themed giveaways and a new bike! Signups close March 29. 🚲📦

#BikeRollToSchoolDay #SafeRoutesToSchool #BikeToSchool #ActiveTravel #NorthTexas #DFWSchools #teachersofIG #EDchat — NCTCOG Transportation (@nctcogtrans)



Will you be funding infrastructure improvements to make it safer to be a cyclist or pedestrian? Or is it just more “watch for cars, y'all”? — Philip Goss (@gosspl)

@gosspl Thank you for your comments. Bike & Roll to School Day is intended to encourage school-aged children to safely walk and bike to school. NCTCOG has awarded more than \$150 million for nearly 90 bicycle/pedestrian or Safe Routes to School infrastructure projects through the federal Transportation Alternatives Program. Another funding round is coming in 2024/2025. www.nctcog.org/TAP — NCTCOG Transportation (@nctcogtrans)

@nctcogtrans and how many billions on street / highway widening projects? — Philip Goss (@gosspl)

Thank you for raising this important question. At NCTCOG, we're committed to fostering safe and accessible transportation options for everyone. It's important to note that while a significant portion of our budget is allocated to maintaining and expanding roadways to accommodate growing traffic (about \$50 billion in the current long-range plan overall), federally funded roadway projects must include consideration and incorporation of pedestrian and bicycle infrastructure. This means that even though funds may be primarily allocated for road expansion, they also contribute to improving bike and pedestrian access. Cross-benefits like these make it difficult to use a single number as a benchmark. Also of note, spending categories are often directly tied to revenue sources that are restricted to certain uses, and funding is strategically prioritized to address regional needs as set by the Regional Transportation Council (RTC). The RTC prioritizes projects that offer direct or indirect regional benefits, leveraging federal and State dollars with local funding to support a comprehensive regional network. Although localized/neighborhood-level projects fall under the jurisdiction of local governments, NCTCOG offers planning and funding support through initiatives like those mentioned in our earlier response. Regarding pedestrian and bicycle projects specifically, we prioritize limited local funding for these projects, allowing us to move them expeditiously toward implementation without the administrative burden associated with federal and State funding (which can take years to implement). This approach ensures that we can effectively address regional priorities for active transportation. — NCTCOG Transportation (@nctcogtrans)

Other

Facebook

1. "There are three different projects in Fort Worth to preserve Black history in the city and beyond, and organizers say it may make the city a hub for Black history." Read more: — NCTCOG Transportation Department



Art is an important part of our collective humanity. What an amazing proposal. — North Central Texas Area Agency on Aging

Email

1. Jim Rivers

The stadium is to be named "DALLAS". Does the city of Arlington have no pride? The Dodgers and Giants baseball teams changed their names to the city where they moved to. The "Dallas Cowboys" are in Arlington. The Texas Rangers are in Arlington. ARLINGTON IS INVISIBLE!

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 1 for comments submitted via Facebook.

Instagram

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



Literally everyone drives we are forced to and have zero other options, thanks Texas government — Ben 🍷 (@benn_bixx611)

Roadways

Twitter

1. Last night we were honored to join the members of the Lake Country POA to discuss some very exciting infrastructure projects in Northwest @TarrantCountyTX. Through our public and private partners, we are proud to bring more than \$200m of investment into this corridor that will directly impact mobility and quality of life. — Manny Ramirez (@MannyRamirez_TX)



2. DALLAS - We're at @SPSCC1600 until 730p tonight w/updates to I-345 Connects project. If you can't stop by in person... visit <http://345connects.com> to view materials online. Comment period through April 5. #DFWTraffic @CityOfDallas @NCTCOGtrans — TxDOT Dallas (@TxDOTDallas)



Transit

Email

1. Zach Middleton

You recently posted announcements regarding proposed service changes that MIGHT happen sometime in late 2024. One of those included adding increased service along Forest Lane. That needs to happen YESTERDAY.

Here we are again in March and, just like every year, you're already canceling multiple buses at a time, leaving YOUR PAYING CUSTOMERS stranded for an hour or more at a train station during rush hour.

Just admit it, you JUST. DON'T. CARE. about your customers. Whether it's a refusal to use millions in extra money to improve your infrastructure or guarantee safety (which just gets laughably worse), no amount of money or bad PR seems to light a fire under you.

I just can't wait to be baking in the 110 sun this July, hoping that a bus shows up. Remember, you need to get up every morning and look yourselves in the mirror and tell yourselves what failures you are (and have been for years).

SHAME ON YOU. YOU ALL NEED TO BE FIRED.

PS to Jeamy Molina...I was the one on the same news broadcast as you. I just can't even imagine how you brace yourself to look into that camera and tell bald-faced lies like you do.

Facebook

1. The new TRE Trinity Lakes train station opened this week! The station, located in east Fort Worth near Loop 820 and Trinity Boulevard, is part of a plan "to develop the area as a local destination centered around public transit." Read more about it here: <https://bit.ly/3uAqhgS>
@Trinity Metro — NCTCOG Transportation Department




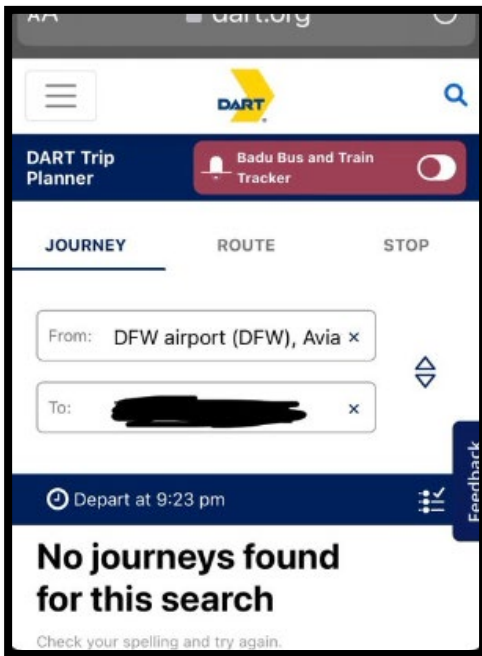
When will you extend south towards Granbury Rd and I-20...and Burleson, Crowley, Cleburne area? — Jimmie Hackworth

Thank you for your interest in commuter rail expansion! The extension of Trinity Metro's TEXRail line is anticipated to open the Near Southside station as soon as 2026. Mobility 2045 -2022 Update, the regional Metropolitan Transportation Plan, recommends extending this line to McPherson Blvd. in far Southwest Fort Worth and developing a new line from Downtown Fort Worth to Cleburne, through the western edge of Burleson. However, due to funding constraints and other challenges, these two corridors are not expected to begin service until around year 2045. We are currently working to identify opportunities for both services to move forward, including coordination with interested communities on how to develop compatible land uses and connected transportation networks around future station locations. For more information on the extension to Near Southside Station, please visit the Trinity Metro web page on this topic: <https://ridetrinitymetro.org/textrail-extension/>. — NCTCOG Transportation Department

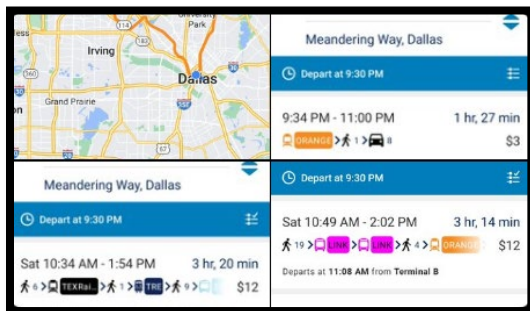
Thanks for the update. That's really sad. There's thousands of us who can't really benefit from this until the train is closer. — Jimmie Hackworth

Twitter

1. Councilmember in #Austin returning from same conference I was at in DC wonders how long it will take to get home from airport on public transit. Sadly, if I landed at DFW right now, there is literally no way to get home on DART. Dallas pays \$425 million/yr for this service. — Cara Mendelsohn  (@caraathome)



There's an app usability issue that @dartmedia & @DFWAirport need to work together to fix. Searching "DFW Airport" on maps always yields multiple results. You need to make sure to pick specifically "DFW AIRPORT STATION" in all caps. Cc: @NCTCOGtrans — Dallas Urbanists (@DallasUrbanists)



2. Express bus route between southeast Fort Worth and Alliance will cater to commuters — Dallas Morning News (@dallasnews)



Hopefully with this express bus, there might be some @NCTCOGtrans funding for @RideDCTA's 63X (North Texas Express) from Alliance northbound to UNT/Denton. Gives an alternative for Tarrant County commuters north to Denton. — Eddie Sigala 🖋️👉👉👉 UAUS (@eduardokenya)



NCTCOG Transportation Department

March 7 at 2:47 PM · 🌐

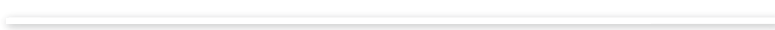


Tell us how the Dallas-Fort Worth transportation system is working for you! 🚗🚲🚶

[#ConnectNorthTexas](#) [#PlaninProgress](#)



0:01 / 0:30



PUBLICINPUT.COM/MOBILITY2050

Take the Survey: DFW Mobility

Mobility 2050 Survey

[Learn more](#)

No insights to show ■

[Boost a post](#)





Like

Comment

Share

All comments



Write a comment...



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!

1w

Like

Reply

Edited

4



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 roads.....and we now have driverless cars and TRUCKS!

5d

Like

Reply

2



Kayla Rae Sikora

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

21h

Like

Reply



Kayla Rae Sikora

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

21h

Like

Reply



Reply to Sterling Page Lauer...



Lauri John

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

4d

Like

Reply

5



Gordon Scruggs

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

4d

Like

Reply



Joe Tarkington

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





1



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 roadw... [See more](#)

3d Like Reply 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.

4d Like Reply

10



Reply to Lauri John...



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.

6h Like Reply



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!

4d Like Reply Edited 11



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 ter... [See more](#)

22h Like Reply



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.

22h Like Reply



Reply to Bill Cahill...



Paula Dee Silvers



1

21h Like Reply

3



Reply to Cynthia Phagan Bittick...

**Patty Carten Bravo**

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

2d Like Reply

2

**James Simmons**

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

23h Like Reply

**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!!!

4d Like Reply Edited

3

**Kayla Rae Sikora****Cynthia Phagan Bittick** 15 minute cities with DFW. Absolutely agree.

21h Like Reply



Reply to Cynthia Phagan Bittick...

**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 expenditures for things like buses and light rail trains would be better spent subsidizing the use of Uber and other similar services or helping the poor buy entry-level vehicles. From a time-needed perspective to travel from point A to Point B around town, nothing beats a car in Dallas!

2d Like Reply Edited

5

**Dean Dameron**

HWY 174 in Burleson needs to be totally reworked.

2d Like Reply

**Valerie Tj**

Denton sidewalks in my area don't exist!

4d Like Reply

**Mi Licater**

It is bankrupting us. Thanks for asking.

5d Like Reply





Gordon Scruggs

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

20h

Like

Reply



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.

13h

Like

Reply



Gordon Scruggs

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

13h

Like

Reply



Mi Licater

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

13h

Like

Reply

Edited



Reply to Gordon Scruggs...



Reply to Mi Licater...



Kit Behringer

Need to fix the holes in the freeways

4d

Like

Reply

3



Gordon Scruggs

Kit Behringer you can thank your state legislators for that.

4d

Like

Reply

3



Reply to Kit Behringer...



Brenda Allen

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

2d

Like

Reply

3





1



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...

2d Like Reply 3



Wm Atkins

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

Toll Roads

1w Like Reply

6



Gordon Scruggs

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

4d Like Reply



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.

4d Like Reply 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.

3d Like Reply



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.

3d Like Reply Edited

2



Gordon Scruggs

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

3d Like Reply



Wm Atkins

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





1



Wm Atkins

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

3d Like Reply



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. Witho... **See more**

3d Like Reply Edited



Wm Atkins

Cynthia Phagan Bittick 183 is a federal highway.

3d Like Reply



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>



3d Like Reply Edited



Wm Atkins

Apparently TxDot can't get their facts straight.

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



3d Like Reply



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. [OBJ]

2d Like Reply



Reply to Gordon Scruggs...



Reply to Wm Atkins...





1



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.

5d Like Reply

2



Gordon Scruggs

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

4d Like Reply



Steve Miller

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

4d Like Reply



Gordon Scruggs

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

4d Like Reply



Reply to Gordon Scruggs...



Reply to Steve Miller...



Rob Dentremon

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.

4d Like Reply



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 too 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 !

4d Like Reply

4



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.

21h Like Reply



Reply to Billy Hall...





1

**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.

4d Like Reply

3

**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.

3d Like Reply

**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 choose to add lanes to highways which only adds more cars.

3d Like Reply



Reply to Joe Tarkington...



Reply to Debbie Greenlee...

**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.

19h Like Reply Edited

**Sissy Coco**

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

6d Like Reply

**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.

5d Like Reply Edited

4

**Gordon Scruggs**

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




1

**Wm Atkins**

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

3d Like Reply

**Gordon Scruggs**

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

2d Like Reply



Reply to Gordon Scruggs...



Reply to Joe Winton...

**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.

3d Like Reply

**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.

3d Like Reply

**Pat Roth Gouldy**

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.

3d Like Reply 3 

**Mi Licater**

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

13h Like Reply



Reply to Pat Roth Gouldy...

**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.





1



Terry Dunning

What transportation system?

5d

Like

Reply

6



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.

5d

Like

Reply



Gordon Scruggs

Terry Dunning the North Central Texas transportation system includes the highway, rail, and air systems. [OBJ]

4d

Like

Reply



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.

4d

Like

Reply



Gordon Scruggs

Rob Dentremont it includes associated facilities like bike lanes, sidewalks and trails, and intersections of these facilities. [OBJ]

4d

Like

Reply



Rob Dentremont

Gordon Scruggs thanks for adding those.

2d

Like

Reply



Sterling Page Lauer

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

1h

Like

Reply

Edited



Reply to Terry Dunning...



Joe Tarkington

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

1w

Like

Reply

Edited

6



Chap Dan Mel-dez

Joe Tarkington easier to control if it's local



1

**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.

6d Like Reply

4

**Chap Dan Mel-dez**

Joe Tarkington oh I know oh I know.

6d Like Reply



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.

5d Like Reply

**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. [OBJ][OBJ]

4d Like Reply



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.

18h Like Reply



Reply to Joe Tarkington...





1

**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?

1w Like Reply 4

**Jere Tucker**

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

1w Like Reply

4

**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...

1w Like Reply

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.

4d Like Reply

**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 in... [See more](#)

4d Like Reply

**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."

4d Like Reply

**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.

4d Like Reply

**Rob Dentremont**

Gordon Scruggs they are just happily earning a paycheck while



1

2d Like Reply



Gordon Scruggs

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

2d Like Reply



Rob Dentremont

Gordon Scruggs please define "improve."

2d Like Reply



Gordon Scruggs

Rob Dentremont improve=increase capacity to meet future demand.

2d Like Reply



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:... [See more](#)



WIRED.COM

What's Up With That: Building Bigger Roads Actually Makes Traffic Worse

2d Like Reply



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. [\[OBJ\]](#)

2d Like Reply



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 ... [See more](#)

2d Like Reply



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](#)





1



NCTCOG.ORG

Input Opportunities for Mobility 2050

18h Like Reply



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.

13h Like Reply



Reply to Rob Dentremont...



MINUTES**Regional Transportation Council
PUBLIC MEETING****Broadband as a Transportation Service****Recent Grant Awards for Hydrogen and Electric Vehicle Infrastructure Projects****Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP)****Bike to School Day****Changing Mobility: Data, Insights, and Delivering Innovative Projects
During COVID Recovery****Modifications to the FY2024 and FY2025 Unified Planning Work Program****Start of 2024 Ozone Season****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, March 11, 2024, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogMarch24. Amanda Wilson, Senior Program Manager, moderated the meeting attended by 52 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:

- Broadband as a Transportation Service – **presented by Connor Sadro**
- Recent Grant Awards for Hydrogen and Electric Vehicle Infrastructure Projects – **presented by Joslyn Billings**
- Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP) – **presented by Savana Nance**
- Bike to School Day – **presented by Shawn Conrad**
- Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery – **presented by Amanda Wilson**

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/nctcogMarch24.

Summary of Presentations

Broadband as a Transportation Service presentation:

<https://www.nctcog.org/getmedia/3e4d9249-ec5e-45a0-9bcd-00bf61e84dbd/Broadband-as-a-Transportation-Service.pdf>

Digital equity efforts strive to enhance internet access, particularly in underserved areas. This not only improves access to crucial services like workforce, education and healthcare but also fosters economic development. Texas is actively investing in broadband infrastructure, with the Broadband Development Office receiving substantial federal funding. Municipalities like Mont Belvieu have challenged regulations to establish local broadband services, while others have focused on middle-mile fiber optics to enhance connectivity.

The NCTCOG Transportation Department held a broadband roundtable discussion with key stakeholders to discuss plans for fiber optic infrastructure and digital training programs. Recommended action items include coordinating data collection, creating a policy committee and developing outreach and educational strategies. Moreover, a pilot project with the City of Fort Worth aims to enhance broadband infrastructure, adoption and digital skills training in underserved communities.

Recent Grant Awards for Hydrogen and Electric Vehicle Infrastructure Projects presentation:

<https://www.nctcog.org/getmedia/b85a9266-b62c-4891-aa6d-51b02f25b81e/Recent-Grant-Awards-for-Hydrogen-and-Electric-Vehicle-Infrastructure-Projects.pdf>

Several initiatives have recently received funding to advance clean transportation technologies for infrastructure projects involving hydrogen and electric vehicles.

Through financing and education, clean vehicle initiatives seek to encourage the use of alternative fuel and zero-emission vehicle technologies. The goal of infrastructure readiness and planning is to guarantee inexpensive and easily accessible infrastructure, especially for charging electric vehicles. Initiatives focusing on Energy Integration & Community Readiness seek to inform local authorities about the importance of promoting clean transportation and reducing adverse grid effects.

The North Texas Equitable Electric Vehicle Infrastructure Project (NTx-EEVI), which intends to construct up to 100 charging ports with an emphasis on Justice40 areas, is one notable project. Five medium- to heavy-duty hydrogen refueling stations are to be built as part of the Texas Hydrogen and Electric Freight Infrastructure Project (Tx-HEFTI). These and other projects demonstrate the dedication to developing clean transportation and infrastructure across the country.

For information on electrification, funding sources and ways to get involved, visit www.dfwcleancities.org.

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

<https://www.nctcog.org/getmedia/bcb8a25f-ac81-4f65-a696-6d125bbe92ef/DFW-Air-Quality-Improvement-Plan.pdf>

The Environmental Protection Agency's (EPA) Climate Pollution Reduction Grant (CPRG) Planning Grants Program has allocated \$1 million to develop and implement plans to reduce greenhouse gases (GHGs) and other pollutants. NCTCOG is leading this effort for the Dallas-

Fort Worth region, with the CPRG Implementation Grants Application due by April 1, 2024, and a Comprehensive Climate Action Plan (CCAP) due by summer 2025.

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

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

Visit www.publicinput.com/dfwaqip to learn more about DFW AQIP and explore public input opportunities.

Bike to School Day presentation:

<https://www.nctcog.org/getmedia/891189bb-b53e-44f2-ba72-54635a13c512/Bike-2-School-Day.pdf>

Bike & Roll to School Day will be held on May 8, 2024. This event aims to promote active transportation to school by emphasizing the importance of bicycles and other rolling modes of transportation. Schools can increase participation by organizing activities, such as bicycle trains, bike rodeos and park-and-ride programs. Students can take part in safety pledges and raffles to win prizes designed to encourage them to continue biking to school. Schools can register on the Safe Routes to School National Partnership website to receive support from NCTCOG: www.nctcog.org/walkbikeroll.

Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery presentation:

<https://www.nctcog.org/getmedia/61586f37-0d8b-439b-9912-9136c2c5acea/Changing-Mobility.pdf>

Changing Mobility is an effort to compare transportation trends during the pandemic to the previous 12 months. While the majority of transportation modes have returned to or exceeded pre-pandemic levels, transit is still recovering slowly. Changes in travel behavior, such as more flexible schedules and more midday travel, point to a shift in commuting patterns that will be monitored and analyzed to inform transportation planning and policy decisions. These trends will continue to be monitored and reported to the Regional Transportation Council twice a year.

Summary of Online Review and Comment Topics

Modifications to the FY2024 and FY2025 Unified Planning Work Program handout:

<https://www.nctcog.org/getmedia/3503e50d-407d-442b-803d-73730e2129ab/Modifications-to-the-FY2024-and-FY2025-Unified-Planning-Work-Program.pdf>

The Unified Planning Work Program (UPWP) summarizes transportation activities for NCTCOG's metropolitan planning area, which covers a 12-county region. It is divided into five major task areas:

- Administration and Management
- Transportation Data Development and Maintenance

- Short-Range Planning and Programming and Air Quality and Transit Operations
- Metropolitan Transportation Plan
- Special Studies and System Operations

The proposed modifications to the Fiscal Year 2024 and 2025 UPWP address project updates and funding adjustments. The Surface Transportation Technical Committee (STTC) will take action on the FY2024 and FY2025 UPWP modifications on Friday, March 22, 2024.

Start of 2024 Ozone Season handout:

<https://www.nctcog.org/getmedia/acf9b1fb-e63e-4718-acb9-ee2a757d7e16/Start-of-2024-Ozone-Season.pdf>

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

North Texas is currently under two ozone standards, one for 2008 and one for 2015. Because the region did not meet attainment for either standard, NCTCOG staff is preparing for the region to be reclassified from marginal to moderate under the 2015 standard and from serious to severe under the 2008 standard. Staff expects the attainment deadline for the new classifications to be no later than July 20, 2027 for the 2008 standard and no later than August 3, 2024 for the 2015 standard.

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

COMMENTS RECEIVED DURING THE MEETING

Recent Grant Awards for Hydrogen and Electric Vehicle Infrastructure Projects

Wyatt Paradise, Citizen

- A. Hydrogen/electric vehicle (EV) fueling stations

Comment: For Texas to stay at the forefront of innovation, especially due to its rapid growth, the implementation of hydrogen fueling stations and EV stations are a necessity. This would also provide an incentive for Texas natives to remain in Texas.

Summary of response by Joslyn Billings: Thank you for your comment. The large amount of hydrogen manufacturing in Houston played an important role in our decision to choose hydrogen. We're trying to keep as much revenue as possible within the State of Texas

Samuel, Citizen

- A. Funding Allocations for alternative fuel vehicles

Question: Why would we waste money on hydrogen infrastructure when it has proven useless so far and doesn't have a reasonable chance of competing with electric vehicles?

Summary of response by Joslyn Billings: Thank you for your comment. The hydrogen refueling stations are for medium to heavy-duty vehicles. As EVs become more difficult to transition to in those areas due to the weight and size of the batteries, the industry is turning to hydrogen to meet that demand. We are still investing heavily in EVs, but for medium and heavy-duty vehicles, we are switching to hydrogen. This is all very new, so there isn't much information available. It will take about five years to complete this project.

Ron Royer, Citizen

A. Hydrogen fueling station funding

Question: After reading: "About \$70 million will be used to build five hydrogen fueling stations across DFW, Houston, Austin and San Antonio.", I was stunned to see the large investment in hydrogen stations which must cost \$14 million each (!! at \$70m/5). What number of hydrogen-powered vehicles will this support vs. the much smaller investment in EV chargers? Are hydrogen vehicles school buses? garbage trucks? local delivery trucks? I have owned an EV for the last 5 years and am solidly behind moving away from fossil fuels for transportation to provide cleaner air for my children and grandchildren. Just questioning the apportionment of funds to the various technologies.

Summary of response by Joslyn Billings: Thank you for your comment and support for alternative fuels. Hydrogen refueling stations are significantly more expensive to build than EV charging stations, at least for the time being, which is why there is more available funding for hydrogen. This federal program is open to both EVs and hydrogen. We applied for the maximum amount possible. I have yet to hear of any hydrogen-powered school buses, but local delivery trucks are being manufactured and sold. Nikola is a recent example, but there are other manufacturers as well. This is all very new, and we're attempting to develop it while the vehicles are being developed. We are applying for as many alternative fuels funding opportunities as possible.

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

TRANSPORTATION

PUBLIC MEETING

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

PRESENTATIONS

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas

NCTCOG is working on the next long-range Metropolitan Transportation Plan (MTP). Staff has initiated the development of Mobility 2050 and will provide an overview of key considerations and public input opportunities. For more information, visit: www.nctcog.org/PlanInProgress.

DOE Multimodal Delivery Project

NCTCOG is participating in a City of Arlington led effort 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, 6-foot-long battery powered drones that can carry nearly nine pounds, and autonomous delivery robots with a cargo bay. Staff will provide information about the project, upcoming demonstration opportunities, and more.

Regional Roadway Safety Update

As the Metropolitan Planning Organization for North Central Texas, NCTCOG is required to set regional targets for roadway safety. These targets are used to track and report on the region's performance through existing documents such as the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and the State of the Region report. Staff will provide an update on the proposed 2024 safety targets.

Bridging Highway Divides for DFW Communities Federal Grant Award

Through the Neighborhood Access and Equity (NAE) grant program, the US Department of Transportation (USDOT) recently awarded NCTCOG \$80 million to build the foundational infrastructure for four pedestrian connection projects in the area. Building upon what already exists, Klyde Warren Park and Southern Gateway Park are expansion projects. New investments are located near McKinney's downtown on SH 5 and Dallas IH 30. Every project will improve residents' options for non-automotive transportation and reduce or remove major highway barriers.

Vehicle Emissions Reduction Initiatives

Staff will present strategies for reducing air pollution, including information about the Car Care Awareness (CCA) campaign and Engine Off North Texas program. CCA educates vehicle owners and the general public about proper vehicle maintenance practices, Engine Off North Texas aims to mitigate the effects of unnecessary vehicle idling. Citizens can actively contribute to improving regional air quality by reporting heavy-duty vehicle idling. For more information, visit: <https://www.nctcog.org/trans/quality/air/For-Everyone>.

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/nctcogApril24, or participate via phone by dialing 855-925-2801 then code 10201.



RESOURCES & INFORMATION

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

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

Try Parking It:
tryparkingit.com

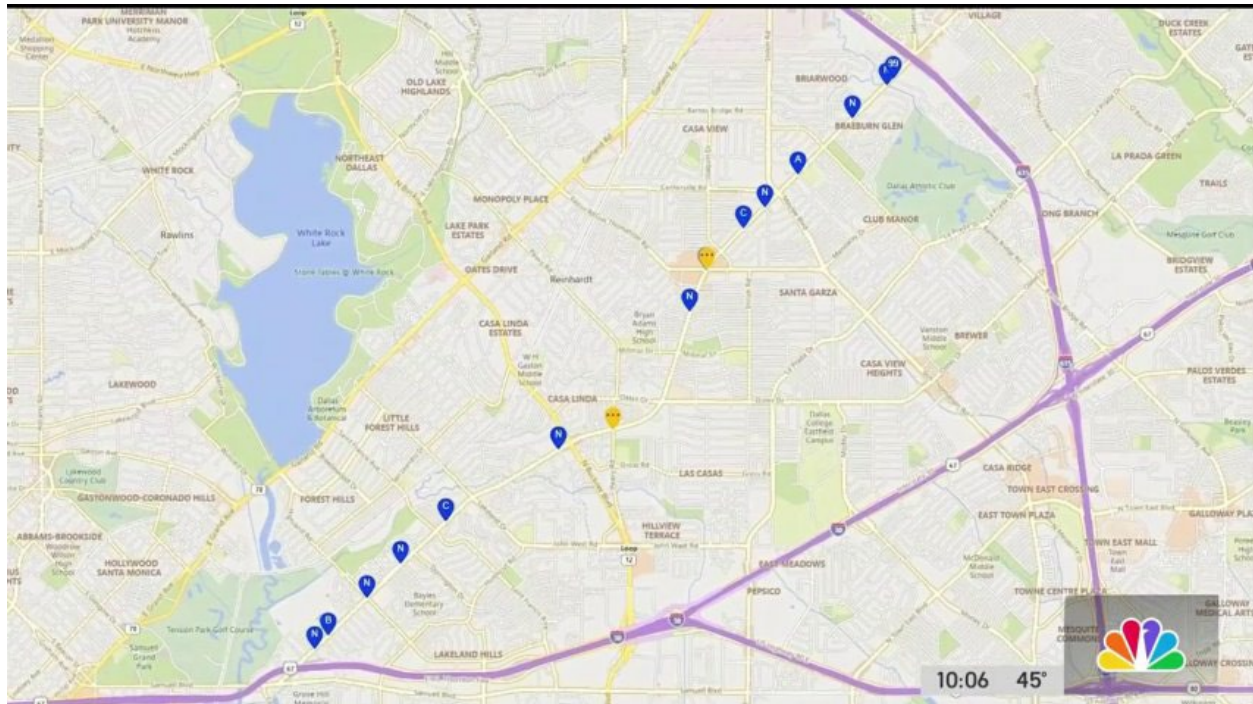
Business Engagement Program:
publicinput.com/nctcogbusinessengage

NBCDFW

DALLAS RESIDENTS HEAR CITY'S PLAN TO ADDRESS TRAFFIC DANGERS ON FERGUSON ROAD

City is not recommending that the road be narrowed to reduce high speeds despite that recommendation from a consultant

By Scott Friedman & Eva Parks



East Dallas residents turned out at a meeting Thursday night to express concerns about safety on Ferguson Road, including speeding, right light running and a lack of pedestrian safety.

“The cars are going 50 and 60 mph and the kids are in this skinny little median,” said Dana Pendergraft, who lives near the busy six-lane corridor.

Dallas County Commissioner Theresa Daniel was in the crowd and shared her experiences. She also lives along Ferguson Road.

“And so I hear the speeding cars that start at about 10 o’clock at night and you hear the revving of the engines,” Daniel said.

An **NBC 5 Investigates** analysis of TxDOT crash data found in just the first eight weeks of 2024 there have already been at least 22 crashes on Ferguson. Four were speed-related and in one case a pedestrian was hit.

At the meeting, the city’s transportation department presented the results of a traffic study that’s supposed to address the dangers. The study showed about 1,000 traffic crashes on Ferguson Road in five years.

Assistant Transportation Director Auro Majumdar said over the next one to three years, the city hopes to install pedestrian hybrid beacons to stop traffic for pedestrians at several key locations

that lack safer pedestrian crossings. This includes the intersection of Ferguson and Materhorn Drive, a location where **NBC 5 Investigates** saw Dallas ISD students running across six lanes of traffic. The city painted a crosswalk at that location not long after our report highlighted the dangers.

The transportation department also said it would work to remove old concrete street light bases that pose an added danger in the median.

NBC 5 Investigates saw a crash involving one on a recent trip down the road.

However, the plan presented Thursday did not include one possible solution **NBC 5 Investigates** has reported the city's consultants recommended.

The city is not recommending that the road be narrowed to reduce high speeds, even though **NBC 5 Investigates** has reported a draft from the city's consultant recommended that for parts of Ferguson Road.

Majumdar said staff is concerned it might push too much traffic into surrounding neighborhoods. But one City Council member who attended Thursday night said she will still pursue a plan to reshape the road.

"I do think that we need to work with better striping and all those things to get safety now - but am I ready to give up going to two lanes each way no," said Paula Blackmon who represents District 9.

City staff said Thursday's meeting was just a first discussion. They want more feedback as they finalize plans. Over the next one to three years the city plans to focus on restriping crosswalks, adding sidewalks to areas that lack them and adding pedestrian beacons. More substantial improvements would take longer, officials said.

Some neighbors who attended Thursday's meeting said they will push for a more aggressive plan.

FACING REZONING, HOMEOWNERS IN FAR NORTH FORT WORTH PLEAD FOR STORES, NOT HOMES

By Jaime Moore-Carrillo

The CVS nestled at the intersection of Diamondback Lane and Sendera Ranch Boulevard floats as the lone retailer in a sea of homes, fields and gas wells.

Fort Worth zoned the 9.39 acres of untouched land hooking around the store for commercial use. In January, a developer keen on breaking into the bustling housing market in the city's far north applied to change the designation, clearing the way for multifamily residences.

Nearby homeowners have fought the effort, hoping to preserve what slivers of space remain for the future retailers they say they desperately need.

Out with the old, in with the old

Two months ago, the land's then-owner [Sendera BK Group LLC](#) applied to [reclassify 13951 Sendera Ranch Blvd. for "medium density multifamily" use](#) on behalf of Dallas-based developer [Journey Capital](#), the current proprietors.

Given the greenlight from city council, Journey plans to replace the site's rubble and overgrowth with a "restricted" housing community for seniors — only those 55 or older need apply (they anticipate a clientele in the 70-plus range).

The development would consist of 91 units split into 33 buildings, ranging from duplexes to "sixplexes," and an array of amenities, including a pool, a community center, and a shuttle service linking it all together.

"Our community is designed to be low impact on the surrounding area, less dense than what is permitted by right, and architecturally consistent with the surrounding area," Masterplan, [a zoning consultancy](#) hired to lobby for the plan, wrote in its application.

Should the city maintain the property's commercial designation, Journey intends to build a variation on the theme: an assisted living facility ringed by small houses, a slightly less homey arrangement that, city planners say, fits with the land's current designation.

The developer [already manages six senior living spaces across the Metroplex](#).

Hopes and needs

Fort Worth's surging growth is feeding an insatiable appetite for homes. Relative quiet and good schools lure many prospective homeowners to the city's northern outskirts.

But as new subdivisions mushroom across old ranch and prairie, some existing communities are left wanting another pillar of suburban life: places to shop.

"What we have is severely lacking in stores," one Sendera Ranch resident told zoning commissioners during a public hearing for the case Feb. 14. "We are one of those areas that fell behind," his partner, standing beside him, later added.

The closest supermarket to the contested site is a Walmart Supercenter, around three miles west. Those craving a bit more variety can make a roughly 20-minute drive south to WinCo or Kroger.

Retailers tend to be reluctant to open shop in areas with fewer homes and less accessible roads. Sendera Ranch struggles on both fronts.

“In the next three years, I don’t anticipate seeing a lot of retailers wanting to come in and use this site,” zoning commissioner Jacob Wurman predicted. “Based on population density and things like that, we’re not going to see the next grocery store show up until the next two and three thousand homes come into play.”

Planned road improvements in the area, [like the expansion of Avondale-Haslet Road](#), will take years to finish, Wurman added. Residents themselves described the frustrations of being [penned in on two sides](#) by railroad tracks, a factor simultaneously driving neighborhood desire for more commerce and potentially limiting its spread.

The developer’s team stressed the point to advance their case.

“They have no desire to be there,” Trenton Robertson, a consultant with Masterplan, told the commission. “There’s not enough infrastructure to support good retail development.”

Neighbors pushed back, insisting the growth prospective businesses desire is imminent.

“We’re right on the cusp of attracting the right businesses that the land is designed for,” another Sendera Ranch resident, one of four to speak before the commission, commented.

Homeowners weren’t especially enthused by the prospect of bordering a care home instead of cafes. But some feared the developer would dump the property once it secures residential zoning (and, supposedly, boosts the real estate’s value).

“If this goes to multifamily, and something happens and they sell, whoever comes in can come and put in apartments that we don’t want or don’t need,” a resident said. “That’s our biggest concern.”

“We plan to own it,” Robertson replied, attempting to assuage their worries. Journey Capital did not respond to requests for comment.

Fort Worth planning staff had originally suggested rejecting the change, finding the developer’s proposal incompatible with surrounding land uses and the city’s vision for the area. They hadn’t yet reviewed the assisted living facility.

Ultimately, the zoning commission followed suit, unanimously recommending the council deny the rezoning proposal. (Commissioner Wes Hoblit, a managing director at the firm helping the developer re-designate the land, recused himself.)

“I think over time commercial will come as those houses continue to build,” commissioner Willie Rankin said just before the vote. “We just have to hold onto the land and allow commercial to come.”

The City Council will have a final say on the case next month.

WFAA

SEEKING TO QUIET BITCOIN MINE'S HUM, HOOD AND SOMERVELL COUNTY RESIDENTS START PETITION

People who live near the Bitcoin mining facility say the operation's noise has affected their hearing, balance and sleep.

By Matt Houston

GRANBURY, Texas — Desperate to quiet [a nearby Bitcoin mine's hum](#), about 100 Hood and Somervell County residents signed a petition Sunday calling elected officials to intervene.

Organizers will continue collecting signatures until local officials take action or state lawmakers take notice, they said.

"We have people in this area who are suffering," said Shannon Wolf, who helped draft the request. "We need to figure out how to help drown out the noise or decrease the noise... so people here can have their lives back."

Dozens of industrial fans cooling Bitcoin-mining supercomputers are responsible for the day-and-night hum. Some people as far as eight miles away have complained the constant drone affects their sleep.

Others who live closer to the facility say they've lost hearing and struggle to balance. Birds, deer and coyotes have fled the area and pet hens no longer lay eggs, neighbors say.

"My ears are ringing all the time," said Nick Browning, who lives across the highway from the mine. "It's never a quiet moment."

[The petition calls local elected officials](#) to treat residents' complaints as an emergency. Signees are formally begging authorities to force the facility's owner to reduce sound decibel levels, investigate the noise and its impact on people and wildlife, and make available the facility for public inspection.

Organizers acknowledged Sunday that they'll likely need the state legislature's help to quiet the hum. Texas law limits county officials' authority over such issues outside city limits.

"It's going to take our community rallying around this neighborhood and saying, 'We stand with you. We're not going to allow this to happen,'" Wolf said.

Marathon Digital Holdings purchased the mine in December. It will take operational control of the facility by April 30, a spokesperson said.

In a letter published Friday in the Hood County News and shared with WFAA, Marathon Digital Holdings CEO Fred Thiel said the company has launched an independent "sound study to better understand our operations and their impact on the community."

Thiel said Marathon Digital Holdings will also hire a "local community member" to act as a liaison between neighbors and the company.

"As the new owners and soon-to-be operators, we assure you that we are committed to being thoughtful and considerate neighbors - a commitment we look forward to proving to you through our actions in the coming days and weeks," Thiel wrote.

The mine's previous owner, US Bitcoin, erected a 24-foot wall in November meant to trap noise at the plant, but neighbors say the effort did not work. The barrier reflects and amplifies sound in some directions, residents claim.

Some fear the facility will eventually expand, bringing more industrial fans to the site.

"I'm going to be selfish and tell you I want it gone," Virginia Browning, Nick's husband, told WFAA Sunday. "We're not asking anything that's unreasonable. Just move it."

COST OF TRENCHING I-345 BALLOONS TO \$1.6 BILLION

The Texas Department of Transportation will brief the Council on Wednesday for the first time since Dallas signed off on its plans to trench the highway.

By Matt Goodman



I-345, as seen from below. Via Google

On Wednesday, the Texas Department of Transportation will deliver its first briefing to the Dallas City Council since the body last year [approved a plan to remove and trench I-345](#), the presently elevated highway between downtown and Deep Ellum. The biggest news in the presentation is the cost: an estimated \$1.6 billion to pull down and sink 2.8 miles of highway between Interstate 45 near Corinth Street and Woodall Rodgers Freeway. That's about \$600 million above previous estimates, which were admittedly preliminary.

The freeway will be placed about 65 feet below grade and will connect with Central Expressway to the north and I-45 to the south. Wednesday's presentation also confirms that city staff did not pursue funding through President Joe Biden's [Reconnecting Communities grant program](#), because it would compete with applications for Klyde Warren Park, the Southern Gateway deck park of Interstate 35 in Oak Cliff, and the Interstate 30 Canyon project. (Dallas was not awarded any grant money for those projects.)

As suspected, once the City Council signed off on the resolution in support of trenching, the state went to work. It has held a series of subcommittee meetings to discuss how the plans for I-345 fit within the City Council's approved climate, housing, racial equity, and economic

development plans as well as Dallas' Street Design Manual. Another subcommittee has studied whether the state's plans for Interstate 30 in the downtown Canyon coexist with 345's trenching.

TxDOT and the city appear to still be studying the surface street grid—existing streets are planned to fly over the highway—and what to do with 8 acres of surplus right of way and another 10 acres of new land that would allow for things to be built on top of deck caps over the thoroughfare. The city will need to come up with the money for the decking; the state will only cover the highway itself.

The presentation is light on details for each of these matters, so we'll have to wait for Wednesday's discussion. In the meantime, the presentation is below.

[TXDOT PRESENTATION \(PDF\)](#)

IN-PLANT BUS INSPECTION SERVICE

Request for Proposals for

In-Plant Bus Inspection Service

The North Central Texas Council of Governments (NCTCOG) serves as the designated recipient of Federal Transit Administration (FTA) Program funds for the Dallas-Fort Worth-Arlington and the Denton-Lewisville Urbanized Areas. NCTCOG has been awarded funds from the Fiscal Year 2021 Federal Grant Program Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) Grant Program for the purchase of vehicles to enhance bus service in the Southern Inland Port. NCTCOG is requesting written proposals from qualified vendors(s) to provide in-plant inspection service for 8 light-duty electric buses and 19 light-duty transit buses as part of the following Federal Transit Administration (FTA) grant programs: Urbanized Area Formula, Bus and Bus Facilities, RAISE FY21.

Proposals must be received no later than 5:00 p.m., Central Time, on **Friday, March 29, 2024**, to Lorena Carrillo, Senior Transportation Planner, North Central Texas Council of Governments, 616 Six Flags Drive, Arlington, Texas 76011 and electronic submissions to TransRFPs@nctcog.org. The Request for Proposals will be available at www.nctcog.org/rfp by the close of business on **Friday, March 1, 2024**.

NCTCOG encourages participation by disadvantaged business enterprises and does not discriminate on the basis of age, race, color, religion, sex, national origin, or disability.

NBCDFW

NTX MAN WALKING ACROSS AMERICA, RAISING AWARENESS ABOUT BUILDING WALKABLE COMMUNITIES

Holden Ringer of University Park started his cross-country walk in Washington State on March 8, 2023

By Noelle Walker



Holden Ringer is closing in on the end of a very long trip. He's been walking across the country for nearly a year. Ringer talked with NBC 5 via Zoom from Virginia on Monday.

"So it's coming up on about a year in 4 days. So that's exciting. It's wonderful," Ringer said. "I've been through Washington, Oregon, Idaho, Utah, Colorado, Kansas, Missouri, Illinois, Kentucky, Tennessee, Georgia, South Carolina, North Carolina, and now here in Old Dominion the mother of all Presidents, Virginia. So, 14th state on the walk."

Ringer said he was a student at Emory University when he started thinking about walking cross-country.

"I was studying for this exam, wishing I could be anywhere but there," Ringer said. "Just as a form of procrastination, I started Googling 'what would it be like to walk across America'."

Ringer says he came home during the pandemic to see his family in University Park.

I get a text from my mom on the plane saying sorry honey, I have COVID," Ringer recalled. "So just kinda those 2 things made me decide, hey maybe I want to spend some time outside!"

Ringer went for a 20-mile hike around Dallas that included city trails and White Rock Lake. "And just pretty much over the course of that day I was like, I could do this every day for a year," Ringer said.

Ringer planned for about a year, which included weekends practicing camping. When he finished his job at AmeriCorps Vista, he sold his car and belongings and hit the road.

"Growing up in Dallas, it very much gave me this perspective it's a very car-centric place," Ringer said. "The most dangerous thing I deal with every day is dealing with cars and I knew that going into the walk, so I thought well, I might as well bring attention to these issues."

Through deserts, and mountains, and places in between; Ringer has been [raising awareness and money](#) for [America Walks](#), an organization that advocates for walkable communities.

"It doesn't have to be, it's either Amsterdam or Dallas," Ringer said. "There's a world in between and I think so much of it is local advocates being, you know, we want something better for our place."

Ringer said he's learned a lot on the road, about himself and others.

"I think I'm more adaptable than I give myself credit for," Ringer said. "99.9% of the interactions I have with people are overwhelmingly positive, and I think America is a more generous country than we give her credit for."

Ringer says an inheritance from his grandparents gave him the financial cushion to take more than a year off to walk, but added that he hasn't had to tap into it yet.

"I eat Pop-Tarts, and I sleep in a tent," Ringer said laughing.

He's been through 8 pairs of shoes and will log nearly 3-thousand miles by the time he's finished. Ringer says everyone has their own 'walk', and it doesn't have to be across the country.

"For anyone out there, I'd just encourage them to find their 'walk' and have confidence in yourself," Ringer said. "You don't have to justify your dreams to yourself, as long as you're willing to make them happen. Anything is possible!"

Ringer's original goal was to walk from Washington state to Washington, D.C. He's since added on to the trip to have a public end in New York at the Atlantic Ocean, and then walk to Connecticut for a more private ending at his grandparents' memorial site.

"I don't think they would have wanted me to take the walk," Ringer said. "But hopefully they can be proud of what it's accomplished, and who I've gotten to meet, and the person I've hopefully become over the course of this experience."

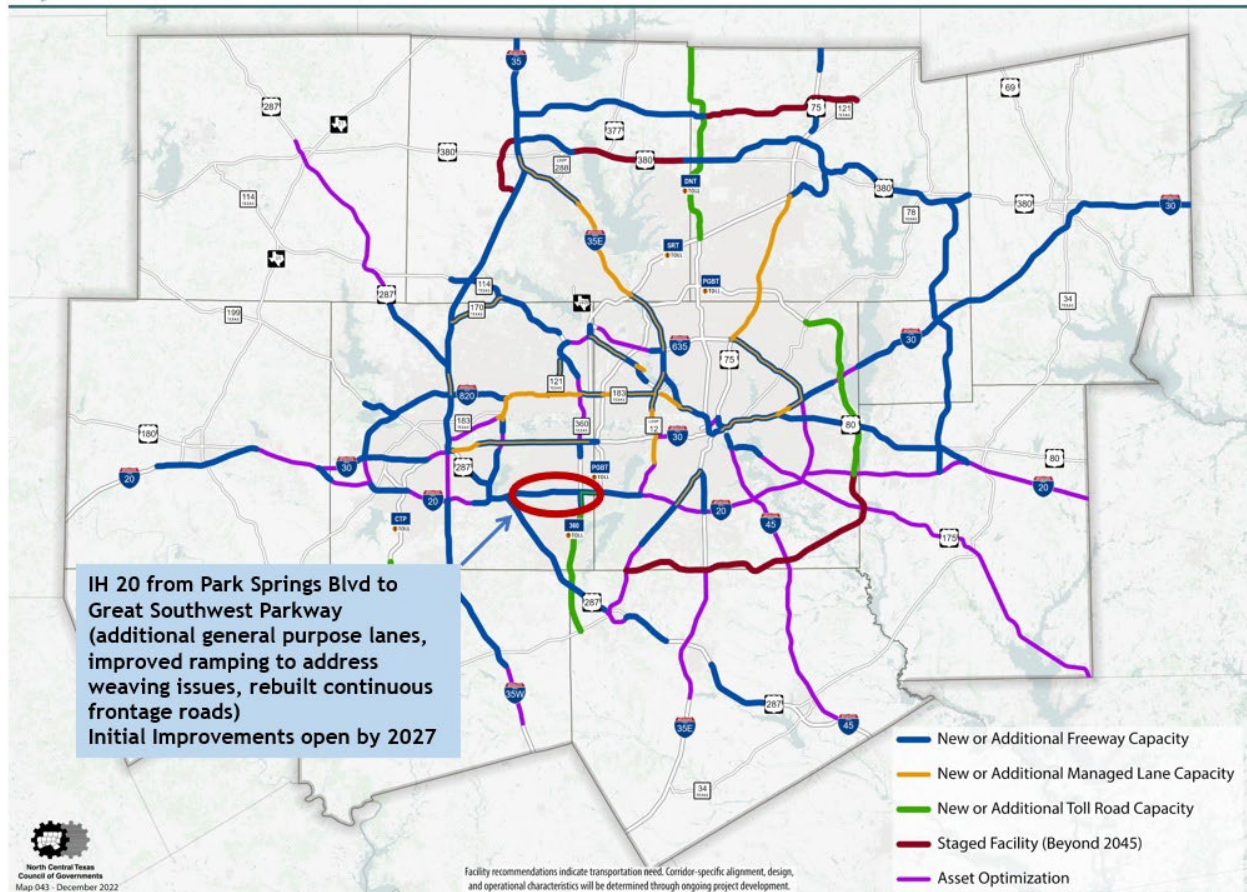
Ringer said he expects to reach Washington, D.C. next week for a celebration before pressing on with his journey.

You can follow Holden Ringer on the final leg of his trek on [Walk2Washington's Instagram](#), [Facebook](#), or his [Walk2Washington website](#).

\$2.1B TXDOT PROJECT AIMS TO ENHANCE INTERSTATE 20 THROUGH ARLINGTON

By Lance Murray

Major Roadway Recommendations



Take a drive along Interstate 20 in south Arlington and you'll realize quickly that it's a congested corridor, reflecting a booming city and region.

Relief is in sight, officials said, with a construction project underway that will be a great boon for the city, relieving congestion, increasing safety and making I-20 an invaluable asset for continued growth and business development.

Just give it a few years.

Arlington's I-20 expansion is a part of the \$2.1 billion Southeast Connector Project, which had a groundbreaking late last year and represents the largest investment in Texas Department of Transportation funding in the history of the Fort Worth District. Its estimated completion is 2027, TxDOT said.

TxDOT also is undertaking an [important study with the goal](#) of delivering a safe, reliable and integrated transportation system along Interstate 20's path through the state.

The Southeast Connector Project will rebuild and widen roughly 16 miles of Interstate 20 — about 10 miles of it in Arlington — and Interstate 820, with I-20 expanding to 10 main lanes from I-820 to U.S. 287.

“One of a number of benefits that the city is hoping to realize is congestion mitigation,” said Daniel Burnham, assistant director of public works for the city of Arlington. “We’re hoping to see with the expanded lanes, with the added Express Lanes, with continuous frontage roads, with realignment of exits, we are hoping to see some improvements to the traffic congestion on I-20.”

Burnham said the congestion is a daily occurrence for residents, despite the time of day. “It’s not like this is just a rush-hour thing anymore,” he said.

He said that decreasing congestion could lead to other benefits, as well.

“It also helps with greenhouse gasses and the city and regional attainment levels and things like that,” he said.

The Southeast Connector Project also will reconstruct the I-20, I-820 and U.S. 287 interchanges.

“We’re talking major, major changes to that,” Burnham said. “Right now, you’re on 287 and, if you want to continue on to 287 through Fort Worth, you have to get on I-20.”

Burnham said you then must get on I-820 and then back on 287.

“So, you essentially got off of 287 to get on 20, get on 820 and then you get back on 287,” he said.

“They’re making it (now) so that if you want to stay on 287, you never get off,” Burnham said. “They’re creating a consistent set of lanes that runs through that entire corridor.”

Burnham said that currently, it is confusing for drivers on I-20 going east or west about which lane they need to be in and from which lane other people are merging.

“They’re cleaning that all up as well, getting rid of it,” Burnham said. You’ve got two different things taking the 287 traffic off I-20 and 820. And then you’ve got ‘Let’s clean up this interchange’ to make it more drivable and less confusing.”

The Texas Transportation Commission designated the Southeast Connector Project as part of the Texas Clear Lanes initiative, a program to address the most congested chokepoints in the state.

The commission ranked the I-20 project area as No. 79 on the list of 100 most congested chokepoints in the state and said the issue would worsen as the Dallas-Fort Worth metro area population continues to grow.

David Salazar, TxDOT Fort Worth District engineer, said at the groundbreaking ceremony in December that an estimated 250,000 vehicles travel corridors in the project’s area each day. He said that is expected to grow to 370,000 vehicles per day by 2045.

With the help of dedicated funding approved in 2014 and 2015 by voters in the state, TxDOT has been able to develop and program projects specifically designed to reduce gridlock and improve safety in large metropolitan areas.

TxDOT said the program has \$61.3 billion in projects that have been completed, are under construction or are in the planning stages.

Michael Morris, North Central Texas Council of Governments director of transportation, said the best way to describe what is happening on I-20 is in three bites.

- SE Connector or I-20 West. "That is the big \$2 billion project, major improvements west of Green Oaks," Morris said. "It's all in the Southeast Connector Project where we're eliminating the weaves. So, cars on 287 have to merge onto I-20. People on 20 have to contend with 287 traffic, all that is being separated. It's a huge project."
- In the central section of I-20 in Arlington, Morris said there will be "operational improvements." For example, at Matlock Road, the project will move the exit ramp farther back to change how cars queue onto the highway. "All that traffic queues up on the frontage road and we're moving the entrance ramp, we're moving an exit and an entrance ramp to help. We're restriping one of the bridges. There's a whole series of operational improvements," Morris said.
- On the eastern side of the project, Morris said, the North Texas Tollway Authority will be responsible for designing, constructing and implementing an extension of Texas 360 on top of Interstate 20 and connecting over to SH 161 in what is called a "collector distributor." That extension will be identical to the one on 360 going onto International Parkway at Dallas Fort Worth International Airport. "It's an identical copy of it when you go 360 and then you want to go to DFW Airport you do not get on 183," Morris said. "You get on a parallel collector distributor directly onto International Parkway. Morris said that now those who come up 360 get on Interstate 20 and hit a conflict. They then must sort things out to get onto the SH 161 toll road.

"NTTA will build the collector distributor facility that connects 360 over to 161 on top of Interstate 20," Morris said. "For that to happen, we've got to make sure there's no columns that are built that hurt our ability to widen Interstate 20 at grade."

The top half of that project is funded and designed by NTTA, Morris said.

The Southeast Connector Project is separate from the I-20 Texas Corridor Study being conducted by TxDOT's Freight, Trade, and Connectivity Section of the Transportation Planning and Programming Division.

It will identify multimodal needs and prioritize improvements that ease the movement of people and goods from east to west Texas, TxDOT said.

The study also will need to look at rail service, too.

"You start looking at a corridor that expands quite a bit, then you take into account the fact that most recently there's been an approval for rail service coming from Atlanta through North Louisiana on the I-20 corridor to come all the way through Dallas and Fort Worth on the I-20 corridor," Burnham said. "We're having to take into account how do we address this rail service? And what does that look like?"

Burnham said that it will be Amtrak-level rail service.

He said the state study incorporates all those things, as well as going north and south on 360 and on the President George Bush Turnpike, to look at the impacts of traffic on I-20 and all adjacent major corridors.

“They’re looking at it from a holistic perspective, saying what can we do to make things better and improve the area,” Burnham said.

The study also could address drainage issues throughout the corridor that have limited commercial development along Interstate 20.

The study area spans I-20 from the I-10 junction in Reeves County to the west to the Texas/Louisiana state line in the east.

That’s a distance of 635 miles, TxDOT said.

One of the primary east-west travel routes in Texas, the entire corridor is used for travel, trade and as a primary evacuation route from Interstate 635 to the Texas/Louisiana state border in case of an emergency. The corridor study is critical to maintaining both a regional and national transportation system that is safe, efficient and responsive to future growth, TxDOT said. The agency has developed [an interactive map](#) for the public to better understand the study.

FORT WORTH LEADERS REVEAL NEW ROADMAP FOR DEVELOPING PANTHER ISLAND. WHERE DOES IT LEAD?

By Haley Samsel & Rachel Behrndt



The West Fork of the Trinity River will be re-routed and create riverfront development on Panther Island near downtown Fort Worth. (Rodger Mallison | Fort Worth Report)

More than 20 years after Fort Worth leaders envisioned a waterfront development that would transform hundreds of acres between downtown and the Northside community, government agencies have a new roadmap for developing what will [become Panther Island](#).

During a duet of presentations March 5, Dallas-based consultant HR&A Advisors delivered its [final strategic vision](#) for 300-plus acres of land along the new bypass channels constructed by the U.S. Army Corps of Engineers over the next decade.

“I lived in San Antonio for four years, I can’t wait to stick it to them and their [riverwalk](#),” council member Gyna Bivens, who represents east Fort Worth, said.

Since its introduction in 2003, the project has been trailed by [controversies](#) surrounding [rising construction costs](#) and [yearslong delays](#) to obtaining federal funding. The federal government, which is charged with rerouting part of the Trinity River as part of the Central City flood control project, says it has no role in the economic development that will be generated on the man-made islands.

With an infusion of [\\$423 million in federal](#) funding over the past two years, Fort Worth’s power brokers have again championed the project as a [transformative development opportunity](#) and flood control solution.

In more than 270 pages of analysis and recommendations, HR&A emphasized the possibilities to establish a network of publicly accessible green spaces, public transit investments and pedestrian walkways that will create a distinct identity for Panther Island.

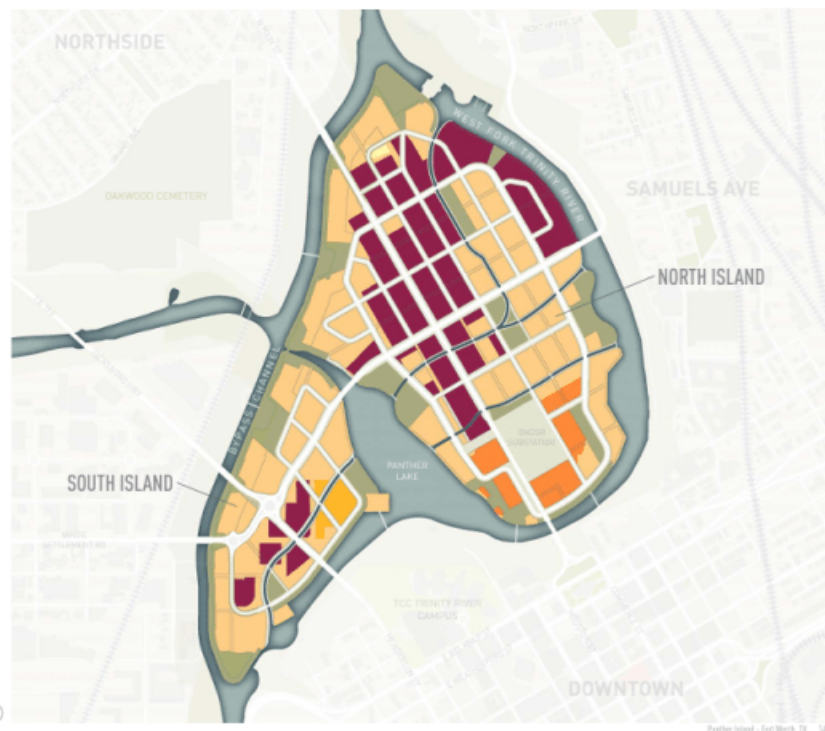
That's a departure from the island's current landscape on North Main Street, where visitors can see the busted windows of a former Ku Klux Klan meeting hall and a deteriorating minor league baseball field along with a brewery, apartment complex and drive-in theater.

"Right now, it's a place people drive through, and there's few reasons to stop and engage in the place," Cary Hirschstein, managing partner at HR&A, said. "But it is surrounded by this incredible wealth of community and culture, and this offers the opportunity really to knit all of that together."

In HR&A's vision, which received input from 240 community members, Panther Island will feature 14 public spaces, with a public waterfront trail and "green connector" streets providing pedestrian connections to different parts of the island. Open space will generate higher property values and higher-quality investment on Panther Island even as it requires upfront investment to build parks, HR&A consultant Aaron Abelson said.

DEVELOPABLE LAND & OWNERSHIP - PROPOSED STRATEGIC VISION LAND OWNERSHIP & INFRASTRUCTURE

PANTHER ISLAND	334.67 ACRES
NORTH ISLAND	248.76 acres
DEVELOPABLE LAND	143.29 acres
OPEN SPACE	33.6 acres
ONCOR PROPERTY	7.44 acres
R.O.W.	64.43 acres
SOUTH ISLAND	85.91 acres
DEVELOPABLE LAND	49.49 acres
OPEN SPACE	17.42 acres
R.O.W.	19 acres
DEVELOPABLE LAND	192.78 ACRES
NORTH ISLAND	143.29 acres
TRWD	76.82 acres
TARRANT COUNTY	0.43 acres
TCCD	12.04 acres
NORTH ISLAND PUBLIC LAND TOTAL	89.31 acres
NORTH ISLAND PRIVATE LAND TOTAL	53.98 acres
SOUTH ISLAND	49.49 acres
TRWD	39.13 acres
CITY OF FT WORTH	3.59 acres
SOUTH ISLAND PUBLIC LAND TOTAL	42.72 acres
SOUTH ISLAND PRIVATE LAND TOTAL	6.77 acres
OPEN SPACE	51.02 ACRES
NORTH ISLAND	33.6 acres
PANTHER ISLAND	21.81 acres
BYPASS CHANNEL	11.79 acres
SOUTH ISLAND	17.42 acres
PANTHER ISLAND	6.01 acres
BYPASS CHANNEL	11.41 acres
LAND OWNERSHIP	
TRWD	CITY OF FORT WORTH
TARRANT COUNTY	TCCD
PRIVATE OWNERSHIP	OPEN SPACE



The vision set forth by HR&A Advisors would reserve 51 acres for open space, or about 15% of developable land, on Panther Island. (Courtesy image | HR&A Advisors)

"Whether they're going to work there, live there, or paddle on the water or play in one of the parks that are proposed, there are special spaces where everyone can find whatever they're looking for," Stacey Pierce, executive director of the river-focused nonprofit [Streams & Valleys](#), said.

The parks would build on Mayor Mattie Parker's Good Natured initiative, which aims to preserve at [least 10,000 acres of green space](#) through partnerships with groups like the Tarrant Regional

Water District. Parker said she is proud of the partnership the city and the water district have built over the past few years.

“Public transparency has been at the center of this,” Parker said. “The only way this project is accomplished is if the governmental entities are working closely together.”

The city of Fort Worth — along with the water district, Tarrant County, Streams & Valleys, Downtown Fort Worth Inc., Tarrant County College and the Real Estate Council of Greater Fort Worth — pooled together \$560,000 to hire HR&A in early 2023. While government agencies will vote to adopt the plan, they are not required to follow its recommendations.

Not every detail has been worked out, and regional leaders didn’t expect that from HR&A, said Tarrant Regional Water District General Manager Dan Buhman. Instead, they wanted government agencies to get on the same page about their goals for Panther Island and send a signal to the private sector that they could have confidence in developing on the island, Buhman said.

“It does get us to a new place where not only is there consensus, but there’s clarity,” he said. “I’m very pleased with where we are now, and I’m very pleased with the momentum it generates.”

Project leaders encourage developing island in phases

During his conversations with community members, Abelson heard one question over and over again: Is this actually going to happen?

“Some people can get very bogged down in the history of this project,” Abelson said. “This project has momentum and is in a new era from where it has been in the past. But ... showing near-term progress is important for many reasons.”

Significant parts of Panther Island are ready to be developed today, Abelson said. The new plan dedicates about 15% of acreage on the island to open space, up from 9% under the city’s previous estimates. Private landowners, including Union Pacific Railroad and Panther Acquisition Partners, own 31.5% of the 192 acres that are considered developable, or about 60 acres.

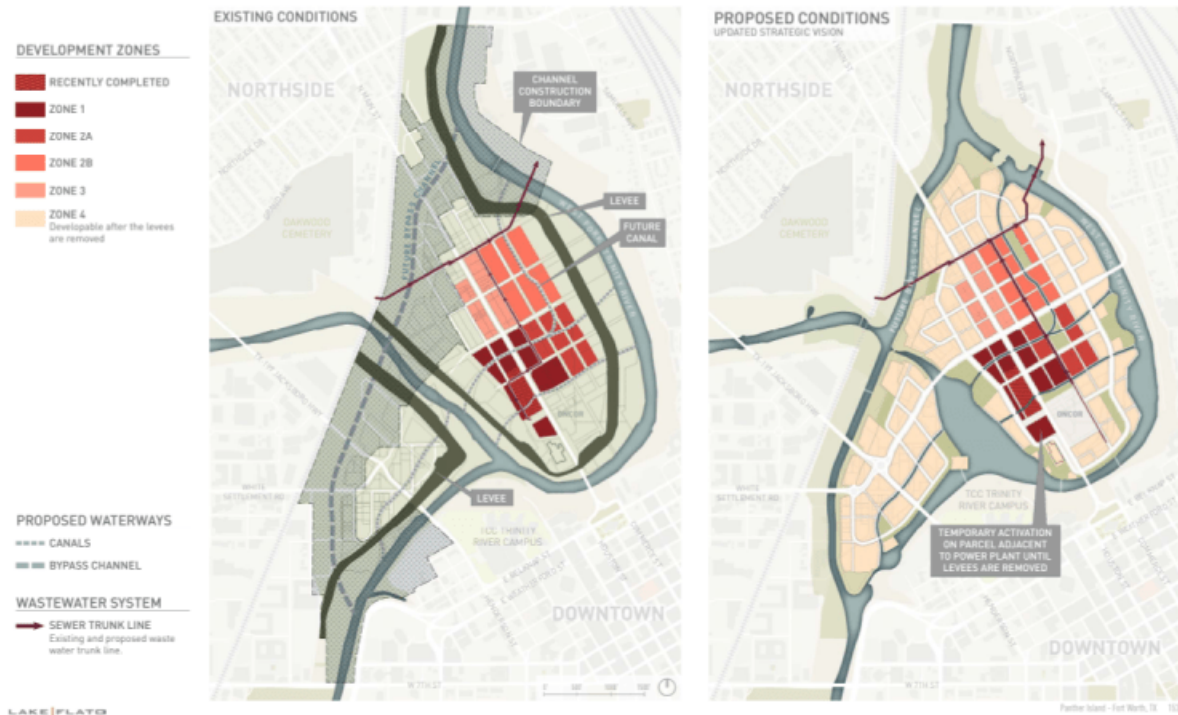
The remaining 68% of developable land is owned by public agencies including Tarrant County College and the city of Fort Worth. The vast majority is under Tarrant Regional Water District ownership. Water district leaders have commissioned a study to determine its own strategy for selling land to developers, including the [aging LaGrave Field](#).

The report suggests building out the first four corners of development at the intersection of Main and 4th streets. Building out these areas requires less upfront investment compared to other areas of the island, and has the potential to set the tone for development along Main Street.

Zones 2 through 3 require some level of storm and wastewater infrastructure before they can be built. Zone 4, which encompasses the southern island, will only be available for development when the U.S. Army Corps of Engineers finishes the bypass channels and existing flood levees can come down.

DEVELOPMENT ZONES

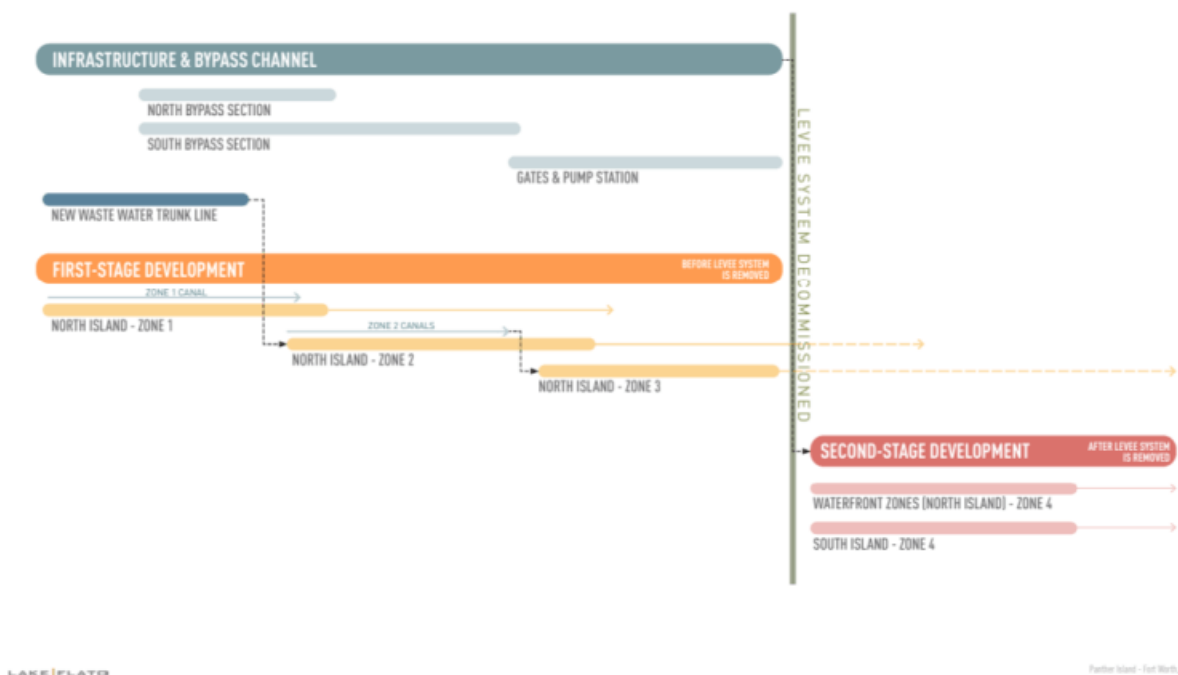
DEVELOPMENT ZONES & PHASING



HR&A Advisors separates the developable parts of Panther Island into four zones. The first zone, at the intersection of 4th and Main streets, is available to develop today. The remaining zones will need varying degrees of new infrastructure or the existing flood levees to be removed before they can be fully built out. (Courtesy image | HR&A Advisors)

PANTHER ISLAND DEVELOPMENT SEQUENCING

DEVELOPMENT ZONES & PHASING



HR&A Advisors separates the developable parts of Panther Island into four zones. The first zone, at the intersection

of 4th and Main streets, is available to develop today. The remaining zones will need varying degrees of new infrastructure or the existing flood levees to be removed before they can be fully built out. (Courtesy image | HR&A Advisors)

The phasing approach along with the current restrictions in the city's [form-based code](#) will likely encourage developers to hold off until project partners can develop new city policies and a development review committee, Assistant City Manager Dana Burghdoff said.

Because the water district and other public entities own such a significant portion of Panther Island, the report suggests developing a structured process to select developers and set aside land for public use.

Not all of the historic buildings on Panther Island are expected to survive the next phases of development. While HR&A considers the former TXU power plant owned by Tarrant County College to be a potential centerpiece of development, it recommends the demolition and sale of LaGrave Field.

"The HR&A report certainly confirms Panther Island's potential to transform our city and spur economic development," Tarrant County College Chancellor Elva LeBlanc said in a statement. "We look forward to addressing next steps with our partners."

Developers once sought to revitalize the field and bring a team back to Fort Worth, but those plans [fell apart](#) in 2020. The water district's board of directors will make the final decision on what happens to LaGrave, Buhman said.



LaGrave Field, a historic former minor league baseball stadium located on Panther Island, has gone through cycles of hope and disrepair since its closure in 2014. (Rodger Mallison | Fort Worth Report)

“At this point, we don’t really have a credible proposal that says: ‘Here’s how we would bring private capital to reuse the stadium or repurpose the stadium,’” Buhman said.

Missing from the report is a strategy to attract a major corporate campus or headquarters to Panther Island, something Michael Bennett, chairman of Downtown Fort Worth Inc. and a member of the founders council of the Greater Real Estate Council of Fort Worth, previously [championed](#).

Downtown currently lacks a major corporate headquarters and Panther Island presents a renewed opportunity to entice a company to relocate, Bennett said.

“When I said it does about 90% of what I hoped, that’s part of the 10% that I hoped for,” Bennett said. “Nothing in the plan precludes (attracting a corporation), but I was hoping that there would be some things in the plan that maybe incentivized more.”

Connectivity, anti-displacement strategies could reduce gentrification

During public input meetings, residents expressed concerns that development on Panther Island would lead to gentrification and displace residents in the [historically Hispanic Northside neighborhood](#), which has been designated for reinvestment by [the city](#) and a [national business program](#).

Between 2016 and 2021, property values on Panther Island increased 60%. In Northside more broadly, property value increases hovered between 40% and 60%, according to the report. The plan addresses this concern by suggesting the city create a series of policies that would bolster the financial health of the communities surrounding Panther Island.

Those ideas include creating a legacy business program to financially support businesses that have been in Panther Island and surrounding neighborhoods for 30 years; establishing preferential housing policies in surrounding neighborhoods; and creating a construction interruption fund to reduce any negative impacts of construction on businesses.

If these anti-displacement strategies were implemented, it would be a first for Fort Worth, Burghdoff said.

“The question will be what will be the most impactful thing to bring to bear here among those that were offered as ideas,” Abelson said.

Creating a transit hub in Panther Island would also address some of the equity issues raised by community members, according to the report. Many streets near Panther Island lack sidewalks altogether, and the [limited bike lanes](#) that do exist are narrow and unsafe, according to the report.

The plan recommends establishing a transit hub to connect downtown, Panther Island and the Stockyards. Doing so would reduce traffic congestion, increase access to the area and improve air quality by reducing greenhouse gas emissions, according to the report. Trinity Metro will be involved in developing ideas for multiple transit options such as high-capacity trains, bus routes connecting parts of the island and a circulator bus to take people around the district.

ROAD NETWORK - BIG IDEAS

ACCESS & CONNECTIVITY

MORE EFFICIENT & CONNECTED ROAD NETWORK WITH HIERARCHY OF STREETS

Re-routing select roadways to promote a more seamless and interconnected network across the district and to surrounding neighborhoods. Provide various street typologies with a goal of putting pedestrians first and creating safe, engaging, and intimate street environments and experiences.

A TRANSIT-MINDED TEXAS MAIN STREET

Opportunity to create an authentic Texas Main Street with high capacity transit in mind.

'GREEN STREET' @ 4th STREET

Unique shopping & dining street with tree alley promenade connecting major east-west greenspaces together.

REIMAGINED EAST-WEST PANTHER BLVD

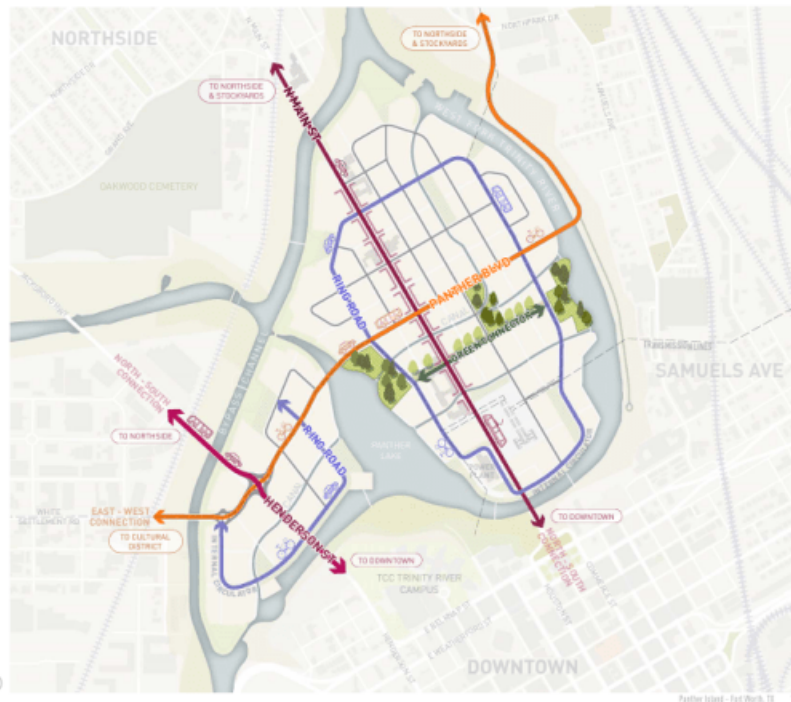
A relocated urban boulevard efficiently connecting north and south islands together with its surrounding neighborhoods.

INTERNAL RING ROADS

Promotes connectivity internal to north & south island with access to riverfront open spaces and opportunities for mobility.

PEDESTRIAN & MOBILITY ORIENTED STREETS

Streets are designed for people with comfortable sidewalks, adequate tree planting, street parking, and ability to provide bike and transit access.



HR&A Advisors envisions a road connecting the eastern and western sides of Panther Boulevard (more widely known as White Settlement Road) along with a wider street on Main Street that could accommodate high-capacity trains and other transit. (Courtesy image | HR&A Advisors)

Since both islands will have limited road access with White Settlement Road and Main Street as the primary feeder streets, Andy Taft, president of Downtown Fort Worth Inc., welcomed the recommendations to connect the eastern and western parts of the island.

“The improved road network that facilitates north, south, east and west access through and within the islands are important and new contributions to the vision,” Taft said.

Plan suggests finding new funding sources, establishing new governance

Many of the questions yet to be answered by the HR&A report are related to the funding and oversight of the development.

So far, much of the money spent on and around Panther Island has been related to the Central City flood control project. [Bonds](#), [loans](#) and a [tax increment financing \(TIF\) district](#) have all been used to cover construction costs that local agencies, including the city of Fort Worth and the water district, must pay to meet federal requirements.

The amount invested in preparing the land around Panther Island is increasing, causing [potential delays to construction](#) and increasing [the overall cost of the project](#). While developers will pay impact fees to fund certain infrastructure improvements, the city of Fort Worth and other agencies will have to find upfront money to cover those bills.

The plan recommends finding new funding structures to support public and private development of infrastructure, parks and betterments that will give the island a unique sense of place. Ideas include partnerships with private developers, the creation of a public improvement district and philanthropic donations.

“It’s going to take many sources of funding, a lot of partnership between the public and private sector, to bring all of the layers of funding for infrastructure development, for the operation and management of a new district,” Abelson said.

According to the report, a new governing body should take responsibility for planning, infrastructure management, selling land and soliciting economic development on the island. The new board could also be responsible for promoting and branding the project to the public.

The new governing body would operate in addition to the Trinity River Vision Authority, which is housed under the water district and is focused on implementing the Central City flood control project.

Amid the report’s hundreds of pages, there are still several recommendations to finalize and implement, from establishing a governing body to selling the land owned by the water district, Buhman said.

“At least we’re on the right path and we have a framework for people to start from. Even if people were to disagree with the framework, at least it’s something to begin from,” Buhman said. “There’s a lot of details to work out, but I will tell you we’re very motivated to work those out quickly.”

HIGH-SPEED RAIL VERSUS DOWNTOWN DALLAS

Regional transportation planners will today present plans to run a 7-story tall rail line through West Dallas and downtown. How will it affect the city? We don't know.

By Matt Goodman



Hunt Realty hired a firm to design renderings that show what the high-speed rail line would look like as it comes through downtown Dallas. Hunt Realty

Later today, the Dallas City Council will hear from transportation planners who want to run an elevated 7-story tall, high-speed rail line from West Dallas through the southwest corner of downtown on its way to the Cedars. The bullet train would extend to Fort Worth. The difference between us and our neighbors to the west? Tarrant County's portion would operate below-ground, while downtown and West Dallas get to make room for an enormous piece of infrastructure.

[Plans for this bullet train have come into focus](#) in recent months, mostly during occasionally prickly discussions in a drab gray boardroom in Arlington where the North Central Texas Council of Governments, or NCTCOG, allocates billions of public dollars for transportation projects in 17 North Texas cities, one town (Addison), and eight counties. The bullet train to Fort Worth has rapidly become a priority for the NCTCOG's director of transportation, Michael Morris, who hopes to plan this extension west in parallel to Amtrak determining whether it can build its own high-speed rail from Houston to Dallas.

Some of Dallas' representatives have gotten crosswise with their suburban colleagues over how the train is expected to surface. The NCTCOG is now holding back \$100 million in funding for six unrelated transportation projects until the Dallas City Council signs off on the plans for the elevated rail line, a move that hasn't gone over well with all of the Dallas bloc. A few of the more outspoken Dallas representatives—Councilmembers Cara Mendelsohn and Jesse Moreno, in particular—want more information as to how the line would affect existing infrastructure and businesses as well as future plans for economic development.

"This is to force us to do something," Mendelsohn said of the stalled funding, "and I think we deserve to know the full scope of what the project is."

The current discussion shows the difficulty of regional transportation planning, where suburban interests can conflict with the reality on the ground in urban cities. For instance: the proposed alignment includes stops in Dallas, Arlington, and Fort Worth. Fort Worth would get a subterranean rail station beneath its downtown, resulting in little conflict with existing buildings. Arlington, which famously has no public transit beyond city-supported ride share, is planned to get a subway near its entertainment district. Eventually, the line could be a direct connection to a bullet train from Tarrant County down to Houston.

Dallas, meanwhile, must figure out how to make an elevated piece of right of way coexist with what could wind up being \$10 billion worth of new public and private investment in a corner of downtown that has slumbered since the Dallas Mavericks moved out of Reunion Arena in 2001.

The extension to Fort Worth is a complementary project to the long-planned bullet train to Houston, an effort that is now being led by Amtrak, after the private effort to fund and build it failed. The NCTCOG now believes that the project "looks viable" because of Amtrak's involvement. And so it is aggressively pursuing an extension from Dallas to Fort Worth, which would be built and operated separate from the Houston project.

The push for the elevated rail line in Dallas and not Fort Worth is somewhat complicated. The federal government has already signed off on a 7-story tall high-speed rail station in the Cedars, the neighborhood just south of downtown. For efficiency purposes, the NCTCOG wants its Fort Worth train to pull right in, scoop the Dallas passengers, and begin the 90-minute trip to Houston without a transfer. Changing the station, Morris has said, would require new federal approval.

Council Member Cara Mendelsohn has been the most outspoken of her colleagues at the RTC meetings about slowing things down: "You would not want your city to have to vote for something when you don't have all the information," she said.

The problematic rail line would surface near Hampton Road in West Dallas on its way downtown and into the Cedars, 75 feet into the air. The organization believes it paramount that riders will be able to continue to Houston without having to transfer from a subway. This so-called "one-seat ride" is why the NCTCOG sees no other option for the alignment than an elevated structure through West Dallas and the southwestern edge of downtown.

The federal government signed off on the station in the Cedars in 2017, years before voters gave their permission to spend \$3 billion on a new Dallas convention center adjacent to the planned line. The Trinity Park Conservancy, after years of dithering, finally has decided to build the Harold Simmons Park above the levee in West Dallas; the line will sail over portions of the

park. Hunt Realty Investments, which owns 25 acres near Reunion Tower and the Hyatt Regency, has announced plans to build a \$5 billion mixed-use development next to that convention center. They don't believe their plans and the rail line can coexist.



The NCTCOG's rendering for a possible elevated high-speed rail line through downtown. NCTCOG

"This is an area of significant financial investment," Mendelsohn said during a meeting last December. "Many of you are aware of the new convention center, which will cost several billion dollars. We are expecting this to be a walkable area; we don't need trains running through it. And we will not accept trains running through it. I don't know how else to say it."

The transportation board directed Morris to study tunneling the entire route, but the presentation Council will hear appears to only include the problem of wait times. He predicts that traveling up from a subway to the rail station, which is expected to be a vertical distance of 185 total feet from below ground, would add a delay of more than 20 minutes. Instead, the presentation shows examples of transit centers in Toronto and San Francisco that promise increased density, higher towers, and integrated mixed-developments linked by skywalks.

Hunt Realty has been on the offensive. The company ordered renderings showing how the rail would affect its future plans and the existing Reunion Tower and the Hyatt Regency hotel. The proposed alignments vary slightly, but they're both elevated immediately east or west of the properties. Hunt's renderings show concrete blocking out hotel rooms and bisecting the 25 acres the company owns just south of Reunion Tower. City Hall sources say the company's representatives have been meeting privately with public officials and sharing the renderings ahead of Wednesday's briefing.

“If the high-speed rail happens as it’s planned, it’s going to physically sever the new convention center from our site, and it will physically prevent new development happening on our site,” says Colin Fitzgibbons, the CEO of Hunt Realty. “All it’s going to do is increase the risk for the success of this convention center for the city.”

Hunt has owned the land for decades, and Fitzgibbons described the convention center as the “catalyst” the company needed to move forward with a large investment. (Previously, Amazon’s HQ2 was the catalyst it was waiting for, but that didn’t work out as planned for Dallas boosters.) Hunt envisions the land holding towers with more hotel rooms to support the convention center, as well as retail, office, affordable and market-rate apartments, and open space.

“A mixed-use district must spring up around the convention center for it to be successful, 360 degrees around it,” Fitzgibbons says. “There’s going to have to be so much of this around for the convention center to work, because right now, there’s not much to do in that corner of downtown Dallas.”

slide 1 of 5



What Hunt plans to build in its 25 acres, so long as the bullet train doesn’t cut through its property. Hunt Realty



A rendering of the train sailing over the Houston Street Viaduct. Hunt Realty



The high-speed rail infrastructure next to Reunion Tower and the Hyatt Regency. Hunt Realty



Another Hunt rendering of the high-speed rail, this one including the site of the future convention center near the convergence of highways known as the Canyon. Hunt Realty



A sampling of how Hunt believes the high-speed rail will affect its properties. Hunt Realty

The NCTCOG proposes possible pedestrian lobby connections with the Hyatt Regency as well as a pedestrian deck plaza that could be built above the rail line. Whether or not Hunt's worst-case scenario comes to fruition—major changes to the hotel's access points, pulling available rooms off the market because of proximity to the rail, an inability to build its planned towers—the discussion about the rail's impact to Dallas has mostly happened away from the city, among the regional transportation planners and suburban members of the transportation board.

"As a council member who represents portions of downtown Dallas, the Cedars and the convention center, this project will have a big impact on my constituents and business owners alike," Moreno said in a meeting last month. "I would like to ensure that my colleagues and I have an opportunity to learn more about this project."

The NCTCOG is one of 450 Metropolitan Planning Organizations across the United States, which gather the local governments within a region to coordinate regional transportation planning. It makes its decisions based on population estimates that show a growth of more than 4 million North Texans by 2050, which, [if present trends hold](#), will increasingly choose to live in the suburbs.

This was the topic [of a recent study](#) by the Center for American Progress, which examined the makeup of Metropolitan Planning Organizations, including the NCTCOG. It found that the policy boards prioritize decisions that "are typically skewed toward suburban and exurban elected officials."

And while the study mostly explored the wildly disproportionate allocation of public dollars toward highway expansions over transit, it also showed how difficult it is for cities like Dallas to make itself heard once the rest of the board aligns around a project that will benefit the region.

The Dallas City Council hasn't passed a resolution in support of the high-speed rail, but its members are nearly unequivocal that they would love to see a bullet-train. The concern is in the details, and downtown and West Dallas are in the way.

HUNT REALTY: ELEVATED HIGH-SPEED RAIL LINE COULD THWART \$5 BILLION REUNION PROJECT

The project developers say the train tracks elevated 75 feet high will harm their mixed-use project and new convention center.

By Steve Brown & Amber Gaudet



Hunt Realty officials say construction of the elevated rail line through the southeast corner of downtown Dallas will kill their plans for a \$5 billion development. (Hart Howerton Architects / Hart Howerton Architects)

One of downtown Dallas' biggest property owners is pushing back against plans to build an elevated high-speed rail line linking Fort Worth with Dallas.

The [proposed rail route](#) would slice through the southeast 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](#).

Hunt officials say the train line would stymie their plans to build a \$5 billion development on land they own around the Hyatt. And the rail right of way will negatively impact Dallas' new convention center, Hunt executives say.

"It's going to kill all the new development we can do on our site," said Hunt Realty Investments president Colin Fitzgibbons. "This will hurt the city and threaten the success of the new convention center."

Fitzgibbons said a proposal to build the huge rail route on [a track elevated 75 feet and running through](#) Hunt's Reunion development site will have dire consequences for that corner of downtown.

"Why is Dallas taking this risk, especially with a [new \\$3 billion convention center](#) coming?" he asked.

The Cedars station is slated to be elevated because the Houston leg of the project received federal clearance for a station at that height in 2020. Forty-two other alignments have been considered and rejected since, including a subway option that would require a 17-story vertical transfer, adding at least a 20-minute delay for passengers.

That option, along with one for either an elevated or subway route with a different station location, presents "fatal flaws" and would prevent a "one-seat" continuous ride, according to a [briefing presentation](#) to be discussed by the Dallas City Council on Wednesday.

The North Central Texas Council of Governments, the regional body that advises on mobility, has been working on the plan since [spring 2020](#). Around 90% of the route goes through publicly owned land. But some of it goes through private property owned by powerful stakeholders like Hunt Realty.



Hunt Realty officials say they fear the elevated rail line could kill their plans for a \$5 billion makeover of one of downtown's last large undeveloped parcels of land..(Contributed / Hart Howerton)

Hunt Realty last year announced [plans to restart its half-century-old Reunion development](#) surrounding the landmark Hyatt hotel. The developer plans to build a 1,000-room convention hotel, thousands of affordable housing units, retail space and offices on the property between Houston Street and Stemmons Freeway.

“Reunion is the largest contiguous development site near the convention center,” Fitzgibbons said. “The new convention center is going to [spin] off demand for 5,000 new hotel rooms and 2,500 parking places.

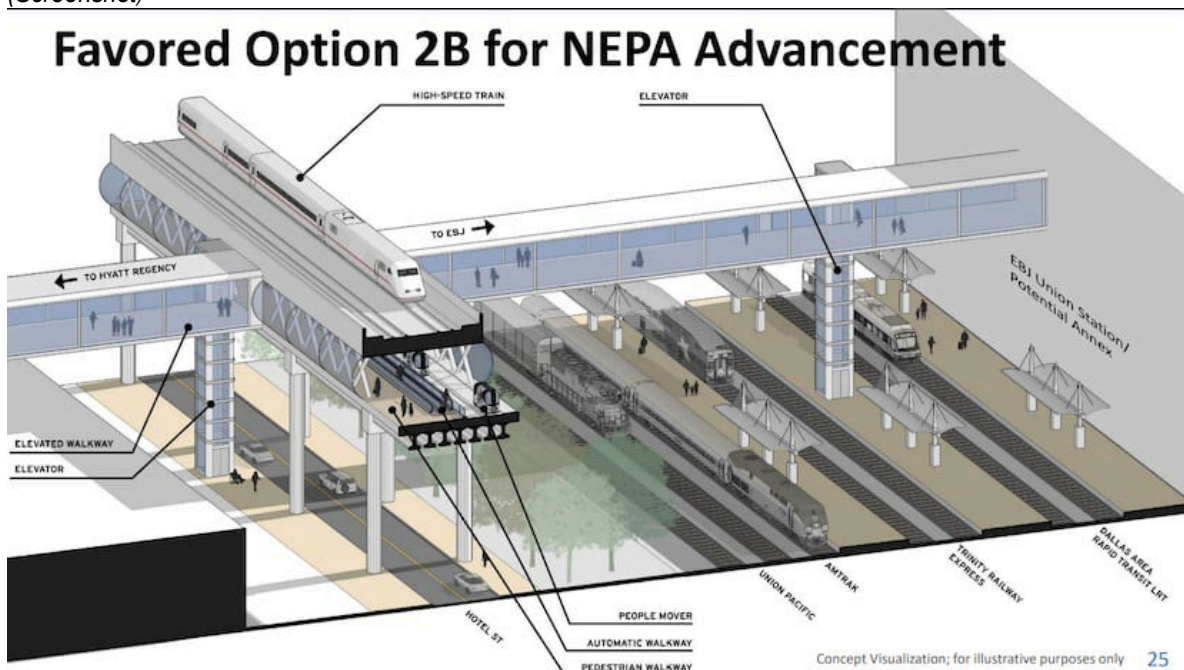
“It’s going to need a dynamic mixed-use entertainment district around it,” he said. “The high-speed rail kills those development plans.”

Related: [How Dallas’ most iconic building came to be](#)

The favored alignment, according to Wednesday’s presentation, would connect the station to both the Eddie Bernice Johnson Union Station on the southwest side of downtown and the Hyatt Regency via a sky bridge.



(Screenshot)



(Screenshot)

Because the elevated train track would abut the north side of the Hyatt, Hunt officials say, they would have to demolish part of the hotel and relocate the entrance away from the downtown side.

Fitzgibbons said planning and construction of the rail line could also delay work on the new convention center.

"We are full-throated supporters of the new convention center," he said. "It's the catalyst we've been waiting for."

The [elevated rail line](#), which would approach Dallas from the west along Interstate 30, would further divide downtown from development opportunities and planned parks along the Trinity River, Fitzgibbons said.

"It will be elevated 75 feet high right down the edge of the new Trinity Park," he said.

The project is separate from the [Dallas to Houston high-speed rail line](#) that was going to be built by the private company Texas Central.

DALLAS OFFICIALS ARE PROVING TO BE A HARD SELL ON EXTENDING HIGH-SPEED RAIL TO FORT WORTH

City Council members raised doubts Wednesday about the benefit to the city of the Dallas-to-Fort Worth rail line.

By Amber Gaudet

Officials expressed doubts about the feasibility of a high-speed rail line between Dallas and Fort Worth during a Dallas City Council briefing Wednesday.

The project is “separate but complementary” to a [Dallas-to-Houston](#) connection that already has received environmental clearance. The larger project could be operated by passenger rail company Amtrak, which is heading up the effort to advance the 205-mile line. Both the Dallas-to-Houston rail line and the Fort Worth extension have yet to be funded.

Council members raised questions about the need for the 30-mile stretch connecting Dallas and Fort Worth, pointing to a lack of concrete economic benefits and the [potential to harm downtown development](#). The council approved a “one-seat ride” in 2015, according to Regional Transportation Council director Michael Morris, but officials say that support predated both plans for a new Dallas convention center and the current council members’ tenure.

One-seat ride refers to travelers being able to ride between two points without having to switch to a different rail line.

“I think we have a responsibility nine years after that legislative agenda was passed to look at whether it still makes sense today,” said Paul Ridley, whose council district includes a portion of downtown. “I doubt very much that even the 2015 council would have written a blank check in support of the one-seat ride at that time, and indeed would have put conditions on it that made sense to achieve that in terms of cost, practicality and actual improvement in travel times.”

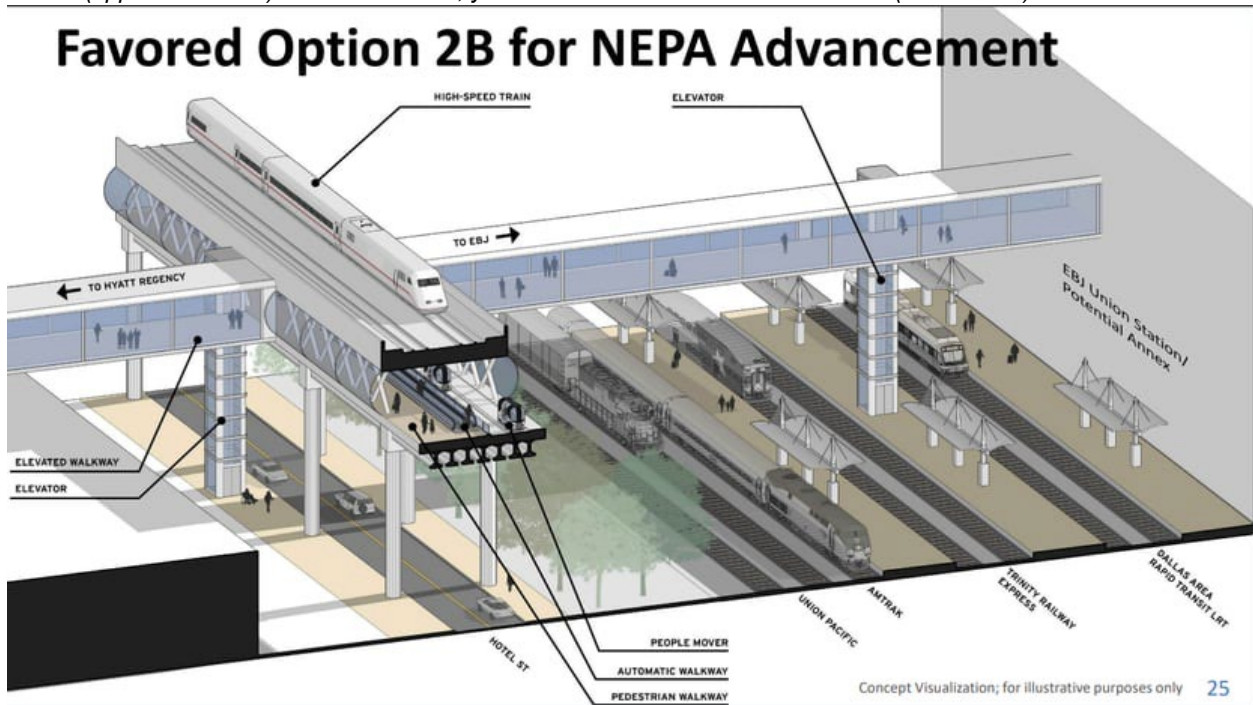
Related: [Hunt Realty: Elevated high-speed rail line could thwart \\$5 billion Reunion project](#)

A major point of tension for several council members is the project’s current alignment. It would bring an elevated rail line through the southwest corner of downtown Dallas, with a seven-story elevated station in the Cedars near the planned [\\$3 billion convention center project](#). Right of way for the line was previously set to cut directly through the convention center property, but a [recent shift north](#) has moved it out of the direct path.

The Cedars station has already been federally cleared, making planning directors hesitant to embark on a lengthy process to move it.



A rendering shows the current alignment of a Dallas-to-Fort Worth high-speed rail line ending at an elevated rail station (upper left corner) south of the new, yet-to-be-built Dallas convention center. (Screenshot)



The current alignment of a proposed Dallas-to-Fort Worth high-speed rail project would see the line run east of Dallas' Hyatt Regency hotel at the southwest corner of downtown, with a rail station connecting both the hotel and Eddie Bernice Johnson Union Station via a sky bridge. (Screenshot)

Several council members also pressed Morris on what they called a lack of communication from the North Central Texas Council of Governments, the regional body that advises on mobility.

Morris and other presenters pointed to what they say would be an economic boon for Dallas by moving forward with the preferred alignment. That would see the rail line run east of the Hyatt

Regency and connect the high-speed rail station to both the Eddie Bernice Johnson Union Station on the southwest side of downtown and the Hyatt Regency via a sky bridge.

By increasing density around the station, it could become a destination, and property values around high-speed rail stations typically increase exponentially, according to Morris and Andy Byford of Amtrak.

Council member Omar Narvaez said he supports the rail line because of its potential to connect Dallas to cities across the country.

"If we are at the epicenter of high-speed rail for the entire United States, this can take Dallas into a trajectory ... that I can't even imagine," said Narvaez, who also chairs the city's transportation and infrastructure committee.

But other Dallas officials did not share his enthusiasm. They worry the project as proposed presents more risk to the city than potential benefits.

Comparisons to international cities with greater density and less car ownership don't make sense, council member Cara Mendelsohn argued.

"We're a very different city," Mendelsohn said.

Others in Dallas also have come out against the current alignment. Hunt Realty Investments said it would interfere with the company's plans for a \$5 billion development on land it owns around the Hyatt.

Related: [Hunt Realty: Elevated high-speed rail line could thwart \\$5 billion Reunion project](#)

Morris said only about a dozen private properties would be impacted by a right of way for the Dallas-to-Fort Worth line, though he stressed the environmental clearance process would bring a more definitive answer.

There is one other feasible alignment option, Morris said. That's a rail line running west of the Hyatt instead of east, which wouldn't require moving the environmentally cleared station at the Cedars. But that wouldn't allow for the same seamless pedestrian connectivity to the EBJ Union Station.

Other council members like Mendelsohn insisted an underground route through Dallas is the only way forward, despite engineering studies indicating a 20-minute delay would be created by passengers having to come up to the elevated station from an underground stop.

Meanwhile, all council members expressed support for the Dallas-to-Houston project. That line, ending at the Cedars station, could move forward independent of an extension to Fort Worth.

"I support that connection very steadfastly because of the distance between origin and destination [but] we don't have that with Fort Worth," Ridley said. "We've got a 30-mile distance that people can traverse in 40 minutes by car, or use the current Trinity Railway Express to achieve their travel destination."

Morris said he hopes a solution will present itself as the environmental clearance process moves forward.

“My hope over the next year is to bring consensus on how I can develop a win-win item between high-speed rail, the convention center and Union Station ... without hurting at all, or making go backwards, Dallas-to-Houston high-speed rail,” he said. “I don’t think anyone is interested in going backwards.”

ARLINGTON POLICE IDENTIFY DEADLY HOT SPOT AFTER THREE FATAL CRASHES

A child, a woman and a driver were killed in three separate crashes along the same stretch of road since Dec. 14, 2023

By Alicia Barrera



[VIDEO]

In 90 days, Arlington police officers responded to three fatal crashes, all within a mile of each other on West Sublett Road. Now, the Arlington Police Department has increased its patrol in the area to curb speeding, reckless driving, and crime.

“Because the first fatality crash occurred on Dec. 14, we'll do a 90-day period, to see if we've seen a reduction compared to the past 90 days,” Sgt. John Brown with the department's Traffic Unit Crash Investigations division said.

[Liyah-Grace Holsey, 10, died just before Christmas](#) after being struck by two vehicles while trying to cross W. Sublett Road at Park Springs Boulevard. Then, about a mile east on Dec. 31, police said a driver died after they lost control of their vehicle and struck a fence. Just last month, on Feb. 13, a woman died after investigators said she cut off a pickup truck, spun out and crashed into a tree on the 2300 block of W Sublett Road.

The department's 90-day review spanned W. Sublett's five-mile distance.

“On West Sublett alone, we've conducted over 115 traffic stops,” Brown said.

However, the priority for police is between South Bowen Road and Park Springs Boulevard to the west.

"We will direct traffic officers, patrol officers and other specialized units to increase their presence in that area," Brown said. "(The purpose is) to see if we can decrease speed, decrease crime in that area, along with calls for service."

So far, only 13 traffic stops have been conducted between the 2200 block and 3600 block of W Sublett. Many of the traffic stops, Brown said, are due to drivers going above the 40 mph speed limit.

"As far as the average speed limit that we're looking at, I'm going to say anywhere between 45 to 48 mph, on the average," Brown said.

While traffic citations have been issued by police, Brown said that is not the goal of officers.

"They just don't realize that in a split second, you know, they can change their life along with someone else's life that was never involved in their speeding," Brown said. "So, we would tell anybody, you know, slow down. There's too much construction going on in the Dallas-Fort Worth area. You'll get there safely, but slow down."

The data gathered during the 90 days will be compared to other hot spot areas.

"Also, we concentrate efforts on our major thoroughfares, which is going to be Division Street, Collins Street, Cooper and Green Oaks," Brown said.

The results will then help determine if traffic enforcement will continue in the area or if efforts will be focused somewhere else.

CUT OFF FOR DECADES, THIS HISTORIC FORT WORTH NEIGHBORHOOD IS GETTING NEW ATTENTION

By Harrison Mantas



Greenway is north of East Belknap Street bounded by the Trinity River to the north, Interstate 35W to the east, and Cold Spring Road to the west. It was one of the first neighborhoods in Fort Worth where Black residents could buy homes. AMANDA MCCOY amccoy@star-telegram.com

Greenway Place was the kind of place where the whole village raised the children. If you got in trouble, your parents knew about it before you got home, and the friends you made playing in the nearby city dump lasted a lifetime.

It was also one of the first neighborhoods in Fort Worth where Black residents could buy homes. Established in the early 1940's, Greenway became a center of the city's Black culture with [an annual Juneteenth celebration in nearby in Greenway Park.](#)

But since the construction of Interstate 35W in 1959, Greenway has been cut off from the rest of the city, sandwiched between the freeway and the Union Pacific rail yard. The neighborhood also faced decline when several residents lost their homes to tax foreclosure.

[\[MAP\]](#)

As Fort Worth grows, and available land in the urban core becomes more scarce, Greenway is getting new attention from home builders. Its location is now its biggest asset, given the proximity to both downtown and the future Panther Island.

Some residents worry the new development will price them out, citing rising property values and the increased property taxes that follow. But the newcomers say they want to improve their neighborhood and help it get the attention it rightfully deserves.



A new house built within the last year sits between two houses that have been in the Greenway neighborhood since the 1940s. Greenway is getting increased attention from home builders looking to purchase land close to downtown. Chris Torres ctorres@star-telegram.com

Greenway's past

Fort Worth voted to annex the Greenway Place addition in 1944 along with Forest Park, Crestwood and Bluebonnet Hills. The area is north of East Belknap Street and bounded by the Trinity River to the north, Interstate 35W to the east and Cold Spring Road to the west.

Developer Garland Ellis advertised the lots to Fort Worth's Black community in September 1944 with [prices ranging from \\$175 to \\$300, which is roughly \\$3,000 to \\$5,000 today.](#)

It was a tight knit community, said neighborhood association president Nobel Reed, who also grew up in Greenway.

"I met my best friend when I was 5 years old and we stayed friends through first grade to high school, and thankfully all the way through college," he said.

The city dump was just north of the neighborhood, which sometimes served as a playground for young children, said Ruby Clark, whose family moved to the neighborhood in the early 1950s.

"I don't know how we didn't hurt ourselves," she said, recounting how she and her friends would find shoes, paper to write on and other trinkets among the trash.

The neighborhood frequently flooded when the Trinity River left its banks. The 1949 flood that damaged much of what's now the Cultural District initially spared Greenway. However, water

released from those areas eventually flowed to Greenway and inundated the neighborhood, Reed said.



Carver Avenue in the Greenway neighborhood of Fort Worth on Wednesday, Feb. 21, 2024. Greenway is getting increased attention from home builders looking to purchase land close to downtown which increases property taxes for residents who might not be able to afford the hefty prices. Chris Torres ctorres@star-telegram.com

The construction of Interstate 35W tore the neighborhood apart, said former Star-Telegram columnist Bob Ray Sanders, who grew up going to high school with kids from Greenway.

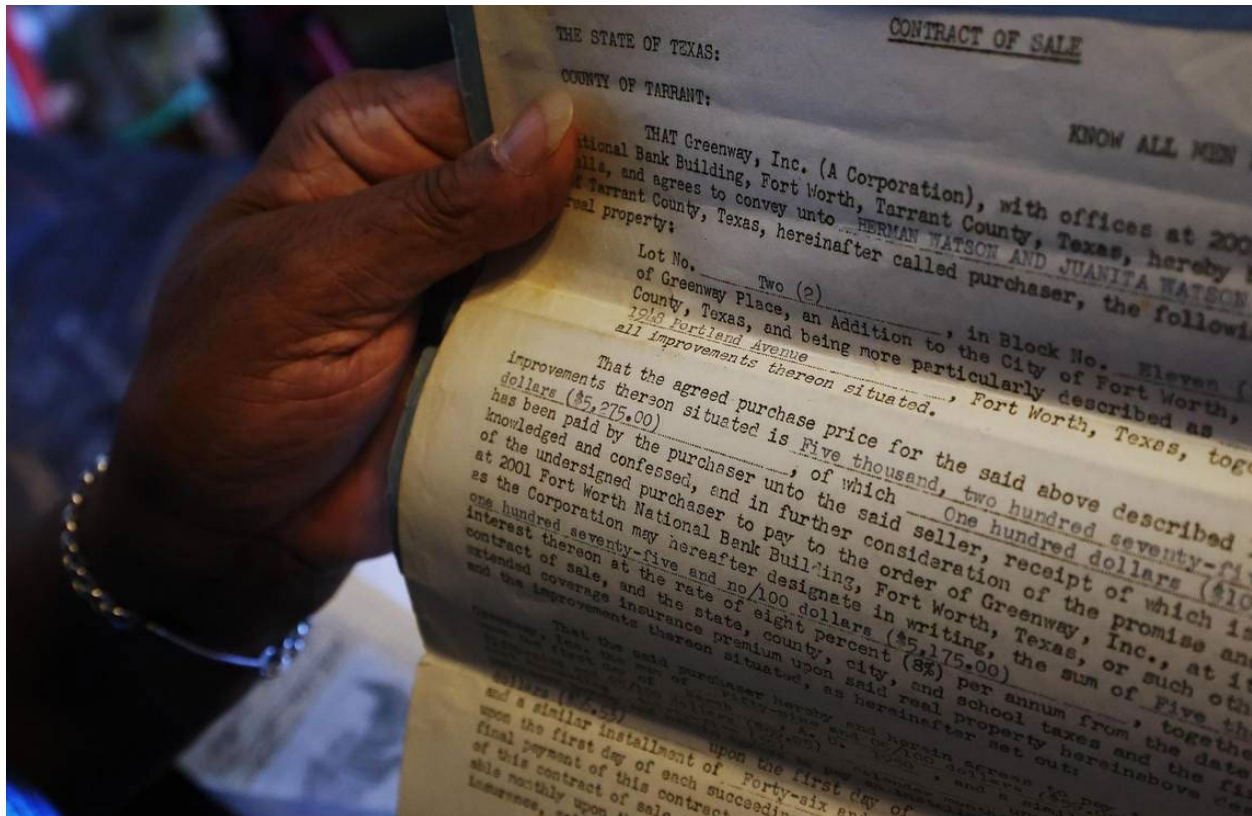
It became an island because the freeway made the neighborhood so inaccessible, he said.

The neighborhood also started to decline after the first generation of homeowners passed on, according to Clark.

“People didn’t pay the taxes on the house, so the city took ‘em,” she said. A lot of the homes deteriorated and became empty lots.

The neighborhood was rough in the 1960s, said Charlotte Peoples, 64, whose family moved to the area from Marlin. Peoples had to contend with drug dealers and getting into fights under the railroad bridge that connected the neighborhood to Ruby Williamson Elementary. That building now [serves as Tarrant County’s minimum security jail](#).

“But Greenway’s just like any other neighborhood,” she said. “Sometimes we get bad people, but thank God they don’t last.”



Ruby Clark holds the contract of sale for the home her parents, Herman and Juanita Watson, purchased in 1953 in the Greenway neighborhood. Clark grew up in the neighborhood and now lives in the home. Amanda McCoy amccoy@star-telegram.com

New interest

Home builder Joseph Valenzuela of Grand Prairie first learned about Greenway in 2019. He had just started his company [Zuela Homes](#), and was looking for property to build his first set of projects.

Greenway seemed like the perfect neighborhood given the amount of available land and its [proximity to downtown and the future Panther Island](#), Valenzuela said.

He bought his first two lots on Carver Avenue before selling them for around \$250,000 in 2021. Most of the homes in Greenway are valued at less than \$150,000, according to the Tarrant Appraisal District.

Valenzuela has built 10 homes in the neighborhood since 2019. All have been on empty lots, which were purchased from another developer who had been sitting on them since 2015.

Most of Valenzuela's homes are two stories with a garage, at least three bedrooms and two bathrooms. His most recent sales in Greenway came in September and October 2023. Both listed for \$440,000.

Unlike the single story bungalow style housing built in the 1940s and '50s, the new homes are sleek and boxy with accent lighting and flat outdoor finishes akin to some of the newer built homes in neighborhoods like Linwood or those surrounding TCU.



An empty lot is located between two residential houses in the Greenway neighborhood of Fort Worth on Wednesday, Feb. 21, 2024. Greenway is getting increased attention from home builders looking to purchase land close to downtown which increases property taxes for residents who might not be able to afford the hefty prices. Chris Torres ctorres@star-telegram.com

"If I had the money, I would have done this myself," said neighborhood association president Reed. The neighborhood has tried to clean up some of the empty lots that are overgrown with weeds and filled with trash and wildlife.

The new houses are raising the neighborhood's tax base, but Reed said he'd rather see a new house than an empty lot.

The first buyers of Valenzuela's new homes were mostly employees from Lockheed Martin.

Two of those buyers, William Sharpe and Taylor Rehmet, said they've tried to become active members of the community rather than just people trying to cash in on a developing neighborhood.

Rehmet, who moved to Greenway in January 2021 after living in a D.R. Horton Community in east Fort Worth, said the neighborhood reminded him of where he grew up in Garland.

"It's that mentality where we all kind of look out for each other in this small community," he said.

Both acknowledged there was some hesitation from neighbors when they first moved in. Sharpe recounted a conversation with Reed in which the neighborhood leader commented the pair would stay in Greenway just long enough until they could find a house in a gated community.



Taylor Rehmet and William Sharpe are recent transplants to Greenway, but say they strive to be active members of the community. Both Rehmet and Sharpe acknowledged the perception that new property owners are gentrifying Greenway, but countered saying their doing it with the intention of making the neighborhood better for everyone. Amanda McCoy amccoy@star-telegram.com

"I could see where he was coming from, but told him that was absolutely not what's happening," Sharpe said.

Both jumped at the chance to build a new sign for Delga Park on the north side of the neighborhood. They collaborated with Reed, who worked with the city to get proper permits for the sign

Rehmet referenced the saying about society grows great when old men plant trees whose shade they'll never sit in. He said Reed is like that for Greenway, and both he and Sharpe want to be able to follow in those footsteps.

The G-word

Valenzuela didn't shy away from the idea that his homes may be gentrifying Greenway.

Land values have shot up since since he started building in the neighborhood. Of the four empty lots Valenzuela still owns, their appraised value rose from \$5,000 in 2021 to around \$36,000 in 2022.

"It's always in the back of my mind," he said, adding it's not his goal to make people uncomfortable or push people out.

At the same time, Valenzuela argued his developments have been a net positive to the neighborhood,.

“People are cleaning up their yards, doing detail work on their houses, and there’s more pride in the community,” he said.

Still older residents on fixed income are feeling the pressure of rising prices, said longtime resident Peoples. She lives in a house owned by her deceased brother, which prevents her from getting a homestead exemption that would protect her from rapidly rising home values.



Greenway resident Charlotte Peoples stands for a portrait on the porch of her late brother's house on Carver Avenue in Fort Worth on Wednesday, Feb. 21, 2024. Peoples, 64, has lived in Greenway since the 1960's and remembers it as a neighborhood where everyone knew each other. Now, Greenway is getting increased attention from home builders looking to purchase land close to downtown which increases property taxes for residents who might not be able to afford the hefty prices. Chris Torres ctorres@star-telegram.com

She said it feels like there’s an effort to displace older and lower income homeowners in order to build expensive houses closer to downtown. She noted several houses in the neighborhood get mailers and people coming to their doors asking to buy their homes.

“Back in the ‘60’s nobody thought about this little old ragged neighborhood when everyone was running crime, but now today everyone wants to move closer to downtown,” she said.

Reed said he hopes it won’t get to the point where large portions of the neighborhood will be pushed out, but said people losing their homes over property taxes is not new in Greenway.

“Maybe I’m blind to it because the situation I have with the homestead and over 65 tax exemptions, but I’d rather see homes than vacant lots full of trash and weeds,” he said.



An empty lot in the Greenway neighborhood of Fort Worth in February. Greenway is getting increased attention from home builders looking to purchase land close to downtown which increases property taxes for residents who might not be able to afford the hefty prices. Chris Torres ctorres@star-telegram.com

His biggest concern is an influx of apartments. He referenced the nearby Rock Island neighborhood along Samuels Avenue where [several single family homes were bought up before being turned into apartment complexes.](#)

Several of those displaced families moved to Greenway, Reed said, adding he doesn't want to see the same thing happen in his neighborhood.

Both Rehmet and Sharpe acknowledged the perception that new property owners are gentrifying Greenway, but he countered by saying they are doing it with the intention of making the neighborhood better for everyone.

"I'm proud of where we live, and that's not gonna change," Rehmet said.

NORTH TEXAS SCHOOLS GEAR UP FOR BIKE & ROLL TO SCHOOL DAY

By Irving Weekly Staff

North Texas schools are gearing up for Bike & Roll to School Day on May 8, with preparations in full swing to ensure a successful event. Organized by the National Center for Safe Routes to School, this annual celebration aims to promote safer active transportation options and provide traffic safety education to children.

Schools have until March 29 to register their events for a chance to win giveaways and new bikes, which will be raffled off to students to encourage safe bicycling to school. The North Central Texas Council of Governments (NCTCOG) is spearheading the initiative this year, offering various incentives to boost participation.

NCTCOG plans to hold raffles for safety-themed items for schools and bicycles for students, with entries accepted through a participation pledge on their website. Elementary and middle schools across the region will host events to raise awareness about active transportation and teach children about traffic safety.

Past participants have organized engaging activities like bicycle trains, bicycle bingos, and remote drop-offs for students living too far from school. These initiatives not only encourage active transportation but also foster community involvement and support for safer routes to school.

The benefits of adopting alternative transportation options extend beyond the event day, with long-term advantages including reduced air pollutants, less traffic congestion, safer streets, improved accessibility, and healthier students.

Bike & Roll to School Day is part of a series of events planned for May, designated as Bike Month nationwide. Alongside Bike to Work Week and Bike to Work Day, these events highlight biking as a sustainable and healthy mode of transportation. Last year, the region saw 35 Bike & Roll to School Day events.

To learn more about Bike & Roll to School Day events or to register your school, visit www.nctcog.org/walkbikeroll. And for schools unable to participate in May, there's another opportunity in October with Walk & Roll to School Day, where NCTCOG will partner with campuses across the Dallas-Fort Worth area.

HIGH-SPEED RAIL: DALLAS TO HOUSTON SHOULD GO FULL STEAM AHEAD

But plan for Fort Worth line should be paused.

By Dallas Morning News Editorial



Dallas is poised to pour a lot of money into the southwest corner of downtown in the next few years. City officials plan to break ground on a new \$3 billion convention center this year, and plans for a bullet train with a terminus in the Cedars neighborhood are also chugging along.

It's crucial that our city [gets these projects right](#). For Dallas, that means focusing on a high-speed rail line to Houston, another Texas economic hub and the largest city in the state. A bullet train between our city and Houston would cut down the commute to two hours instead of the four hours it takes door to door if you fly or drive.

The City Council is right to resist pressure to commit to a separate plan that would build an extension from downtown Dallas to Fort Worth. Extending the alignment westward along the Interstate 30 corridor would impact valuable land downtown and in West Dallas. Of specific concern is the creation of an unacceptable physical barrier along the western edge of downtown. That impact isn't a good trade for a slightly faster trip to Fort Worth. Based on the planning that is now public, the city of Dallas should not agree to the proposed alignment for high speed rail to Fort Worth.

Related: [High-speed rail: Should Dallas to Fort Worth be Texas' first route?](#)

Last week, Andy Byford, senior vice president of high-speed rail development programs at Amtrak and former president of New York City Transit Authority, [briefed the Dallas council](#). He confirmed that Amtrak is working on high-speed rail between Dallas and Houston.

Byford's statements are reassuring and can help our city regain focus when it comes to high-speed rail. For years, the project had been struggling as the private company in charge of it, Texas Central, faced challenges from rural landowners along the alignment and internal struggles.

When Dallas to Houston seemed all but dead in 2019, the North Central Texas Council of Governments — which coordinates federal transportation spending — began developing its plan for a Dallas-to-Fort Worth line. The Council of Governments planned the route around the elevated station in the Cedars that had been federally cleared for the Dallas to Houston project. This meant that in Dallas city limits, the train would travel at around 70 feet above the ground, blocking views in downtown and West Dallas and dividing neighborhoods, as elevated freeways do. This is inconsistent with the rest of the route where stations in downtown Arlington and downtown Fort Worth would be underground.

The Dallas-Houston route wouldn't run into this problem because the line terminates in the Cedars and the train will run parallel to Interstate 45 for most of the journey.

Related: [Dallas high-speed rail approval should not hold transportation funds hostage](#)

The Fort Worth extension, which is estimated to cost around \$6 billion, has been treated like a political football. Council members said that Council of Governments officials shared complex white papers and schematics of the train just 24 hours before slated briefings. Michael Morris, North Central Texas Council of Governments transportation department head, pointed to a document the City Council had signed back in 2015 agreeing to a “one-seat ride” to marshal consensus for the project. But council member Chad West pointed out that the previous council had agreed to a conceptual plan when the projects were entirely different. Recently, the Council of Governments also made funding assistance for other transportation projects in Dallas contingent on the City Council's agreement on the “one-seat ride” high-speed rail plan.

Good design that encourages economic development will decide whether these undertakings end up being a generational investment or a dizzying waste of money. And for high-speed rail, that means focusing first on Dallas to Houston.

NCTCOG TO HOST PUBLIC INPUT MEETING ON ELECTRIC VEHICLE INFRASTRUCTURE

By Colby Farr



Staff from the North Central Texas Council of Governments will share details and plans for investing in the region's electric vehicle charging network during a March 11 meeting. (Courtesy Adobe Stock)

North Texans will have a chance to learn more about the [North Central Texas Council of Governments](#)' plans for the region's electric vehicle infrastructure at an upcoming meeting.

In a nutshell

Staff from the NCTCOG will provide information on several transportation initiatives at a hybrid public meeting March 11.

The meeting will be held at 616 Six Flags Drive in Arlington, but residents can also access a livestream video of the meeting at www.publicinput.com/nctcogmarch24. Staff from the NCTCOG will provide information about these topics:

- Public investment in broadband services
- Recent grants awarded for hydrogen and electric vehicle infrastructure projects
- The Dallas-Fort Worth Air Quality Improvement Plan
- Bike to School Day

- Transit ridership recovery efforts after COVID-19

The NCTCOG will accept public input on any of the presentation topics or other transportation and air quality topics through 11:59 p.m. April 9.

Looking deeper

The NCTCOG was awarded \$85 million in January from the [Federal Highway Administration](#) and the [Joint Office of Energy and Transportation](#) to support the region's transition to zero-emission vehicles.

About \$70 million will be used to build five hydrogen fueling stations across DFW, Houston, Austin and San Antonio. The remaining \$15 million will be used to repair and replace existing EV chargers, and develop an EV charging plan for the North Texas area.

Staff will present details and plans for implementing both initiatives, according to an NCTCOG news release.

Also of note

Staff will also provide an update on development of the [Dallas-Fort Worth Air Quality Improvement Plan](#). The plan aims to improve air quality, protect public health and address extreme weather events, according to an NCTCOG news release. The plan's development is funded by a grant from the [Environmental Protection Agency](#).

[The plan is composed of two parts](#): a priority climate action plan and a comprehensive action plan. The comprehensive action plan will be due in 2025 and will include future greenhouse gas projections.

DALLAS MORNING NEWS

\$220 MILLION OPEN-AIR MUSIC VENUE ON THE WAY TO MCKINNEY

The partnership between Notes Live and the city of McKinney is expected to get underway later this year.

By Anna Butler



Notes Live has tapped McKinney, Texas, for its largest music venue to date, a \$220 million, 20,000-capacity outdoor amphitheater. (Courtesy Notes Lives)

A Colorado company is teaming with the [city of McKinney](#) to bring a \$220 million open-air amphitheater to Collin County that could seat up to 20,000 spectators.

Set on more than 46 acres northeast of U.S. 75 and State Highway 121, the development dubbed the Sunset Amphitheater will have over 250 luxury fire pit suites, custom-built suites, reserved seating in its mid- and lower bowl and a landscaped grass berm.

"We are a company that believes music is a unifier," said [Notes Live Inc.](#) founder J.W. Roth, who expects the venue to host 50 to 55 shows a year. "If you ask a big room to raise your hand if you hate baseball, there are going to be some hands raised. But if you say raise your hand if you hate music, you'll not find a single hand goes up."

The project is modeled after Notes Live's soon-to-be-opened Colorado Springs venue. Roth describes the McKinney version as the Colorado Springs version "on steroids" due to its 20,000-person capacity to the base model's 8,000-person capacity. The concept in Colorado Springs takes a [campus-like approach](#) to development and has incorporated elevated food and beverage offerings with its Bourbon Brothers restaurant and Notes Live music and social bar.

It's also working on a [12,500-capacity venue](#) in Broken Arrow near Tulsa, which [Live Nation will operate](#).

McKinney's Sunset Amphitheater is expected to support 1,300 direct and indirect jobs and create \$3 billion in regional and local economic activity in its first decade of operation, according to estimates provided by Notes Live.

Roth, who started prepared foods company Roth Premium Foods, watched the front-to-end overhauls of football and baseball arenas and stadiums and pondered what it would mean to apply the approach to a music venue.

Ideas for the venue sprung from a combination of removing the things that are frustrating at highly trafficked events and putting high-end finishes at every experience level.

The little things that add up in Roth's book are additions like three lanes dedicated for rideshare pickup and drop-off, which feeds into simpler ingress and egress for parking lots, and abundant restrooms so there aren't lengthy wait times or distant hikes.

The premium experience Roth came up with starts from the ground up — literally. Lawn seats at Notes Live incorporate HydroChill technology. Ahead of an event, the company will cool the bead system beneath the turf to just below 70 degrees, and for four to five hours, concert-goers will enjoy a more comfortable experience.

The emphasis on comfort spreads to the air movement system incorporated in the complex's design. While it could be 105 degrees outside after the sun goes down on a Texas summer night, the amphitheater's temperature should be about 20 to 25 degrees cooler, Roth said.

Notes Live, which has former Dallas Cowboys player Chad Hennings serving on its board of directors, has grown its balance sheet to over \$300 million in the last 12 months. The firm is entirely equity-backed, primarily by family offices and other shareholders, and doesn't utilize debt, Roth said.

Its premise puts an emphasis on growing markets, seen in its portfolio of investments in Broken Arrow, Gainesville, Ga., Murfreesboro, Tenn., and Oklahoma City.

Notes Live worked with Maher Maso, former mayor of Frisco and a principal at Dallas-based Ryan LLC with expertise in Texas incentives, on its site selection in North Texas. McKinney Mayor George Fuller reached out to Maso about the city's interest in landing Notes Live.

The [selection of McKinney](#) for this project — and others that have landed in McKinney for that matter — boils down to [how deliberate the city has been](#), Fuller said. The city, for instance, has purchased property so that it can control what happens and not trust it to the private markets when it comes to certain high-profile parcels.

"We can sit back and hope things happen the way we want, or we can be very proactive. Those decisions are what helped drive what happened here," Fuller said.

Roth said Notes Live deals with municipalities all over the country, and there are two types: those with a vision and those that come to every meeting with a deal prevention team. He said there's not a single person on the leadership team in McKinney in the deal prevention business.

Fuller said he's as excited about the social aspect of the project as he is its economic impact.

“A lot of people will be [coming to McKinney](#), which is great from an economic development standpoint, but I’m one that believes music transcends everything and brings people together,” he said.

When asked who they’d like to see perform at the venue, Roth listed king of country music George Strait and Fuller concurred. Fuller also gave a nod to Bob Seger, health permitting.

The mayor also mentioned the [Maylee Thomas Band](#) that features his wife as lead singer. Fuller is a guitarist for the band.

Construction is expected to kick off later this year. Roth said it could be completed in late 2025, but the official opening is set for 2026.

TEXAS HAS NEW RULES FOR CONCRETE BATCH PLANTS. TARRANT RESIDENTS WANT MORE ACTION

By Kevin Vu



Brandon McElroy, co-founder of nonprofit organization Green Air Solutions, asks questions about a proposed concrete batch plant near his home during a Dec. 11, 2023, public meeting. The Texas Commission on Environmental Quality hosted the meeting in response to concerns about potential health consequences of building the plant. (Emily Wolf | Fort Worth Report)

Tarrant County residents who have fought [against concrete batch plants](#) say the state's recent move to tighten air pollution standards is a positive step but not enough to relieve their concerns about placing plants near homes and schools.

The new changes come after growing public concern over the environmental impact of concrete batch plants on human health, said Texas Commission on Environmental Quality spokesperson Victoria Cann.

"TCEQ periodically reviews all its rules to make certain that permits are protective of human health and the environment," Cann said by email. "Given that science and technology are constantly improving, we routinely review rules to ensure that all permits are held to this standard."

The regulations require concrete plants to set a maximum production limit to 650,000 cubic yards annually. The original rule allowed operators to produce about 300 cubic yards per hour, or up to 2,563,200 cubic yards annually.

While some rules increase the distance between plants and adjacent properties in counties such as Harris and Galveston, those regulations don't apply to Tarrant County. Companies are required to water, sweep and clean machinery, trucks and plant road entrances to minimize dust, according to [TCEQ documents](#).

The changes immediately affect new plants; current permit holders will need to comply within two years or at the next renewal of their permit. Because permits are valid for a period of 10 years, some concrete batch plant operators may not have to meet the new standards for up to a decade. Harris County and environmental groups [have filed suit](#) to challenge that grace period.



J7 Ready Mix opened its first concrete batch plant in Alvarado in February 2023. Richard Mayhew, a co-manager of the plant, said the company will take the lessons it learned in Alvarado to the Rendon site. (Cristian ArguetaSoto | Fort Worth Report)

“TCEQ believes the amended standard permit will ensure protection of human health and the environment while providing an appropriate and efficient authorization mechanism for these types of facilities,” Cann said. “TCEQ will evaluate the need for further amendments dependent on changes to future rules and/or standards.”

Josh Leftwich, president and CEO of Texas Aggregates & Concrete Association, said members of the organization — which represents 80% of the aggregates, 100% of the cement producers and 75% of the concrete producers in Texas, according to their [website](#) — will comply with these changes.

“Our members were supportive of the new rules that came out because (the rules) haven’t been updated in about 10 years,” Leftwich said. “It was time for an update and everybody was supportive of that process that we went through at TCEQ.”

Tarrant County is no stranger to fighting against concrete batch plants. In 2021, a group of Mansfield neighbors became the first in Texas to [successfully convince](#) the Texas Commission on Environmental Quality to deny a concrete batch plant permit request.

Two years later, residents in Rendon, an unincorporated area between Burleson and Mansfield, began fighting J7 Ready Mix LLC's [proposed concrete batch plant](#) near the intersection of FM 1187 and Oak Trail Drive. The Rendon residents formed nonprofit organization [Green Air Solutions](#) to help [fight and fund](#) an expected legal battle against J7.

Following a [public meeting in December](#), residents are now awaiting the TCEQ's decision on their case, which could lead to a years-long legal battle.

"It's real close to my kids' schools," said Brandon McElroy, co-founder of the nonprofit and a Rendon resident. "There's a lot of elderly around here, there's churches, there's restaurants and they're just expecting that they should be able to put these things up and that's going to be OK."

McElroy said the strengthened regulations are not enough. He would like to see other rules, such as having a minimum distance of 300 feet between the plant's property line and adjacent properties and a requirement to place facilities in industrial areas.



Employees talk as they wait for their cement product to mix at J7 Ready Mix's plant in Alvarado in November 2023. Company leaders say they've implemented tools to control dust and reduce pollution. (Cristian ArguetaSoto | Fort Worth Report)

"There's some good things that are coming, should I say, but it's still way off from where it needs to be," McElroy said.

One of McElroy's main concerns is pollution that could be caused by concrete batch plants — especially since both of his sons have asthma.

"We're expecting our children to be able to overcome this and when we're supposed to be fighting for a cleaner world, a cleaner air, we're just letting them pop up right here in a residential area," McElroy said.

Leftwich said there's no substantial evidence that concrete batch plants have environmental or health impacts. However, in a [study](#) published last July, Indiana University Bloomington researchers found that 131 concrete batch plants in Harris County — which includes Houston — emit between 38 and 111 tons of fine particulate matter, or soot, that could be inhaled and cause serious health problems.

"For the most part, concrete batch plants emit pollution pretty close to ground level, directly where people live and breathe," said Nikolaos Ziropiannis, an environmental economist at Indiana University Bloomington and co-author of the study.

Additionally, Ziropiannis said the lack of environmental impact data from concrete batch plants is due to them being "systematically under-regulated" and TCEQ not requiring concrete batch plants to report their emissions.

"The lack of evidence of the impacts of (concrete batch plants) should not be interpreted as (concrete batch plants) being safe for public health. I would say quite the contrary," Ziropiannis said.



State Rep. David Cook, R-Mansfield, addresses Texas Commission on Environmental Quality staff during a Dec. 11,

2023, public meeting at Mansfield's Anchora Event Center. Cook opposed a concrete batch plant permit, citing its negative impact on health and quality of life for Rendon residents. (Emily Wolf | Fort Worth Report)

In February, the Environmental Protection Agency announced new regulations to penalize counties that report an annual average of particulate matter above 9 micrograms per cubic meter of air. Ten Texas counties, including Tarrant and Dallas, would [fail to meet that standard](#), based on data collected from EPA monitors between 2020 and 2022. The rules are not expected to go into effect until 2026.

The EPA also recently began [a study](#) to see how pollution from concrete batch plants impacts human health — the first such study in Texas.

Ziorgiannis said the EPA and TCEQ should implement fence-line monitoring that measures the air concentration of a specific chemical — in this case fine particulate matter— to understand how much of it is emitted. He also said the EPA should require detailed reporting and record-keeping of emissions from concrete plants.

Leftwich said concrete batch plants aren't built near residential areas on purpose. He said they end up near neighborhoods for many reasons, including city growth around an established concrete plant and infrastructure projects that make it easier and more economical to have plants operating nearby.

"The farther away a batch plant gets from a project, that just means you have to put more trucks on the road," Leftwich said. "You only have a 45-minute time frame from when you start mixing that concrete in that truck to getting it out of the truck."

McElroy said he understands the importance of concrete but is against having the plants near his community when health could be impacted.

"We're not against concrete batch plants. We're not against concrete, period," McElroy said.

"We know concrete is a necessity for the world. We're not trying to tell these people, 'Don't do this; it's horrible for the Earth, the world, or people — that's not what we're saying. We're saying take it to a place where it's the best fit and that is not going to impact people's health.'"

THIS DALLAS RESIDENT WANTS YOU TO DITCH THE CAR AND TRY PUBLIC TRANSIT

By Pablo Arauz Peña



Hexel Colorado is an advocate for better walkability, more public transit and parking reform in Dallas. He documents what it's like to live here without a car using the social media handle [Dallas Urbanists](#).

Born and raised in Dallas, he decided in 2021 to get rid of his car and get around town solely using alternative mobility options. What started as a year-long lifestyle experiment turned into two years — and now he says he can't imagine living any other way.

"I have this huge pet peeve when people say there's no public transit in Dallas," he said.

Colorado recently visited KERA and sat down with growth and infrastructure reporter Pablo Arauz Peña to talk about how he gets around Dallas, tips for going car-free, and why Dallas wasn't actually built for cars.

So how did you get here today?

Today I took a Lime scooter. It's in the middle of the afternoon. It's not too cold, a little chilly. And so every time I leave the apartment to make a trip, I kind of make this game time decision about what mode of transportation I want to use or how I might mix things together. Using Lime scooters seem to be the most convenient and most direct.

For anyone who's not familiar, tell us what Dallas Urbanists is.

Dallas Urbanists is a social media channel. And I say channel because right now, it's primarily Instagram. But if there are people out there who cared about walkability cared about public transit, cared about housing, and they were feeling like they were the only ones or they were the only ones who identified as urbanist in some kind of way, I wanted to create this channel so that people could find each other.

And so that has been the most exciting thing, seeing in the comments, people discovering what other advocacy groups are doing and what I've been doing. So that's number one, creating this space for people who care about these issues to find each other.

The second purpose of the channel was to do some public education. I have this huge pet peeve when people say there's no public transit in Dallas, or if only we had greater investment in this place, in that place. ... The whole there's no public transit in Dallas thing, it always gets to me. And I found that if people don't believe that we have at least something, maybe it's not perfect, but we have something and there are things we can do to improve it. And we can use it today.

You posted a video on social media that got a lot of views about getting around Dallas without a car. You made it across town on a bike, light rail, scooter and a bus. How long did it take you to get around?

It took less than an hour to do that particular trip. And it was during rush hour. But that itinerary of that video, I planned that out. And so it went smoothly, and it went, I kind of do feel like it was a miracle that that video worked out the way that it did.

What transportation options in Dallas have you found are the most useful?

The underrated, low-key answer, good old buses. Plain old buses. And the reason that they're the most useful is compared to light rail, compared to a fixed rail system, a bus has the possibility of being right at the front door of where you're trying to go. And even perhaps right at the front door of where you start. So it's like the closest thing you can get, if the route is planned well, and the city also planned well around those routes, you can have basically car-level, SUV-level convenience.

You've pushed against the idea that Dallas was built for the car. You've said there's a "clear line of sight" between where we are to a more walkable transit-friendly, bikeable city [in a recent story](#). So, tell us what was Dallas built for, and can you kind of tell us where we are now and what we could be?

It's very tempting to say Dallas was built for rail, because rail did play a massive role. And I will say Dallas grew and it went from a town and into a city because of rail. I'll say that. But in terms of what Dallas was built for: diversity, a mixture of different races and people and income classes.

A fun fact I love to throw around is that before the highways became the borders that dictated where neighborhoods start and end, South Dallas would have been considered what we now separate into Cedars and Fair Park. Before we divided that up, South Dallas was the largest Jewish population in Texas, plus Freeman towns. The point is, what was Dallas built for? That's what Dallas was built for. Mixture, diversity, people living together, dealing with and surviving the conflict. Because there's some terrible tragic things that's happened. I don't want anyone to think that I'm looking at the past with rose colored glasses, like, we lynched Black people in

downtown in the 20th century. But instead of choosing to go through that conflict, and come out a stronger and more equal city, we destroyed it.

The places that neighborhoods was the most racial integration became highways. The buildings and establishments and the homes that would have been the basis of intergenerational wealth became parking lots. That's what we lost. We destroyed what Dallas was built for in order to accommodate cars.

So what do you think Dallas and other North Texas cities can do to be more pedestrian friendly?

Number one, among the staff and planners, go on YouTube, watch some videos, pick up some books, because I'd say if someone like me who's not a professional, if I had to explain to a traffic engineer what induced demand is, and I'm not going to name names, but I've had to do this to like some TxDOT engineers, we've got a problem.

And then number two, number two way in order to improve walkability in your neighborhood, walk in your neighborhood. Because, heck, even if you didn't do the continuous education track, just walking and give yourself permission to be selfish, in your policy planning, right? Because I have this like, in my head, I imagine, imagine if every single council member was forced to use public transit or use any means other than a car. And then once they do that, you don't have to tell them to be selfish in their planning, they naturally will be.

And if every single council member was selfish in what they demanded out of our transportation system, what would happen? They would all want faster public transit, or better bike lanes, or fill in missing sidewalks. The entire city would have better transportation.

If someone wants to go without a car in Dallas, what advice do you have for them?

If you want something really easy, it's OK to get on a bus, ride a few stops and then get off. Like, that's not against the law. Someone literally posted that question online. I was like, go for it, dude. They don't care. That's number one. Just start small, baby steps. As long as you commit to baby steps, that'll teach you more than like social media can. Just trying it.

Expect to mess up. You'll miss your bus or the bus might miss you. Like, dealing with the mess ups and the mistakes on either side of the equation, that's also a part of learning to deal with not having a car, in the same way that having a car involves learning to deal with traffic jams and accidents and insurance. Expecting perfection from anything, whether it's driving or not driving, you're gonna set yourself up for disappointment if you think everything is gonna go perfectly and swimmingly, but just keep trying it and that's really how you learn.

WFAA

CENTRAL EXPRESSWAY 'TECHNOLOGY LANES' MAY BE THE ANSWER TO CONGESTION BETWEEN COLLIN AND DALLAS COUNTIES

New "technology lanes" on 75 Central Expressway may be the answer to congestion, under-utilization, and an exploding electric and low emission vehicle market.

By Tashara Parker

DALLAS COUNTY, Texas — Plans to update the use of High Occupancy Vehicle (HOV) lanes may make your drive between Collin and Dallas County a lot easier.

It's a [project](#) WFAA told about last year in what organizers are calling new "technology lanes."

Work has officially kicked off to make the \$58.8 million project a reality.

According to TxDOT Dallas, the project was awarded to Webber, LLC to improve the mobility and use of US 75 HOV lanes in Collin and Dallas counties.

Drivers can expect closures on the north and southbound sides of 75 Central Expressway in the HOV lanes from the President Bush Turnpike to Sam Rayburn Tollway.

The good news is, according to an email WFAA received from TxDOT Dallas, roadwork will only take place during the overnight hours, kicking off at 9pm until 5am weeknights during the construction period.

According to Duncan Webb, Collin County commissioner and chair of the Regional Transportation Council, the project was funded more than 2 years ago.

He says overall, they noticed the HOV lanes weren't being used enough, so the lanes between LBJ and Allen will be converted to a one-of-a-kind lane called the "technology lane."

The technology lanes may be the answer to congestion, under-utilization, and an exploding electric and low emission vehicle market.

Once completed, the new technology lanes will be general-purpose lanes for all vehicles, except during peak hours in peak directions. During that time, the lanes will be for high-occupancy vehicles, low emission and electric vehicles.

This means Central Expressway will go from four general purpose lanes to five lanes except for between 7am and 9 a.m., and between 4pm and 6 p.m.

The hope is by creating more access to the additional lanes, it'll help relieve some of the congestion experienced during those peak travel periods.

The expected completion date is late 2026.

NCTCOG'S NEW CLIMATE PLAN COULD REDUCE GROUND-LEVEL OZONE IN DFW

By Colby Farr

The North Central Texas Council of Governments' [Priority Climate Action Plan](#) could help reduce the region's ground-level ozone measurements, according to a [March 11 presentation](#).

The big picture

If all measures from the plan are fully implemented, the region could see carbon dioxide emissions, oxides of nitrogen and volatile organic compounds reduced by more than 1,000 metric tons each year. Each gas is a precursor to ground-level ozone, Senior Air Quality Planner [Savana Nance](#) said.

The plan, which was submitted to the Environmental Protection Agency on March 1, is one part of the NCTCOG's air quality improvement efforts. Staff are also working on a Comprehensive Climate Action Plan that is due in 2025.

Both plans are funded by a grant from the EPA that was awarded in 2023. The NCTCOG is also required to deliver a status report in 2027.

The cause

Ground-level ozone measurements have been rising in North Texas for the last three years, according to [data from the NCTCOG](#).

"Many of our ground-level ozone levels have been getting worse over the past couple of years," Nance said. "Since the '90s, we had seen a lot of improvement in our local air quality, and recently with a lot of economic development and population growth that has started to creep back upwards."

During the 2023 ozone season, [NCTCOG reported 50 exceedance days](#). One exceedance day means one or more air quality monitors in the region measured ozone levels averaging above 70 parts per billion, the federal standard.

Diving in deeper

North Texans can access the priority plan on the NCTCOG's [website](#). The plan includes measures across several sectors to reduce greenhouse gases and other air pollutants. Sectors include:

- Transportation
- Energy
- Water, wastewater and watershed management

- Waste management
- Agriculture, forestry and land use

For more information about ground-level ozone, including ozone measurements across the region, go to www.nctcog.org/trans/quality/air.

ROAD MAINTENANCE, LITTER CONTROL, PUBLIC SAFETY: 3 CONCERNS FROM CITY OF FORT WORTH'S RESIDENT SURVEY

By Mark Fadden

Most respondents to a [city of Fort Worth survey](#) indicated they were satisfied with quality of life issues in [Fort Worth](#).

However, respondents indicated they would like to see more emphasis placed on street maintenance, public safety and how well litter is controlled.

The details

According to a city news release, the survey, which was conducted by [ETC Institute](#), assesses residents' satisfaction with the delivery of major city services and helps determine priorities as part of the city's ongoing planning process.

ETC Institute has been working with the city since 2002 to conduct a city services survey every two years, said Chris Tatham, president and CEO of ETC Institute. As part of his report to council March 5, Tatham said that their clients include 26 of the 35 largest U.S. cities.

"When you see us compare Fort Worth's results to other communities, they're head to head," Tatham said. "They're the same methodology and same questions, and that allows us to provide some interpretive context that you may not get if you do a stand-alone survey."

A closer look

According to a news release, of the households that received a survey, 1,725 completed the survey. At least 160 households were surveyed in each of the city's 10 council districts.

Tatham said that of the 97 areas assessed, satisfaction among residents decreased 4.4% since the last survey in 2021. He added that the national average for cities with a population greater than 250,000 residents decreased by 6.3% over the same time period.

"Overall, you're doing better than the nation, but you are down in most areas," Tatham said.

Tatham said that areas that have decreased the most since 2021 include:

- Traffic law enforcement
- Street lighting
- School safety
- Police visibility in neighborhoods
- Road maintenance
- Litter control

Areas that have increased the most since 2021, Tatham said, include:

- Communication with city staff/customer service
- Mowing and trimming along city streets

“Most communities have had a hard time responding to rising expectations with customer service, but Fort Worth’s ratings are going against the national trend,” Tatham said.

Other takeaways

Tatham included some more good news that the survey revealed:

- 91% of surveyed residents feel the economy in Fort Worth is the same or better than the rest of the nation.
- The majority of respondents think Fort Worth is an excellent or good place to live, work and raise children.
- 67% of people surveyed age 65 or higher said that Fort Worth was either a good or excellent place to retire.

FOOD BANK TO TEST DELIVERIES VIA DRONE OR SELF-DRIVING ROBOT IN ARLINGTON

By Haley Samsel



Volunteers load groceries into a car in May 2022 at the Tarrant Area Food Bank mobile distribution site at Herman Clark Stadium. The food bank had 100,000 pounds of food ready to give out. (Cristian ArguetaSoto | Fort Worth Report)

At the height of the COVID-19 pandemic, hundreds of thousands drove through the Tarrant Area Food Bank’s “mega-mobile” distribution centers, with volunteers serving over [1 million meals](#) per week. But, as Stephen Raeside learned, the need was even greater than the number of cars he saw each day.

Raeside, the food bank’s chief external affairs officer, recalls some families picking up food for people who didn’t have cars or otherwise couldn’t leave their homes to wait in line at distribution sites like AT&T Stadium.

“It is such a significant population, and a population in great need, that is limited by transportation, health and age so they just can’t get to our network of food pantries,” Raeside said. “Looking back, that was the first step in us looking more closely at solving the ‘last mile’ delivery problem to better serve those homebound people.”

The food bank has since partnered with Amazon to regularly deliver groceries to about 200 [homebound clients](#). Now, the organization is exploring two new delivery methods to serve residents in its 13-county distribution zone: self-driving robots and drones.

Powered by a \$780,182 federal grant, the city of Arlington and the food bank will soon [launch a pilot program](#) testing the use of autonomous electric delivery vehicles to bring essential food items to clients in east Arlington.

Over the course of the study, scheduled to kick off this fall and wrap in 2025, officials expect to deliver 300 boxes of food with low-emission drones and four-wheeled robots that are smaller than cars. East Arlington was selected due to the high number of existing food bank clients in that area, said Ann Foss, the city's transportation planning and programming manager.

The city has some history exploring [self-driving vehicles for passenger transportation](#) but has yet to fully deploy robot vehicles and drones for delivery services, Foss said.



Clevon revealed CLEVON 1, an autonomous delivery vehicle Sept. 22 at Alliance Airport. The company announced it is headquartering its U.S. operations at Alliance in Fort Worth. (Seth Bodine | Fort Worth Report)

"Autonomous vehicle technologies are becoming more and more prevalent," Foss said. "We want to make sure that our citizens are informed and understand how these technologies work, what they can be used for and, so by deploying them here in Arlington, we feel like we've made it easier for people to understand them and learn about them."

Residents will have a chance to see the technology in action at a showcase set for May. Arlington clients likely to use the service will also receive a survey with more information about the project and a chance to provide feedback, Raeside said.

“It’s a demonstration project, so it’s not necessarily about providing services,” Raeside said. “It’s establishing a path toward providing services.”

Arlington was among 45 recipients selected by the U.S. Department of Energy to conduct research that will reduce greenhouse gas emissions in transportation. Transportation is one of the largest sources of emissions, such as carbon dioxide, which traps heat in the atmosphere and contributes to global warming, according to the Environmental Protection Agency.

Clevon, the Estonian self-driving vehicle manufacturer that launched [driverless delivery services in Tarrant County](#), has signed onto the project, alongside drone delivery company Aerialoop and drone software provider Airspace Link. Staff from the University of Texas at Arlington and the North Central Texas Council of Governments are also project partners.

Clevon’s vehicles, known as CLEVON 1, drive up to 20 mph and can carry up to six packages, which customers access by entering a code upon arrival. Aerialoop’s ALT6-4 VTOL Delivery Drone can carry almost 9 pounds.



Aerialoop’s ALT6-4 VTOL Delivery Drone is 6 feet long, battery powered and capable of carrying almost 9 pounds. (Courtesy image | Aerialoop, City of Arlington)

The company already works with grocery customers to deliver online orders and is looking to expand to restaurant deliveries, Meelis Anton, Clevon’s chief operating officer, said. Testing food bank deliveries will allow Clevon and the city to understand the needs of clients and how to replicate the program in other communities like Arlington, Anton said.

“During the operation, we’ll be gathering the insight and then feedback on how to, for this particular target customer group, optimize the days, times and delivery frequency,” Anton said. “Based on the industry, these sweet spots are a little bit different, so we’ll be learning for ourselves how this specific industry is served in the best way.”

While Clevon is reducing the need for delivery drivers, Anton argues the company is also creating jobs in North Texas by hiring engineering, customer support and operations employees. Automated services enable more convenience and cost efficiency for organizations like the Tarrant Area Food Bank than traditional delivery, Anton added.

“Finding delivery drivers is getting more and more tricky. These types of food pantry services, for example, they are really relying on volunteers to deliver,” Anton said. “But it’s much easier to do it with an automated solution in the longer term. This will help ensure that these services are continuing.”

Clevon demonstrated its device in downtown Arlington during an event at Levitt Pavilion last year, Foss said. Attendees shared positive responses once they had a chance to ask questions about the vehicles, she added.



Bennett Oehlschlager, an employee at PostNet Northlake, loads a package for delivery inside a Clevon autonomous vehicle July 27, 2023, at the store at 100 Plaza Place in Northlake. (Seth Bodine | Fort Worth Report)

“What we found with the work we’ve done to date testing new technologies is that, for the most part, Arlington residents have been pretty accepting of these new technologies, especially if

they can see them and see the safety precautions we're taking and the incremental approach that we're taking to deploying them," Foss said.

Project partners are meeting regularly to discuss community outreach, delivery locations and an operations plan to conduct two demonstrations. Each demonstration will last between two and four weeks to test the technology and its performance, according to a city announcement. Drone routes will avoid flying over residential areas and high-traffic roadways.

By the end of the study, which will cost about \$1.6 million in total, officials will provide a final report to the federal government. Its findings will include a cost-benefit analysis, the reduction in greenhouse gas emissions from using electric delivery, and community reaction to the project.

The lessons learned could be helpful to communities across the region and the country, Foss said.

"How does the technology work in a real-world setting to deliver real food to real people?" Foss said. "Is this something that people could see themselves using on a regular basis? Because if people aren't interested in adopting the technology, then we need to think of another approach."

DALLAS-FORT WORTH LEADS ALL METRO AREAS IN POPULATION GROWTH

DFW added over 150,000 residents between July 2022 and July 2023

By Ahraya Burns

Over 8.1 million people now call the Dallas-Fort Worth Metroplex home after the region experienced the largest population growth of any metropolitan area in the country in 2023, [according to the U.S. Census](#).

The DFW Metroplex surpassed 8 million residents between 2022 and 2023, adding 152,598 residents for a total population of 8,100,037.

This was the largest numeric population increase of any U.S. metro area between that timeframe, followed by Houston-Pasadena-The Woodlands, TX, which added 139,789 over the same period, bringing its total population to 7,510,253.

Top 10 U.S. Metro Areas in Annual Numeric Growth: July 1, 2022 to July 1, 2023

Rank	Metro Area	April 1, 2020 (Estimates Base)	July 1, 2022	July 1, 2023	Numeric Growth
1	Dallas-Fort Worth-Arlington, TX	7,637,398	7,947,439	8,100,037	152,598
2	Houston-Pasadena-The Woodlands, TX	7,149,604	7,370,464	7,510,253	139,789
3	Atlanta-Sandy Springs-Roswell, GA	6,106,847	6,238,676	6,307,261	68,585
4	Orlando-Kissimmee-Sanford, FL	2,673,391	2,763,017	2,817,933	54,916
5	Tampa-St. Petersburg-Clearwater, FL	3,175,291	3,291,341	3,342,963	51,622

6	Charlotte-Concord-Gastonia, NC-SC	2,660,348	2,754,657	2,805,115	50,458
7	Austin-Round Rock-San Marcos, TX	2,283,379	2,423,170	2,473,275	50,105
8	Phoenix-Mesa-Chandler, AZ	4,851,102	5,020,870	5,070,110	49,240
9	San Antonio-New Braunfels, TX	2,558,115	2,655,928	2,703,999	48,071
10	Miami-Fort Lauderdale-West Palm Beach, FL	6,138,356	6,139,812	6,183,199	43,387

Source: U.S. Census Bureau, Vintage 2023 Population Estimates.

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The Austin metro area ranked seventh, adding just over 50,000 people. Meanwhile, the San Antonio area was ninth with 48,071 new residents.

Texas counties also claimed eight of the top 10 spots for most new residents, with Harris County gaining 53,000 people. Collin County added over 36,300 people, while Denton and Tarrant counties attracted over 27,000 new residents each.

In 2023, [federal data also showed that the Metroplex created the second-most new jobs of any metro area](#) in the country. US Census data showed that at 7.9 million people at the time, the DFW metro made up only 2% of the population of the US. But 4.5% of all new US jobs created from August 2022-23 were located in the Metroplex, according to data from the Bureau of Labor Statistics.

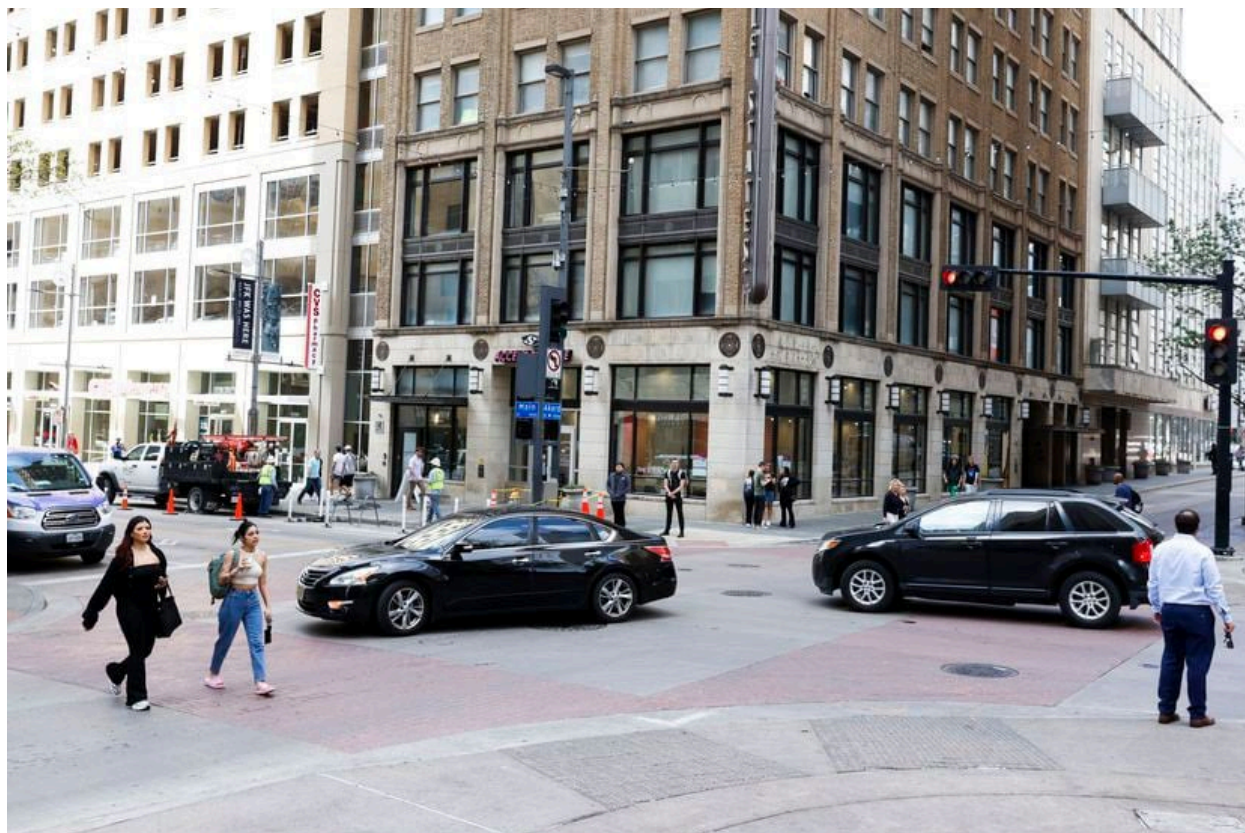
During that period, DFW saw more than 154,000 new jobs created, second only to the New York City area.

The new census data relies on net migration — people moving in minus people moving out — and changes in births and deaths to offer a perspective on where people are leaving and where they're going. Updated race and ethnicity population estimates will be released in June.

IS DALLAS UNSAFE FOR WALKING? FATALITY PROMPTS CALL FOR PEDESTRIAN ZONE AT AKARD STREET

Advocates say the hit-and-run that killed a woman last summer is a symptom of the dangers traffic poses to pedestrians downtown.

By Amber Gaudet



Pedestrians walk along the intersection of Main St. and Akard St. on Tuesday, March 5, 2024 in downtown Dallas. A petition by Dallas Urbanists calls on the city of Dallas to convert the portion of Akard Street between Elm and Commerce into a pedestrian mall following a crash that killed a pedestrian in August. (Shafkat Anowar / Staff Photographer)

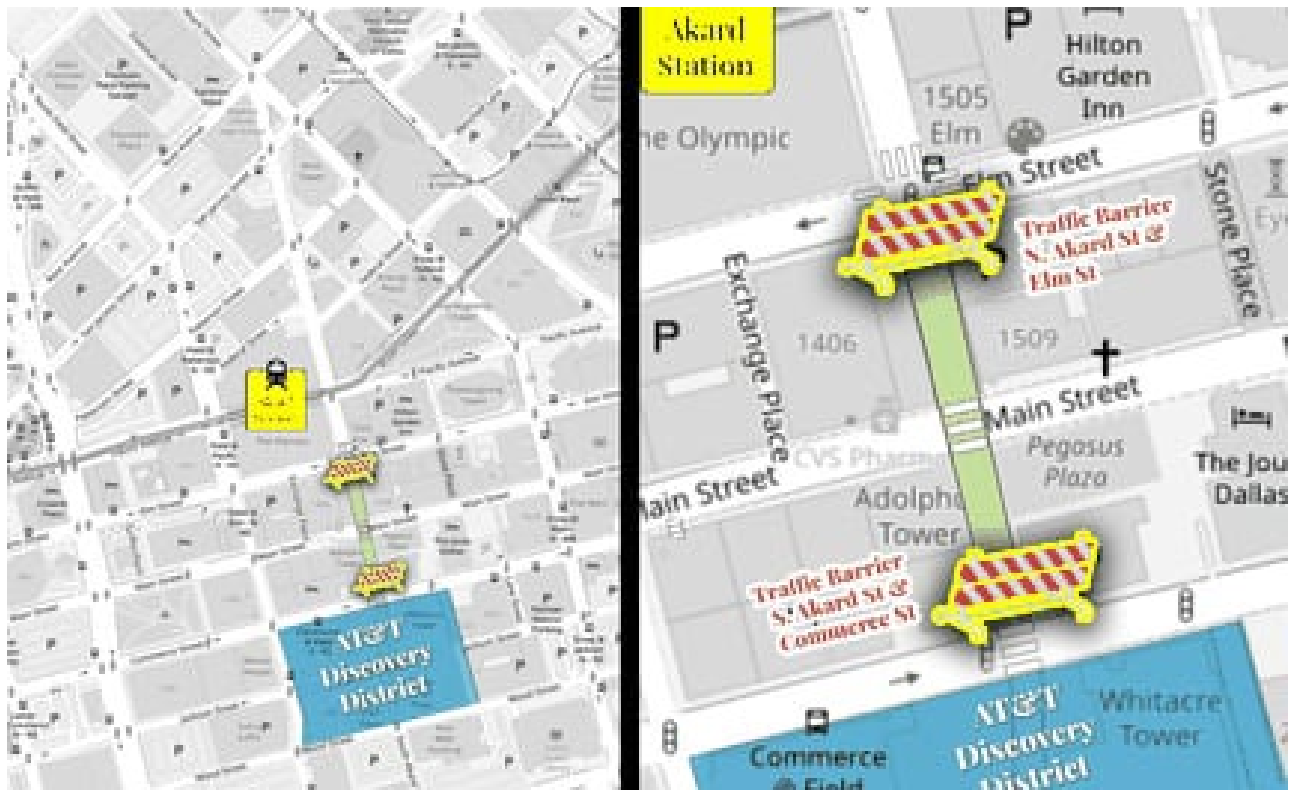
Adolphus Hotel employee Lisa Jordan was walking to an employee parking garage last summer when she was struck by a car at Commerce and Akard streets in downtown Dallas. Jordan died from her injuries shortly after the collision.

Accidents like the one that killed Jordan are far too common downtown, say some Dallas residents. That's why Akard Street resident [Hexel Colorado](#) launched a [Change.org](#) petition to create a pedestrian mall — a car-free zone restricted to pedestrians — on Akard between Elm and Commerce. In pedestrian malls, cars have access only for essential activities like emergencies and trash services.

His petition has collected nearly 1,000 signatures since it was created Feb. 27.



An illustration shows the concept for a pedestrian mall on a portion of Akard Street in downtown Dallas. (Courtesy of Hexel Colorado)



Traffic barriers at Commerce and Elm Streets on Akard would block car access in the pedestrian mall. (Courtesy of Hexel Colorado)

Colorado, a software developer who runs the [Dallas Urbanists social media account](#), tweeted about the accident in August. He'd spent time thinking through what could make the area safer. A friend's close call brought the issue full circle and led to the appeal to Dallas officials to do more to address pedestrian safety.

Courtney Hunter was crossing Commerce Street at Akard with her dog in late February when she was clipped by a Chevy Suburban. Though she suffered only a minor injury to her hand and wrist, she knows the accident could have been much worse.

"We were able to hop out of the way. The only contact was like, hey, they ran into my hand while I'm scooting out of the way," Hunter said. "But if it was a child, if it was a disabled person who wasn't able to jump out of the way, it'd be a different story."

She was familiar with Jordan's accident – Hunter's neighbor worked with Jordan downtown.

The call for more attention to public safety has been echoed by residents in several neighborhoods throughout the city. Speeding, red-light running and a [lack of pedestrian safety](#) have been identified by residents of Ferguson Road in East Dallas, and neighbors on Mockingbird Lane [want a traffic light installed](#) after a fatal crash at a nearby intersection.

Related: [Fatal crash on East Dallas roadway prompts push for traffic light on busy stretch](#)

Dallas has a higher road fatality rate than any other U.S. city its size, [KXAS-TV \(NBC5\) reported in November](#). While only 2% of Dallasites walk to work, pedestrians account for 30% of traffic deaths. Experts speculate road design plays a role in encouraging speed over safety.

Officials want to make the city safer. Dallas is 18 months into a [Vision Zero plan](#) to eliminate traffic fatalities and cut severe injuries in half by 2030. Preliminary data shows pedestrian injuries in Dallas crashes last year [were the highest since 2019](#).

Some city leaders have been outspoken about what they see as a lack of progress in moving forward quickly with the plan's goals.

Related: [Dallas' Vision Zero plan rolls on as officials demand faster results](#)

The section of Akard where Jordan was killed isn't one of the 15 worst spots for pedestrians [identified in the plan](#), though Pacific Avenue from Akard to Interstate 45 was identified as one of the deadliest for bicyclists.

The top 15 road segments for serious and fatal crashes involving pedestrians are:

- Maple Avenue at Hudnall Street to Oak Lawn.
- MLK Jr. at SM Wright to Botham Jean Boulevard.
- Great Trinity Forest Way at Ledbetter Drive to I-45.
- Wheatland at Duncanville city limit to Kirnwood.
- Ledbetter Drive at Lancaster Road to Great Trinity Forest.
- Bruton Road at Prairie Creek Road to Masters Drive.
- Buckner Boulevard at John West Road to I-30.

- Jupiter Road at I-635 to Garland.
- Cedar Springs Road at Dallas North Tollway to Turtle Creek.
- Forest Lane at Audelia Road to Garland city limit.
- Jefferson Boulevard at Edgefield Avenue to Zang Boulevard.
- Jefferson Boulevard at Zang Boulevard to Fleming.
- Great Trinity Forest Way at Jim Miller Road to U.S. Highway 175.
- Cedar Springs Road at Turtle Creek Boulevard to Field Street.
- Northwest Highway at Harry Hines Boulevard to Timberline Drive.

Colorado said he thinks car access on the section of Akard isn't necessary, since there are no parking garages with entrances or exits, and motorists would not need to detour more than a block to nearby Elm, Main or Commerce streets to reach their destination.

The change could also enhance walkability downtown and create a flexible public space that could benefit nearby businesses, Colorado said. Closing off the street would be as simple as putting up traffic barriers like those used for temporary construction closures.

Dallas leaders are open to ideas from the public on how to improve safety, according to director of transportation Gus Khankarli, but a formal process is required to implement changes.

"Generally speaking, we have to go through the due diligence process and the due diligence will include our partners at Downtown Dallas Inc. and then you have the input also from the property owners, from emergency personnel like the Dallas Fire Rescue and Dallas Police Department," Khankarli said. "And then of course, you have to check into what ordinances are applicable or could be limiting constraints and so on. These are all factors that will have to go into the process as we look into whether something is viable."

A council request would first have to come to the transportation department to trigger the process, Khankarli said. Hunter has reached out to council member Paul Ridley's office, though Ridley said last week he hadn't yet seen the petition.

Reimagining downtown as a more pedestrian-friendly space isn't far-fetched, said Evan Sheets, vice president of planning and policy at Downtown Dallas Inc. City leaders and stakeholders have had conversations about doing just that.

"The city has long acknowledged that Akard has an opportunity to be rethought to be more functional, to be safer and more pedestrian-oriented," Sheets said. "What that solution is requires rolling up sleeves and really meeting with folks that use it for access to their hotels or access to the restaurants, folks who use it as program space or just to get to or from work. And then [figuring out] how to balance all those needs and come up with a solution that meets the overall goal of a vibrant, attractive, safe public space."

Downtown business owners have their own concerns. They've seen nearby Pegasus Plaza bring more crime to downtown, said Adolphus Hotel director of sales and marketing Sam Tucker.

"I'm a huge proponent of things that add more usable, friendly space and less traffic but we already have a space like that in Pegasus Plaza that's actually more problematic than it does good," Tucker said.

Instead, Tucker would like to see greater police presence downtown to address dangerous driving.

"I think it makes more sense for us to have a little bit more of a heightened security patrol, a police patrol in these places because time and time again we see on all of our four corners, we see people running lights, we see people illegally parked, jaywalking, street racing, speeding," Tucker said. "That's a real issue."

The Dallas Police Department responded to an initial email for comment but did not answer questions in time for publication.

If a pedestrian mall isn't something Dallas officials want to commit to, Hunter and Colorado said concrete steps need to be taken. Certain measures such as raised medians can reduce pedestrian crashes by nearly 50%, [according to the Federal Highway Administration](#).

"A project can vary from very far on one side of that spectrum, from the automobile, to the fully other side of the spectrum, which is only pedestrian," Sheets said. "I think there's a whole range in there that requires a significant amount of input to understand what the right solution is for that space."

Jordan is survived by her husband, Steven, and now 20-year-old daughter, Savannah.

Steven, who also works downtown, said he's seen how dangerous the area can be for pedestrians and supports the petition.

"She [Jordan] did everything she was supposed to do and it still happened," he said.

Kundin Nadew, who was driving the car that struck Jordan, was charged with a second-degree felony. Nadew's case is set to enter the pre-trial discovery phase this summer, court records show. *The Dallas Morning News* requested the August crash report early this month but has not received it. Police said the investigation is ongoing.

Advocates hope Jordan's death will be the last, but they stress that requires intervention.

"My close encounter was not the only one," Hunter said. "A woman literally died, and she was following the rules, she was following the design. And it's still not safe."

FORT WORTH TO HOUSTON HIGH-SPEED RAIL ON TRACK DESPITE DALLAS CONCERNS

By Sandra Sadek



The once-smooth sailing high-speed rail connection from Fort Worth to Dallas is dealing with a major hurdle as regional planners and Dallas city officials stand off over the project's future.

Could this gridlock over the advantages of connecting Dallas to Fort Worth derail Cowtown's ability to capitalize on this economic opportunity?

Michael Morris, transportation director for the North Central Texas Council of Governments, isn't raising alarms just yet.

"It's just the natural process of really big, important projects — getting everyone on the same page as we move forward," Morris told the Fort Worth Report. "This is our generation's DFW Airport."

Transportation disputes have long marked Fort Worth and Dallas' relationship, starting in 1876 when Fort Worth residents galvanized to bring the [Texas & Pacific rail line to town](#). Similar conflicts played out with the construction of Interstate 35 East and West and then again with the creation of the [Dallas Fort Worth International Airport](#).

The concerns first surfaced at the December 2023 [Regional Transportation Council](#) meeting, the independent transportation policy group of the North Central Texas Council of Governments or NCTCOG.

The high-speed rail connection between the east and west sides of the metroplex was moving [“full steam ahead”](#) last summer until [Dallas started raising concerns](#) about the seven-story high, elevated rail line that would cut through planned local redevelopment work in the area, including a [new \\$3.7 billion convention center](#).

Fort Worth and Arlington’s stops would, in contrast, be underground.

NCTCOG explored an underground option in Dallas, Morris said, but that option didn’t work for the one-seat ride approach that would eventually connect Fort Worth to Houston through Dallas.

“You would defeat the whole purpose of having a high-speed rail to have the seamless connection because you’d have a 40-minute travel time penalty, so we just need time for people to understand that,” Morris said.

As for the rail line and elevated station running through Dallas’ planned projects, it wasn’t NCTCOG that selected the location of the station years ago, Morris said.

The endpoint of the Fort Worth to Dallas line must also align with the newly proposed Amtrak rail lines which are departing from the Eddie Bernice Johnson Union Station. Riders on all the lines, both conventional and high-speed, must be able to make those connections.

“Our particular plan isn’t just Dallas-Arlington-Fort Worth. Our particular plan is to make this connection for those demands,” Morris said. “And I think Dallas just needs to have some time to help figure it out. So we’ll continue to work with the city of Dallas. They’ve got to tie these elements together.”

Some Dallas council members have also expressed reservations about whether a connecting line to Fort Worth that runs parallel to I-30 is indeed necessary when the Trinity Railway Express, a commuter train, has that route.

However, support for a Dallas to Houston line remains high.

The North Central Texas Council of Governments, which is spearheading the high-speed rail line from Fort Worth to Dallas previously withheld \$100 million in funding for six unrelated Dallas projects until the Dallas City Council is back on board with the plan.

Morris said the Regional Transportation Council approved the funding for those projects at their February meeting.

In a statement to the Fort Worth Report, Fort Worth City Council member Michael Crain, who also sits on the RTC, recognized the efforts of Morris and the rest of his staff for their collaborative work over the years to find the optimal route for the rail line.

He’s hopeful the project will prevail.

“Although a few Dallas City Council members have publicly expressed concerns about the proposed design of the Dallas station, I remain hopeful that they can address these issues and recognize the potential benefits for all residents of North Texas,” Crain said. “With projected

growth in the region, embracing this design would provide enhanced mobility options and increased potential for commerce and connectivity, benefiting the entire community.”

At this time, neither rail line projects have been funded. The Fort Worth to Dallas rail line just received the green light to start the environmental process, Morris said.

Jeff Davis, who also sits on the RTC and is chair of the Trinity Metro board of directors, told the Report conversation regarding the other high-speed rail connection from Fort Worth [along the I-35 corridor](#) that would ultimately connect to Laredo could help market the Fort Worth-Dallas line to those who are not yet on board.

“It would make complete sense for there to be a connection between North Texas’ two largest cities and create that energy in North Texas — that makes perfect sense,” Davis said. “But without further plans ... if that’s not the case, what would the major reason be to have the Dallas-Fort Worth connection?”

Morris said that the project is still possible. However, the connection to Austin and San Antonio would happen in College Station, often referred to as the T-bone.

The Federal Railroad Administration conducted a [study in 2017](#) exploring various options for high-speed passenger rail between Fort Worth, Arlington and Dallas. The study found that travel time for a high-speed train going 220 miles per hour is 35 minutes compared to TRE’s 83 miles per hour at 55 minutes plus several station stops.

The study also found that having a 220-mile-per-hour electric train going along the I-30 corridor would cost over \$11 billion to construct, omitting any maintenance costs.

The Fort Worth-Dallas high-speed rail hurdle comes after Amtrak announced last year it will help the Dallas-Houston line, spurring renewed interest. Nationally, [a bill was recently filed](#) in the House, the American High-Speed Rail Act of 2024, which could provide \$205 billion over the next five years for the planning and construction of a national high-speed rail network.

In December 2023, NCTCOG and Amtrak each received \$500,000 from the Federal Railroad Administration’s Corridor Identification and Development Program, for a total of \$1 million to help move the Fort Worth to Dallas to Houston lines forward.

As things stand, the ball is in Dallas’ court, Morris said.

“Just like we did Chisholm Trail, just like we did the managed lanes to Alliance, just like we did the rail line to DFW Airport. ... (you think) there’s no way this project can proceed, every single time on all those projects — and then you create the partnership and the communication and you get it across the goal line,” Morris said.

THE DEPRESSING REALITY ABOUT DALLAS IN THE NEW U.S. CENSUS NUMBERS

By Matt Goodman

People are coming to North Texas, but they are not moving to Dallas. The [regional success story](#) told in this week's Census data dump—8.1 million people now call the region home for the first time—is not actually a tale about the center of our metro area, Dallas County, which charted a meager growth that was outpaced by even Kaufman County.

Dallas County added about 4,300 people in 2023, only because there were about twice as many births as there were deaths. Last year, more people decided to leave Dallas County than those who moved here. The most populous county in North Texas lost more existing residents than all but seven other counties in the nation. The domestic migration numbers are particularly depressing: 34,330 U.S. residents packed up and left. Luckily, about 19,000 people moved here from other countries, making Dallas' loss 15,057. The 39,000 babies who were born last year is the only reason the county had any population growth.

Compare that to Collin County, which welcomed 28,886 new people. Or Denton County, where 23,090 now have new addresses. Tarrant County added another 14,000. I jabbed at Kaufman, but by percentage, it's the fastest growing county in the country. It added about 12,000 new people, a 7.6 percent increase. And remember, those numbers do not include births; they are the raw totals of the human beings who made a decision to move to one of those suburban counties.

This is rough news for Dallas, which, [one year ago was buzzing](#) after finally landing in the black on the annual U.S. Census report. The .5 percent increase in population—a little under 13,000 total—was the most significant gain for Dallas County since 2017. This year's increase was about .16 percent; but again, the real story is about how people are choosing to pick up and leave.

We don't know exactly where in Dallas County is losing all these people; the city breakdown generally lags the county analysis. We do know the city of Dallas lost about 15,000 people [from 2020 to 2021](#), and then [added a little under 9,000](#) between 2021 and 2022.

This has to be alarming for city and county officials. The North Central Texas Council of Governments is planning for 12 million people in the region by 2045, which will lead to infrastructure investments that further the sprawl and make it even easier to leave the city proper. Dallas is competing for people, which means it's never been more important for the municipal government to craft pro-growth policies and ensure that the nuts and bolts of building permits get sorted out.

As the Bush Institute's Cullum Clark [wrote last year](#) in the *Dallas Morning News*, Frisco built seven times the amount of housing units as the city of Dallas from 2015 and 2022. He cites that city's "exemplary" housing policies, and a "streamlined" and "efficient" permitting and zoning processes.

That's what Dallas is up against. That 8.1 million people now live here is a remarkable statistic, but the more important story is that the beating heart of North Texas is not, and has not been, sharing in that success.

WHY SOME TEXAS CITIES ARE GETTING RID OF THEIR MINIMUM PARKING RULES

Most cities require homes and businesses to have parking. Critics say they drive up housing costs, foster car dependency and raise carbon emissions.

By Joshua Fetcher

In car-dependent Texas, most cities have rules on how many parking spots must be built anywhere people live, play or do business. But those requirements have come under scrutiny in recent years, with critics saying they do more harm than good.

As the nation tries to curb carbon emissions and fight climate change, climate activists and urbanists have chided the regulations for encouraging car dependency. Housing advocates and developers have also identified those minimums as a barrier to building more homes and taming housing costs.

“This is a pretty obvious target for helping to address [the housing affordability crisis],” said Tony Jordan, co-founder of Parking Reform Network.

In major Texas cities like Dallas, Fort Worth, San Antonio and El Paso, developers usually can’t build single-family homes or apartments without parking. Government regulations like those, critics argue, effectively force housing developers to provide parking spots where they may have instead built housing — contributing to higher home prices and rents.

Doing away with parking minimums doesn’t mean parking will be abolished, reform proponents say. For instance, cities without parking mandates still must require properties to comply with federal law and build accessible parking spaces for people living with disabilities. And proponents expect developers will still build parking spots even if they’re not required to. But the decision of how much parking they should provide, reformers argue, should be left up to builders, not local governments.

Austin last year became the largest city in the country to do away with its minimum parking requirements, following in the steps of other major cities like Portland, Minneapolis and San Jose. Nixing parking minimums is part of a slate of reforms in Austin to loosen city land-use regulations and allow more housing to be built amid the city’s severe housing affordability crisis.

Before the parking rules were overturned, Austin required single-family homes to have at least two parking spots and apartment buildings to have one-and-a-half spaces for every one-bedroom apartment, plus half a space for every additional bedroom. Those requirements drove up construction prices and resulted in higher rent bills. A city estimate projected that requiring one additional parking space per unit [raised monthly rent by up to \\$200](#).

And at a time when Austin is trying to beef up its public transit to the tune of billions of dollars and encourage denser transit-friendly development, policymakers concluded it didn’t make sense to continue requiring a minimum amount of parking spots.

“A city like Austin that has adopted progressive mobility, affordability and climate goals should not be in the business of requiring an arbitrary amount of car storage in every new development,” Austin City Council Member Zohaib “Zo” Qadri, the proposal’s author, said in a statement after the November vote.

Dallas could soon take Austin's place as the largest U.S. city to get rid of its parking requirements. In January, a subcommittee of the Dallas' City Plan Commission advanced a plan to nix parking minimums — a proposal the Dallas City Council could take up this year.

Dallas is also facing a dire housing shortage. The Dallas-Fort Worth metropolitan region [surpassed 8 million people last year](#), and that booming population growth has put pressure on its housing stock. Dallas by itself is short some 33,000 homes that would fall within the price range of the city's lowest earners, according to [an estimate from the Child Poverty Action Lab](#). That shortage is expected to balloon to 83,000 by the end of the decade.

Allowing housing developers to determine how much parking they need rather than imposing city requirements on them is one way to speed up the development process and chip away at those needs, said Michael Wade, senior planner in Dallas' planning and urban design department.

The current requirements are "slowing things down to a rate that makes it hard to meet our housing goals," Wade said.

Rethinking parking in Texas

Reforming parking requirements isn't just a big-city fixation. The week after Austin got rid of its parking minimums, Taylor, a town of about 17,000 people perched about an hour away, did the same as part of a broader rewrite of its land development code to allow denser housing stock. Taylor is the latest Texas town to ditch its minimum parking requirements, joining Bandera and Bastrop, according to the Parking Reform Network.

Taylor nixed its parking minimums, Assistant City Manager Tom Yantis said, in an effort to bring down housing costs, boost their tax base by allowing denser development and encourage more walkable development — in line with how the town developed in its early years before the rise of the automobile and parking minimums.

"If we start to build neighborhoods that are built around small walkable blocks, maybe in the future we'll have the opportunity in neighborhoods for people to walk or bicycle to the grocery store," Yantis said.

Minimum parking spot mandates arose as automobile ownership took off in the middle of the last century. U.S. cities adopted these rules in an attempt to ease a shortage of curb parking spots, relieve traffic congestion and accommodate suburban commuters and shoppers arriving to the urban core by car. Now, it's common for cities to have rules on the books determining how much parking should be built with homes and businesses like grocery stores, restaurants, offices, video game arcades and even places that serve and sell alcohol.

Critics say those requirements have had nasty side effects, including increased sprawl, overreliance on cars and a proliferation of unsightly parking lots. If people know there's a parking spot waiting for them at their destination, they're more likely to take a car than other modes of transportation. Parking is an invisible cost even when it appears to be free, they argue — landlords and businesses ultimately pass on the cost of providing that parking to consumers via routine costs like monthly rents, grocery bills and restaurant tabs.

Some of the rules are also fairly arbitrary, opponents say. Jordan points out that, for example, Dallas requires sewage treatment plants to provide one parking spot for every million gallons of capacity and water treatment plants must provide two spots regardless of capacity.

“The constraint is completely artificial,” Jordan said. “It’s just based on some number that someone put in a book 40 or 50 years ago.”

Parking minimums drive up the cost of housing, too, critics say. A spot in a typical parking lot can cost between \$5,000 to \$10,000, [some estimates show](#), while a spot in a parking garage can cost from \$25,000 to \$65,000. Landlords then pass the cost of building and maintaining those parking spots on to tenants — who are more likely to have fewer cars than homeowners or not own one at all — in the form of higher rents.

“If you’re not having to use land for parking, you can use it for housing,” said Claudia Aiken, director of new research partnerships at New York University’s Furman Center and Housing Solutions Lab. “If you’re not pouring that money into developing parking, you could provide units that are more affordable.”

Minimum parking requirements can limit how many housing units are built on a lot and discourage builders from creating homes with more bedrooms. In Dallas, housing developers must build one to two parking spots for single-family homes and one space for every bedroom in an apartment.

When designing a mixed-income development with 21 units that includes townhomes, duplexes and fourplexes in South Dallas, the city’s parking requirements limited how many housing units could ultimately go on the lot, said Lisa Neergaard, associate director of planning at buildingcommunityWORKSHOP, a nonprofit architecture and planning firm. The rules also [prevented designers from including more three-bedroom units](#) designed to accommodate families, Neergaard said.

“Land was pretty inexpensive for a very long time, so parking was not as big of a burden,” Neergaard said. “But as the value of our land continues to increase, because the amount of available land is decreasing, parking is infinitely more expensive.”

Life without parking minimums

Cities elsewhere that have retooled or nixed their parking minimums saw more home construction in the aftermath. Minneapolis got rid of its minimum parking requirements as part of a slate of reforms intended to spur housing production — which has helped the city keep rent growth in check and build housing at a quicker clip than other places in Minnesota and the Midwest, [the Pew Charitable Trusts found](#). Seattle and Buffalo, New York, also saw more homes built [after reducing or getting rid of their parking requirements](#).

Getting rid of parking requirements has its detractors. Neighborhood groups and residents opposed to such reforms worry that developers will skimp on parking spots, forcing drivers who can’t find adequate parking at their destination to search for it on neighboring streets and clog traffic. Laura Palmer, a Dallas resident, told the city panel that approved a proposal to nix parking minimums that patrons of the nearby Bishop Arts District, a pedestrian-friendly collection of shops, restaurants and bars, already take up the curb on streets in her neighborhood.

“We are asking you as the city to help protect our neighborhoods,” she told the panel in January.

There are ways to make sure that neighborhoods don’t suffer spillover effects, reform proponents argue, like only allowing residents to park on residential blocks or installing parking meters. But Dallas city staff and transportation officials with the North Central Texas Council of Governments, which coordinates transportation planning for the region, agree that parking in “local districts, main street-like corridors, and transit-oriented developments tends to be either adequate for auto demand, or to even far surpass demand,” Dallas officials [wrote in a recent report](#).

The decision of how much remaining parking to build will simply be left to developers, proponents say, and financiers are unlikely to back developments without parking if they think offering a certain amount of spaces makes financial sense. After Seattle retooled its parking requirements, developers built about 40% less parking than they would have without the changes, [one study found](#). But more than two-thirds of developments that weren’t required to build parking still included some, the study found.

It will likely take years if not generations to see the full effects of abolishing parking mandates, Wade said, but it’s a small step to allowing denser development and weaning people off of cars.

“We have the power to become an even more resilient city and provide that to the next generation,” Wade said.

DALLAS MORNING NEWS

EXPRESS BUS ROUTE BETWEEN SOUTHEAST FORT WORTH AND ALLIANCE WILL CATER TO COMMUTERS

Electric buses will guarantee on-time arrival with weekday pickup every 15 minutes during peak hours.

By Amber Gaudet



Trinity Metro and the North Central Texas Council of Governments are collaborating on a new express bus route for commuters between southeast Fort Worth and Alliance. (Trinity Metro / Trinity Metro)

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.

Electric charter buses with WiFi will depart every 15 minutes during peak morning and evening commute times and every 30 minutes in off-peak periods and on weekends. Buses will use Interstate 35 express lanes for travel.

New mobility centers in southeast Fort Worth and Alliance will offer first- and last-mile connections to the Trinity Metro Zipzone rideshare service and rides will be coordinated through a mobile app, with customers able to receive credit for late arrivals. The proposed route would begin at a mobility hub in southeast Fort Worth, have a midpoint at Central Station and end at a mobility hub in Alliance, tentatively at I-35 and Westport Parkway.

Fort Worth transit agency Trinity Metro and the North Central Texas Council of Governments collaborated on the \$50 million project. Project leaders see it as a chance to strengthen economic ties in the region.

“There are an estimated 66,000 jobs in Alliance, nearly all of which require a personal vehicle to access them,” said a project briefing document for Monday’s Trinity Metro board meeting.

“There is a significant population in southeast Fort Worth that could benefit from better access to employment opportunities in Alliance.”

Trinity Metro is reviewing potential sites for the mobility centers, which will include bus and personal vehicle charging stations, climate-controlled waiting areas and “robust digital infrastructure” to facilitate transfers between Trinity Metro bus and Zipzone services.

While most sites under consideration for the Alliance hub are at I-35 and Westport Parkway, the agencies are continuing to search for a property in southeast Fort Worth. Few of the sites considered have met project needs in terms of size and accessibility to downtown and highway express lanes.

North Central Texas Council of Governments will cover fare losses caused by the travel time guarantee.

Trinity Metro [purchased eight zero-emission electric charter buses in 2022](#) for \$13 million as part of its sustainability plan. Additional passenger amenities on the buses include reclining seats, mobile charging and overhead storage.

The project is one of several aimed at improving rider experience. New bus shelters, benches, signage and lighting are being installed throughout the Trinity Metro system as part of a three-year, \$16 million initiative.

FAR NORTH FORT WORTH PROPERTY NEAR NARROW ROAD 'DEAD MAN'S CURVE' COULD GET 30 NEW HOMES

By Harrison Mantas

An Idaho-based developer is resurrecting plans to build a homes in far north Fort Worth after a 2023 attempt was killed by neighborhood opposition.

[Conger Group](#) wants to put 30 one and two story single family homes on a 5.6 acre lot at 5819 Bowman Roberts Road, northwest of Marine Creek Reservoir. This would match the development of the single family neighborhoods surrounding the property.

The developer [proposed building 61 for rent cottages on the site in 2023](#), but concerns about traffic and road safety swayed city leaders to oppose the project.

This tree lined section of Bowman Roberts Road has bar ditches instead of a shoulder and a turn neighbors sometimes refer to as "dead man's curve."

Fort Worth city staffers challenged that reputation at a February zoning commission hearing, noting the curve is only dangerous when the road is wet and motorists are driving above the speed limit.

Some residents and the developer have advocated for a four way stop at the Corral Reef Drive intersection, which will serve as one of the entry points into the development.

However, an analysis by the city's development services department determined the roadway doesn't have enough traffic to merit putting a four-way stop at the future intersection. It could also put the city in legal jeopardy, said Tom Simerly, a traffic engineer with the development services department.

"If someone has a wreck there, and they have a good ambulance chasing attorney, they can look and see if that four way stop was warranted and use it for litigation purposes against the city," Simerly said at the February zoning commission hearing.

The developer will join neighbors in advocating for the roadway to be put on a city list for long-term road improvements, said Mary Nell Pool, who represented the developer at the commission hearing. This would make the road eligible for bond funding to improve safety.

The Fort Worth City Council will decide whether to approve the rezoning at its 6 p.m. meeting Tuesday, March 19.

This story was originally published March 18, 2024, 11:29 AM.

DALLAS MORNING NEWS

CAR, BIKE AND TRANSIT ARE IN PLANS TO LINK DOWNTOWN DALLAS AND FAIR PARK

Suggestions from the regional planning agency are aimed at capitalizing on interstate improvements to increase mobility.

By Amber Gaudet



Transportation planners at the North Texas Council of Governments presented a slew of suggested road changes aimed at strengthening the link between downtown Dallas and Fair Park Tuesday. (Lynda M. González / Staff Photographer)

Regional transportation planners are thinking through how to better link downtown Dallas to Fair Park through Deep Ellum, with the public's help.

Draft concepts for road and intersection reconstruction, bike paths and public transit improvements were again shared with the public during the second in a series of public meetings Tuesday. The proposal integrates city improvements with planned highway projects including changes to Interstate 30 and Interstate 345, according to the North Central Texas Council of Governments Regional Transportation Council.

Related: [Reconstruction plans for I-345 roll on though no funds sought for new study](#)

"We want to create routes that have opportunities to meet all of the modes of transportation and create economic development for the community," council director Michael Morris said.

Among the intersections being looked at are:

- Elm Street and Exposition Avenue, including a possible two-way conversion of Elm from Exposition to Good Latimer Expressway
- Exposition at Commerce
- Exposition at Canton Street
- South Haskell Avenue and East Grand Avenue

Roadway changes being considered include:

- Aligning Grand Avenue to connect directly at Haskell Avenue, with a three-way “right-in/right-out” turn-restricted intersection for McKenzie Street at Haskell. Align West Alley to connect to Grand Avenue with a similar intersection.
- Terminate Carroll Avenue at Philip Avenue and extend Philip to Stonewall Street
- Abandon Ann Avenue connection to Stonewall Street/Gurley Avenue
- Terminate Fletcher Street at Peak Street

The council is recommending Fair Park Gate 3 at Parry Avenue and Washington Street be closed since it is dangerous for pedestrians.

“It’s kind of a safety hazard to say the least,” said Jessie Brown, transportation planner for the council. “It’s right where the DART line crosses but to cross safely you kind of have to look behind your shoulder.”

New gates should instead be constructed at Gurley Avenue and Grand Avenue, the plan suggests.

Dallasites looking to get around without driving could benefit from transit improvements like more frequent buses between Fair Park and downtown, enhanced connections to the MLK Jr. Station and increased use of microtransit for first- and last-mile connections.

“Big ideas” for transit enhancements include a Trinity Railway Express extension from EBJ Union Station to Fair Park; a mobility hub at DART Fair Park Station, and a Parry Avenue Transitway between Fair Park Gates 3 and 4 to allow for safer bus, rail and pedestrian connections.

Changes like dedicated curbside delivery zones for freight and physical barriers separating bicycle and pedestrian lanes are aimed at moving goods through the area as well as increasing pedestrian safety.

Bike enhancements will be focused on connecting Commerce Street to the Sante Fe Trail and the Fair Park DART Station east of Deep Ellum, either through bike lanes in each direction or a two-way separated bike lane on the south side of Canton and east side of Exposition.

A speed and traffic study and survey of the right-of-way on Canton Street are the next steps for determining how to move forward.

The council will also conduct a special events simulation to see how weekend events that draw significant traffic could impact plans. Three more public meetings will be held before a final report is released this summer.

Residents can [submit comments online](#) throughout the study period.

REGIONAL TRANSPORTATION COUNCIL TO DISCUSS EPA GRANT OPPORTUNITIES

By Colby Farr

DFW's [Regional Transportation Council](#) will discuss new grant opportunities for the [Dallas-Fort Worth Air Quality Improvement Plan](#) at an upcoming meeting in March.

What's happening?

Staff from the North Central Texas Council of Governments are requesting the RTC's approval of transportation measures to be included in a grant application to the Environmental Protection Agency. NCTCOG plans to apply for up to \$199 million on behalf of the region for implementing measures from the air quality improvement plan, according to the [March 21 agenda](#).

If approved by the RTC on March 21, the [Executive Board](#) is expected to vote on the item on March 28. The grant application is due April 1, according to the agenda.

The background

The air quality improvement plan was published in March. If all measures from the plan are fully implemented, the region could see [gas components of ground-level ozone reduced by 1,000 metric tons each year](#).

The improvement plan is one part of NCTCOG's air quality improvement efforts and focuses on short-term priorities. Staff are also working on a Comprehensive Climate Action Plan with a further outlook that is due in 2025.

Also on the agenda

- Staff is also expected to give an update on the 2024 Regional Roadway Safety Targets and review actual performance of the 2022 safety targets. In its 2022 annual safety performance report, [NCTCOG reported rising automobile crashes and fatalities](#) in some parts of North Texas.
- Efforts are underway to develop [Mobility 2050](#), NCTCOG's next metropolitan transportation plan. Federal standards require NCTCOG to update its long-range plan every four years and cover at least 20 years in the future. Staff will deliver an update on efforts to develop the next plan.

Get involved

The RTC will meet at 1 p.m. on March 21 at 616 Six Flags Drive, Arlington. A livestream of the meeting will be accessible via the council's [website](#).

NTXIA PARTNERS WITH UTA AND UTD TO LAUNCH URBAN RESILIENCE FELLOWSHIP

Through the program, the North Texas Innovation Alliance will connect university students with community and industry partners to develop "innovative solutions to improve the everyday lives of the public." They'll do this across a wide range of sectors, from mobility to cybersecurity to sustainability and more.

By David Seeley

Universities in North Texas work every day to educate a new generation—while just outside the campuses, industries and community organizations make their own efforts to keep the region flourishing and successful. Now a new initiative has been launched to bring all three together in an innovative, game-changing way.

The North Texas Innovation Alliance has announced the launch of its Urban Resilience Fellowship Program, in partnership with the University of Texas at Arlington and the University of Texas at Dallas. The pioneering initiative "aims to nurture emerging leaders and equip them with the knowledge and skills needed to address critical challenges facing the North Texas community," the NTXIA said.

The new program from the NTXIA—a nonprofit regional consortium of over 40 municipalities, agencies, corporations and academic institutions across North Texas—connects students from universities and higher education institutions across Dallas-Fort Worth with community and industry partners.

The inaugural pilot program, the first of its kind championed by NTXIA, has already kicked off this semester at both UT Arlington and UT Dallas.

Meghna Tare, UTA's chief sustainability officer, called the new program "a unique and transformative opportunity for emerging leaders in the field of urban planning, environmental science, social innovation and related disciplines to gain hands-on experience, mentorship and the tools they need to drive positive change within urban areas."

"Bringing this new program into our teaching and curriculum opens up an exciting avenue for UTA students to apply their skills and knowledge to tackle real-world challenges through experiential learning," Tare added in a statement, "ultimately contributing to the betterment of our communities and enhancing the overall education of student participants."

Participating students will be put into 'multi-disciplinary groups'

Undergraduate, graduate, and PhD students from the two universities are taking part in a semester-long engagement in the program. Participants are being put into "multi-disciplinary groups" to work with community partners including the Southern Dallas County Inland Port Transportation Management Association and the North Central Texas Council of Governments.

The student groups will be guided by a faculty expert who'll help define the problem statement of the community partner and advise students on how best to approach challenges and implementation plans, the NTXIA said.

Projects to focus on transportation, cybersecurity, data analytics, environmental governance, and more

The students will focus on creating “innovative solutions to improve the everyday lives of the public” based on issues identified by each partner “across mobility and transportation, cybersecurity, data analytics, environmental and social governance, climate change and sustainability, and more,” the NTXIA said.

UTD Associate Professor of Public and Nonprofit Management James Harrington said the program offers UTD students “a fantastic opportunity to gain real-world experience before entering the workforce.”

“The flexibility of this program allows us to include this project as part of our capstone for the public policy group so that it fits best to our curriculum while also addressing the issues in local focus areas,” Harrington said in a statement. “We’re excited to get our students involved and are looking forward to seeing what the next generation of bright minds can bring to our communities.”

NTXIA Co-Founder and Executive Director Jennifer Sanders believes the program provides “a unique opportunity” for North Texas, as well.

“Through this pilot program, we hope to combine multiple perspectives and schools of thought from cities, universities and more, and we’re hopeful to have ‘lightbulb moments’ for each of our community partners,” Sanders said. “This also supports our mission of bringing previously siloed groups together, with the aim of expanding the program to include other partners, universities and colleges in the region, to further support innovation that will benefit residents of North Texas.”

Final presentations to cap off the semester

Students taking part in the program will finish each semester with a final presentation summarizing the project and their progress, the NTXIA said, with the summaries potentially including budgeting, optimization and sustainability strategies, marketing campaigns, research, and policy recommendations.

“Our goal with this program is to cultivate innovative talent in North Texas by engaging students with real-world challenges,” NTXIA Director of Strategic Partnerships Yumna Bham said in a statement. “By creating a collaborative and innovative environment, we are giving future generations the tools to tackle pressing community concerns while enhancing overall regional resilience. These future-looking solutions will allow our communities to address complex regional challenges that will continue to improve the overall resiliency of North Texas.”

For more about the Urban Resilience Fellowship Program, [you can go here](#).

PLAN BEING FORMULATED TO BETTER CONNECT FAIR PARK, DOWNTOWN DALLAS

By Jake Dean



Better transit and bicycle connections between downtown and Fair Park — home to Big Tex and the State Fair of Texas — are possible, along with improvements to roads and intersections, according to draft recommendations.

Transportation planners are analyzing ways to better connect Fair Park to downtown Dallas through Deep Ellum.

Better transit and bicycle connections are possible, along with improvements to roads and intersections, according to draft recommendations presented March 19 by the North Central Texas Council of Governments.

NCTCOG was holding the third public meeting in a series as it tries to collect feedback and formulate an overarching plan that could reconnect neighborhoods that were separated by the construction of I-30 and I-345. Feedback on the Dallas Central Business District-Fair Park Links Study can also be given [online](#).

These efforts are still in the planning stage, so a lot could change. And the recommendations from NCTCOG would still need to be implemented by various government agencies, which could take years. But ultimately, the effort could have a significant impact on connectivity in Dallas' urban core. Residents, business owners and drivers would be affected.

Spanning 277 acres east of downtown, Fair Park opened in 1886 and houses iconic venues like the Cotton Bowl and Centennial Hall. While it's known for hosting the annual State Fair of Texas, many nearby residents feel like the large investments that have poured into the fairgrounds have not benefitted surrounding neighborhoods.

In explaining the desire to improve connectivity to the area, NCTCOG Director of Transportation Michael Morris recalled working decades ago on Dallas' bid for the 2012 Olympics. He remembered describing Fair Park as the hidden gem of Dallas to the Olympic Committee.

Since then, Morris said he's wanted to turn Fair Park and Deep Ellum into major mobility success stories, while still keeping safety and economic development top of mind.

"We want to create routes that have opportunities to meet all of the modes of transportation and create economic development for the community, but I can't forget about special events at Fair Park and at the convention center," he told attendees of the meeting. "How do I develop a transportation system that maximizes these items?"

NCTCOG delivered its recommendations to a largely receptive audience at the Life in Deep Ellum church.

Proposed road projects include terminating Carroll Avenue at Philip Avenue and extending Philip Avenue to Stonewall Street, abandoning the Ann Avenue connection to Stonewall Street and closing Fair Park Gate 3 at Parry Avenue and Washington Street.

Potential transit improvements focus on establishing a Trinity Railway Express extension from EBJ Union Station to Fair Park, a mobility hub at the DART Fair Park Station and a Parry Avenue Transitway between Fair Park Gates 3 and 4.

The council's proposal for bikeways would connect Commerce Street to the Sante Fe Trail and the Fair Park DART Station, either with bike lanes in both directions or a two-way separated bike lane south of Canton Street and east of Exposition Avenue.

Regional planners have also recommended practices such as curbside and consolidated delivery zones, specific areas where [trucks can park for deliveries to multiple vendors](#) and physical barriers between the road and bike path to both improve pedestrian safety and make freight movement easier.

Once it gathers public feedback and reaches consensus, NCTCOG aims to release its recommendations and analysis of transportation needs by summer. After that could come conceptual design, engineering and construction.

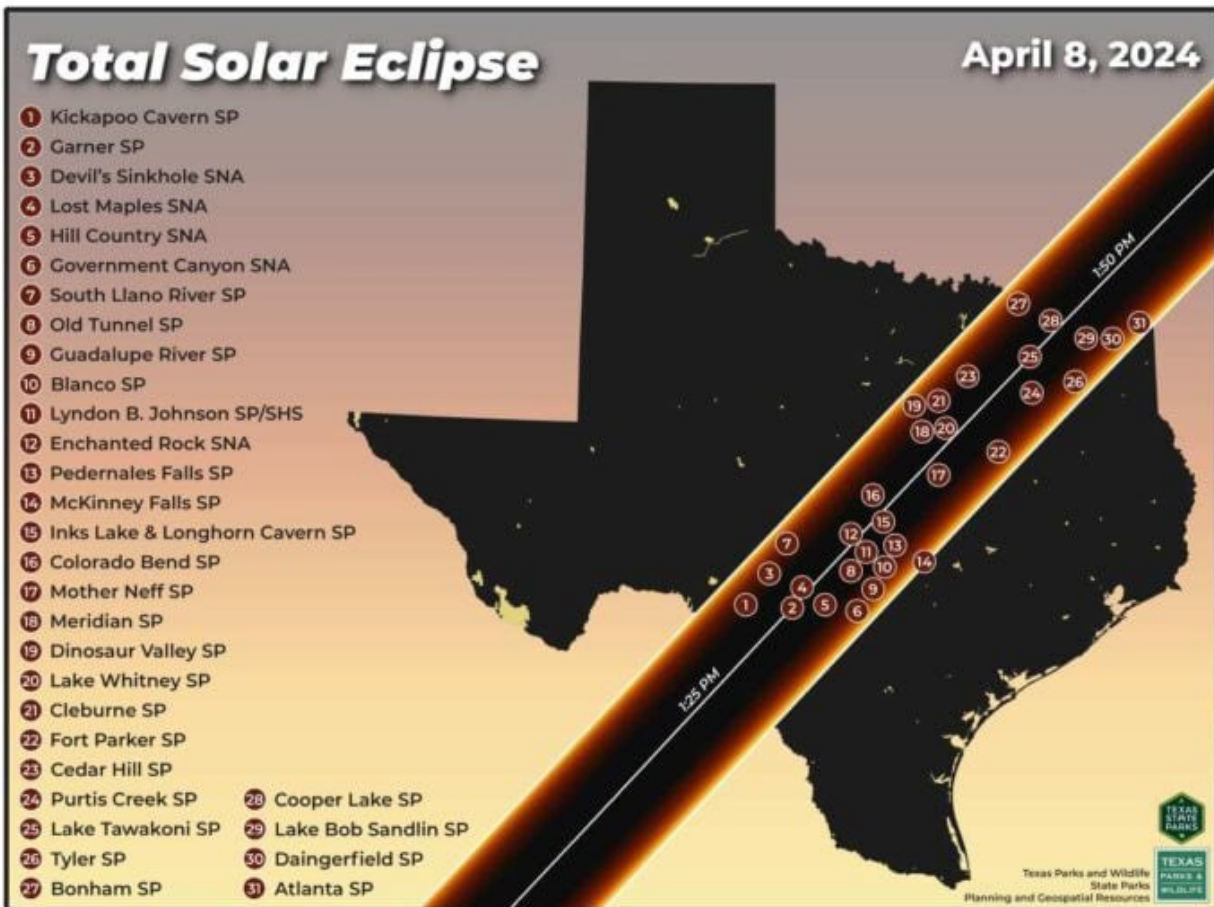
Southside Steaks and Cakes Owner Nicole Sternes [previously told NBC DFW](#) that the proposal to better connect Fair Park with other parts of Dallas could be a welcome boost for businesses but stressed the importance of residents having a say.

"You've got to find a lot of back ways because you just don't have a lot of easy access to the businesses that are here in South Dallas and Fair Park," Sternes told the TV station. "It would raise property taxes and just a better way for even the locals to just get around."

TEXAS GOES ECLIPSE CRAZY, NORTH TEXAS IS GROUND ZERO FOR THE FUN

Officials Prepare For Total Solar Eclipse Events & Crowds

By Rita Cook



CEDAR HILL – Texas has gone eclipse crazy. Local cities, restaurants, and outdoor locations are taking full advantage of the big day.

A number of people I have talked to have been scratching their heads about all the hoopla surrounding the solar eclipse, with comments ranging from “Why is the National Guard being called in some areas?” to “Why are cities issuing disaster declarations in advance of the solar eclipse?”

According to the [National Weather Service](#), “The most recent total solar eclipse within North or Central Texas was in 1878, and after this year’s eclipse, there won’t be another in our region until 2317. To say this is a once-in-a-lifetime experience would be understating its rarity.”

The real challenge for April 8’s big solar eclipse event is the mass of people. Totality will last from a few seconds to about 4.5 minutes, depending on where you are along the path. Only those in the path of totality will get the full eclipse experience.

The chatter and excitement about the upcoming solar eclipse have resulted in some challenges that cities are bracing for, including an influx of up to 250,000 visitors. This can result in fuel shortages, a lack of lodging and restaurants, and a general feeling of overwhelm due to the number of people migrating to the North Texas region.

Red Oak Police Chief Garland Wolf mentioned NCTCOG had talked about the potential of the above situations and further mentioned the Texas Division of Emergency Management (TDEM) had excellent information at their website <https://tdem.texas.gov/eclipse> with additional possible challenges in the region to include:

Traffic congestion/Choke Points

Vehicle Accidents/Stalled Motorists

Medical Emergencies

Trespassing

Access for emergency vehicles

Possible communication (cell) issues

Overwhelmed Emergency Call Centers

School closures or operational changes

Debris Management

Wildfires at State Parks/Natural Areas, along roads & highways

Civil Unrest

Most police chiefs in the area responded and said they are ready for April 8.

[Cedar Hill Police Chief Ely Reyes](#) said patrol staffing will be normal, with support units available to assist as needed. These support units will include one lieutenant; the city's traffic unit with one sergeant and four officers; a Police and Community Team with one sergeant, one corporal, and three officers; and the Criminal Investigations Division with one sergeant, one corporal, and five detectives.

"We will have increased patrols in our large retail parking lots, hotels, and major thoroughfares," Reyes added.

Local Eclipse Events

Cedar Hill will host a city event at Valley Ridge Park on April 8 from 10:30 a.m. to 3 p.m. with food trucks and entertainment. Six officers will staff the event, and the Cedar Hill Fire Department will have one additional Medic Unit on duty on April 8 and the day before the eclipse on April 7.

In Duncanville, Interim Police Chief Matt Stogner said that the city will have an eclipse party, a two-day event called [Dark in the Park](#). The two-day event will be held at Armstrong Park. The first day will begin Sunday, April 7th, at 6 p.m. and end at 9 p.m. There will be a live band, zipline, and other family activities. On Monday, the day of the eclipse, the event will begin at

noon and conclude at 3 p.m. The City will hand out 2,500 eclipse glasses to those who need them on a first come basis.

As for security measures, Stogner said “The Police Department has worked diligently with other city departments to ensure this two-day event is enjoyable and safe for all that attend.”

To that end, the PD is taking steps to ensure the safety of all residents and guests who come to Duncanville for the eclipse with foot patrols at Armstrong Park and regular patrols within the City.

Lauren Sanchez, CEM, Regional Emergency Management Operations Coordinator [serving Cedar Hill](#), DeSoto, Duncanville, and Lancaster said each city’s police and fire departments began planning weeks ago for the Solar Eclipse due to planned special events and the large amount of visitors each city is expecting.

“The first step in each city were meetings with public safety and other city departments to discuss the impacts of the event (like increased population, traffic, viewing areas, etc.),” Sanchez explained. “The second step was to discuss and plan the special events that each city is hosting. Each Police and Fire department across all four cities will be increasing its staffing most days leading up to the event and on April 8 in order to have enough manpower to handle normal city business/emergency calls during the eclipse with the increased visitor population as well as work the city events. Lastly, all police and fire departments, as well as my emergency management team, will be monitoring the days leading up to the Eclipse and April 8 in case additional resources are needed.”

Sanchez also said that with any special event hosting a large number of people gathered, “we are worried about the normal types of issues like fights, crowd issues, etc.”

She said a unique concern about the eclipse is the serious traffic expected when it ends and visitors try to leave city events and the region at the same time.

“The National Guard has been called into states and cities that are expecting a large number of people but have few response resources if they run into issues,” Sanchez added. The National Guard will help increase manpower if a response of some kind is needed. Our area and DFW region are coordinating resources among themselves; I’m not aware of the Guard being called in here.”

Other solar eclipse parties in Best Southwest:

DeSoto: Parks will be open for public viewing and DeSoto Library is hosting an event

Lancaster: Partnering with Cedar Valley Campus for parking lot viewing on April 8.

Ellis County Expects Influx of Visitors

In Ellis County, Red Oak Police Department Lieutenant Jason Meeks said the city is working in coordinated efforts with all departments. The [Red Oak Fire Rescue](#) Department has also created an Incident Action Plan (IAP) for the event.

Meeks said the [Red Oak Police Department](#) will upstaff on April 8, with approximately 12 police personnel patrolling the city.

“Our EOC will be activated initially at a level 3 status,” Meeks added. “We are prepared for an influx of motorists and spectators for the event, but it’s hard to say exactly how many we will see in our city.”

Red Oak is not planning a formal event for the eclipse, but the city has designated the city parks as “eclipse watch areas” and are encouraging spectators to watch the eclipse from these designated areas and not to stop on roadways or business parking lots.

The City of Midlothian will also be hosting an eclipse party “Total Eclipse Watch” on April 8 from noon to 3 p.m. at [Midlothian Community Park](#). The public is invited to gather anywhere at the park and activities will take place at the great lawn, near the baseball fields. Food trucks and activities will be held, and officers will be present at the event.

“We anticipate traffic control as citizens leave the Park to be the most pressing issue, but we will respond to any situation that may require police services while we are there,”

Midlothian Assistant Police Chief Scott Brown said, “Our partners from [Ellis County Emergency Management](#) and the North Central Texas Council of Governments have told us that an influx of 200,000 – 250,000 people could come to Ellis County on Monday, April 8, to view the eclipse, as our county is considered one of the prime areas to view the complete eclipse.”

Ennis Is The Epicenter

Brown said the epicenter for viewing the “ring of fire” is in Ennis, but Midlothian is certainly anticipating its citizens will be out and about trying to experience the eclipse.

The Midlothian PD will also staff its Emergency Operations Center to monitor and support solar eclipse events as necessary.

“While we can’t reveal specific operational plans, I can share with you that we will have maximum staffing in our uniformed services units (Patrol, Traffic),” Brown said. “One of our biggest anticipated concerns for this group will be keeping the roadways clear, as some communities during past eclipses have reported motorists will simply pull over regardless of their location to view the eclipse. This is tremendously unsafe.”

Midlothian ISD is not in session that day, so the PD will be deploying its School Resource Officers to assist as needed.

“This is a welcome force multiplier,” Brown said. I anticipate the SROs will be used to help out in our parks and other open spaces that may attract crowds. We will also require our non-uniformed staff to be in uniform that day. This includes investigators, Training staff, and Administrative officers. They will work their normal jobs but will be ready for rapid deployment if need be.”

The North Ellis Emergency Dispatch Center will be prepared for alternative solutions if cellular communication becomes impacted.

“We are confident that our community will experience a safe and sound Eclipse Day,” Brown concluded. “We are prepared to do whatever we can to help make that happen. We ask that everyone be careful and, as always, be aware of your surroundings if you venture out on the roadways. And don’t stare into the sun.”

TEXAS ENERGY COMPANIES ARE BETTING HYDROGEN CAN BECOME A CLEANER FUEL FOR TRANSPORTATION

Supporters say developing hydrogen as a fuel is critical to slowing climate change. Critics are concerned that producing it with fossil fuels will prop up the oil and gas industry.

By Emily Foxhall

This is the first of a [three-part series](#) on emerging energy sources and Texas' role in developing them. Part two, on geothermal energy, publishes Tuesday, and part three, on small nuclear reactors, will publish on Wednesday.

JEFFERSON COUNTY — A concrete platform with fading blue paint marks the birthplace of the modern oil and gas industry in southeast Texas. Weather-beaten signs describe how drillers tapped the Spindletop oil well in 1901, a discovery that launched petroleum giants Texaco, Mobil and Gulf Oil.

Nearby, a red pipeline traces a neat path above flat, gravel-covered earth. French company Air Liquide started building this unassuming facility, with a wellhead and other machinery, on the iconic site in 2014 to store what it believes will be key to an energy revolution: hydrogen.

The ground that once released millions of barrels of oil now holds some 4.5 billion cubic feet of highly pressurized hydrogen. The gas is contained in a skyscraper-shaped cavern that reaches about a mile below ground within a subterranean salt dome.

Hydrogen promoters see the gas as a crucial part of addressing climate change. If it's produced in a way that creates few or no greenhouse gas emissions, it could provide an eco-friendly fuel for cars, planes, 18-wheelers and ships, and could power energy-intensive industries such as steel manufacturing. Hydrogen emits only water when used as fuel.

If companies can produce clean hydrogen at a price that's competitive with gasoline or diesel, supporters say it would revolutionize the fuel industry.

That's a big if.

Hydrogen is among the most common elements in the universe, but on Earth it's typically found bonded with something else, such as carbon. Today, hydrogen is often obtained by isolating it from methane, a mix of carbon and hydrogen that is the main component of natural gas. This process leaves behind carbon dioxide, which worsens climate change if released into the air.

Engineers say it's possible to clean up that process by catching the extra carbon dioxide and reusing it — to get more oil out of a well, for example — or injecting it into the earth to store it. Another less polluting method is to split hydrogen from water, which is made up of hydrogen and oxygen, using electricity generated by wind, solar or nuclear power.

Texas has emerged as a leader in producing hydrogen the cheaper way using abundant supplies of natural gas without capturing the carbon dioxide. Air Liquide makes hydrogen at facilities along the state's coast, from Beaumont to Corpus Christi. More than 100 miles of pipelines move that hydrogen to companies that buy it for processes such as removing sulfur from crude oil.

Little hydrogen is made from gas with carbon capture or from water in the state — or the rest of the country.

Some academics, policy advisers and companies that make hydrogen say Texas and the Gulf Coast should be where hydrogen created with fewer emissions takes off. A majority of the country's hydrogen pipelines are already here, Texas' petrochemical workers have skills that easily transfer to hydrogen production — which involves chemical reactions — and the state has the natural gas and renewable energy needed to produce it.

"We can be the breadbasket for not only the U.S. but for the world in providing hydrogen," said Bryan Fisher, a managing director with RMI, a nonprofit that supports the clean energy transition.

But producing enough hydrogen cheaply, building the pipelines to move it and the subterranean caverns to store it and finding the customers to buy it requires companies to take some financial risk.

That effort is getting a boost from the federal government, which is offering billions of dollars' worth of tax credits to kick-start production of hydrogen from gas with carbon capture or water. The government also plans to divide as much as \$7 billion among seven regional clusters of projects to build hydrogen infrastructure, including up to \$1.2 billion for projects in Texas and Louisiana that plan to make hydrogen largely from natural gas.

Competing to break into the industry are traditional fossil fuel companies, including Chevron and ExxonMobil. Hydrogen advocates say interest by the oil giants is good because they have the money and expertise to tackle such an ambitious project.

But environmental groups doubt that fossil fuel companies can make hydrogen from natural gas as cleanly as they say they can. They worry the federal funding will prop up oil and gas companies, when the emphasis should be on making hydrogen from water or creating clean power another way.

"Producing hydrogen from natural gas is not clean, not low-carbon and cannot and should not be considered a solution in our efforts to solve the world's worsening climate change crisis," David Schlissel, the co-author of a report from the Institute for Energy, Economics and Financial Analysis, said in a webinar.

Sitting in a mobile office at the Spindletop site, Katie Ellet, president of hydrogen energy and mobility for Air Liquide, urged critics not to be so puritanical about hydrogen production. She described hydrogen as part of a centuries-long evolution toward progressively cleaner fuels: coal replaced wood, then oil replaced coal.

Ellet believes now is hydrogen's Spindletop moment. She believes the technology, economics and interest are in place to allow the industry to boom.

"We transition through these different energy cycles," Ellet said. "And we've gotten better. We've learned, and we've gotten better. This is us ... evolving into that next generation."

Hydrogen hype grows in Texas

One weekday in October, Brian Weeks, senior director of business development at GTI Energy, walked onto a Houston hotel's conference room stage to discuss hydrogen. GTI Energy used to

be known as the Gas Technology Institute and researched natural gas. Now it promotes low-carbon energy.

Weeks faced a standing-room-only crowd at the Hydrogen North America event. He remembered when, maybe a decade earlier, only seven people at a conference showed up to hear him speak on the topic.

People have predicted hydrogen was about to take off before. Weeks worked on the idea off and on since the late 1990s, when he was at Texaco and the company believed hydrogen could power cars. At the time, they worried energy prices would keep rising. Weeks recalled it as a heady time for hydrogen, with actors from the hit TV series Baywatch starring in promotional videos.

But hydrogen didn't catch. Technology for producing it remained expensive, while oil production instead got a giant boost. Hydraulic fracturing technology allowed the United States to rapidly increase how much oil it produced.

Still, Weeks wouldn't have spent so much of his life on hydrogen if he didn't believe it had a future, he said. Like Ellet, he said the circumstances feel different now. That's in large part because of the federal government's big investment: By 2030, the Biden administration wants America to produce 10 million metric tons per year of hydrogen made from water using renewable energy or from gas using carbon storage — about how much is produced now largely from gas without carbon capture.

"It's been a roller coaster, really, for the last at least 20 years," Weeks said in an interview.

Over the past few years, Weeks has helped a coalition of businesses, researchers and others apply for the federal funding earmarked in the 2021 Infrastructure Investment and Jobs Act for regional hydrogen projects, called "hydrogen hubs."

Nine projects centered in Houston sought money as a single hub, and on Oct. 13, the Department of Energy announced that they and six other applicants from across the country won. As part of the Houston group, Chevron wants to make low-carbon hydrogen and ammonia, which is used in fertilizer. ExxonMobil wants to build hydrogen pipelines and fueling stations for trucks.

The Gulf Coast projects aimed to produce more than 1.8 million metric tons of hydrogen per year, more than any of the other winning hubs. Some 80% would be made from natural gas.

Local and state leaders are cheering on the industry's growth. Brett Perlman, CEO of the nonprofit Center for Houston's Future, supported the hydrogen hub effort. Perlman's job is to consider Houston's economy and what will happen to it as the world works to address climate change and wean itself off fossil fuels.

Perlman wrestles with how to make Houston the low-carbon energy capital of the world. He speaks at conferences, too, to build the case that hydrogen should be part of maintaining the city's success.

“The energy transition is going to happen, and Houston will have a role,” Perlman said at his office. “The real question is can Houston be, continue to be, a leader?”

Back at the same conference where Weeks spoke, Texas Public Utility Commissioner Lori Cobos, whose agency regulates the electricity industry, explained that because it has huge natural gas reserves and is a top producer of wind and solar energy, Texas is “uniquely positioned to be a national and global leader in hydrogen.”

The easy path to selling hydrogen made in these new ways would be to start by converting places already using hydrogen for purposes such as making fertilizer, refining petroleum and treating metals. But even more environmental benefits would come if it could also be used in new applications, said John Hensley, vice president of markets and policy analysis for the industry advocacy group American Clean Power Association.

Hydrogen believers envision the fuel could decarbonize industries that are considered hard to electrify. Hydrogen would power planes and trucks that heavy electric batteries would slow down. It would supply the high heat needed to make cement that electricity could not provide.

The new federal tax incentives get hydrogen close, if not all the way, to being able to compete with fossil fuels on price, said Fisher of RMI. The government plans to pay up to \$3 per kilogram of what it defines as clean hydrogen, such as that made from water, or up to \$85 per metric ton of stored carbon dioxide that’s captured after making hydrogen from natural gas.

With the subsidies, producing hydrogen from water would cost generally from \$4 to \$6 per kilogram, and producing it from natural gas would cost generally from \$2 to \$4, Fisher said. He stressed that it would depend on the specifics of the project. The government’s goal is to get the cost to \$1 per kilogram for both types.

Environmental groups and critics raise concerns

The hydrogen solution does not sound so promising to environmental groups, especially when it comes to making it from natural gas using carbon capture. A number of critics came together in a windowless Houston conference room of their own later in October to build the case to journalists that carbon capture in hydrogen production shouldn’t be seen as a way to address climate change but instead as a boost to the oil and gas industry.

“This is not a transfer off of fossil fuel dependency,” said Jane Patton, campaign manager for U.S. fossil economy at the Center for International Environmental Law. “This is a perpetuation of fossil fuel dependency.”

With money from the Rockefeller Family Fund, which has an initiative focused on slowing oil and gas production because it drives climate change, organizers brought in the big guns to tell the other side of the story. The day began with a speech from Bob Bullard, founding director of the Bullard Center for Environmental and Climate Justice at Texas Southern University, known by many as the father of environmental justice.

Bullard has passionately told many versions of the same narrative. He pioneered his environmental justice work decades ago when he highlighted that the city of Houston primarily built its trash incinerators and landfills in Black neighborhoods. And he brought attention to one example after another of companies polluting poor communities of color rather than wealthy, white ones.

Now a member of the White House Environmental Justice Advisory Council, Bullard said he's seen no proof that a build-out of hydrogen and carbon storage will be any better for local communities than the expansion of the petrochemical industry was over the past century, bringing more pollution than benefits to surrounding communities. He continued to call for a federal study to find out whether hydrogen production with carbon capture is safe for the people who live around it.

"You're asking the same people to sacrifice in the same way," Bullard said at the event. "Can we trust the oil and gas industry to be truthful? I don't have to write a book on that. We know the answer."

Schlissel, the director of resource planning analysis for the Institute for Energy, Economics and Financial Analysis, believes the government is using a badly built model to judge how clean hydrogen projects are when they're evaluated for federal support.

One problem is that the model inappropriately leaves out the fact that hydrogen pipelines could leak, Schlissel says. Hydrogen can react with the molecule that breaks down harmful methane in the atmosphere and make the methane last longer, contributing to climate change.

Schlissel also says the model assumes companies can catch a lot of carbon dioxide — which he believes is totally unrealistic. While companies using carbon capture technology don't typically publicize their capture rates, Schlissel and his colleagues dug up what they could and concluded that the technology was far short of where it needs to be.

Speakers at the event also expressed little confidence in the Railroad Commission of Texas, which regulates the state's oil and gas industry, to regulate hydrogen pipelines and underground storage. Commission Shift, a watchdog group that calls for reforming the Railroad Commission, says the agency has a poor track record when it comes to protecting Texans from explosions, leaks and other problems with wells and pipelines.

In a statement, commission spokesperson Patty Ramon said the agency has "protected public safety and the environment for more than a century." The agency does pipeline inspections regularly and has exceeded Legislative performance goals, Ramon added.

These advocates are up against wealthy, politically powerful companies that say making hydrogen from natural gas with carbon capture is a ready solution to start lowering how much carbon dioxide escapes into the atmosphere — even if it's imperfect.

"I find this polarization of seeking perfect at the expense of very good is problematic," Chris Greig, a senior research scientist with the Andlinger Center for Energy and the Environment at Princeton University, said in an interview.

"And, to be clear, the distrust (of oil and gas companies) is not unwarranted, right? There's been some wrongs done," Greig added. "But somehow we have to set that aside and find some sort of middle ground."

DALLAS MORNING NEWS

TRANSIT PLAN OFFERS SMART WAYS TO RECONNECT FAIR PARK TO DOWNTOWN DALLAS

Document is promising, but planners could have reached out to South Dallas residents earlier.

By Dallas Morning News editorial



The Traveling Man stands as a DART train goes by at the Deep Ellum station in downtown Dallas, Texas, Saturday morning, September 23, 2023. (Anja Schlein/Dallas Morning News)(Anja Schlein)

Transportation can make or break a neighborhood. A railroad junction brought economic prosperity to Deep Ellum in the late 1800s. But in the 1940s, the railroad was torn out to make space for a new highway, and many residents were displaced. Today, Interstate 345 and Interstate 30 divide Deep Ellum and Fair Park from downtown Dallas.

Pedestrian caps to link parts of Oak Cliff over Interstate 35E, and the Cedars neighborhood to downtown Dallas over Interstate 30 recently won federal grants. Plans are also underway to reconstruct highways near Deep Ellum and Fair Park, but any deck parks over those projects are just ideas at this point. That's why a plan to improve transportation links between downtown Dallas and these neighborhoods is promising.

The project is called Fair Park Links and is being spearheaded by the North Central Texas Council of Governments, our region's transportation planners. The organization is studying confusing intersections like Exposition Avenue at Elm Street, where car traffic, Dallas Area Rapid Transit rail, and runners and cyclists coming off the Santa Fe Trail converge. There are

plans to realign Grand and Haskell avenues to make driving safer. A section of Elm Street could become a two-way street.

Pedestrians familiar with the area know that walking down Commerce Street under the highways can often be faster than waiting for DART buses or the Green Line to take one to Deep Ellum. The plan proposes increasing the frequency of Bus Route 214 that currently runs every 30 minutes during peak hours. The plan also proposed dynamic electronic signage at transit stations to make DART more intuitive for new riders.

This high-level transportation planning is a good idea, but it should be done in step with residents. At a community meeting for this project in late January at the South Dallas Cultural Center, some residents said that they wished they had been consulted about the plan earlier.

Shanay Wise, a South Dallas resident, said that she was concerned that the NCTCOG planners were not aware of the [South Dallas/Fair Park area plan](#) being developed by city staff and neighbors. Wise also asked NCTCOG staff to work with [Bike Friendly South Dallas](#).

Staff with the regional planning group told residents that the project is focused narrowly on the transportation links between Fair Park and downtown Dallas and doesn't deal with broader land use improvements. This is true, but transportation projects can reshape neighborhoods adjacent to them, and planners should be sensitive to residents' concerns, particularly in historically overlooked areas like South Dallas.

The plan will be finalized in the summer, and residents can share their feedback online through Sunday. As our region balances the objectives of moving people efficiently and reconnecting neighborhoods, plans like Fair Park Links can be the right solution when accompanied by robust community input.

ZIPZONE MICRO-TRANSIT SERVICE IS COMING TO MANSFIELD

By Pablo Arauz Peña

Trinity Metro is expanding its [ZipZone rideshare service](#) to Mansfield this summer as part of a year-long pilot program.

The program, approved by the Regional Transportation Council on Thursday, will provide what's known as micro-transit — or on-demand rides similar to [DART's GoLink service](#).

"Over the past 11 years, the City of Mansfield has experienced a tremendous amount of growth in the overall population," Ralph Zaragoza, Emerging Mobility Manager for Trinity Metro, told KERA in an email.

Zaragoza said there's been a 244% increase of residents 65 and over and a 58% increase in disabled residents during that time frame.

"These are populations most likely to depend on public transit for crucial medical and grocery trips," said Zaragoza.

Before the RTC voted on the program, Mansfield Mayor Michael Evans thanked the staff at the North Central Texas Council of Governments for planning micro-transit in Tarrant County's third largest city.

"We have a great need for this," Evans said. "We believe that this helps to also jumpstart our economy as we continue to grow with our neighbors."

The service will operate weekdays from 7 a.m. to 7 p.m. and will include a connection to Tarrant County College's Southeast Campus.

"This will be a great help to our city and we believe also to the region as we work to eventually provide connectivity to Arlington and Grand Prairie as well," Evans said.

Trinity Metro hasn't announced a specific launch date yet but the service is set to begin this summer.

DALLAS HOMEOWNERS PUSH BACK ON FORWARD DALLAS LAND USE PLAN AS RESIDENTS FLEE TO THE SUBURBS

By April Towery



Dallas (Photo Credit: Mimi Perez/CandysDirt.com)

A lot of ink has been spilled about a U.S. Census report showing that Dallas-Fort Worth-Arlington grew faster last year than any other metropolitan area, but the big numbers are not in the City of Dallas. In fact, more people moved out of Dallas than moved in.

The “why” of it all could be as simple as affordability. Housing options are lacking, and property taxes are comparatively high. Big cities come with crime rates and occasionally have some aging, low-performing schools.

So how can Dallas get people to stay and support the tax base?

City staff is working hard to update the [ForwardDallas](#) comprehensive land use plan, which could address some wonky development and zoning challenges. A new Economic Development Corporation is hiring its first CEO and [actively recruiting new businesses](#) to add to the tax base. A new [city manager](#) will be hired soon and will no doubt have a long to-do list.

But is there a quick fix to get people to stay in Dallas proper? The experts say probably not.

Population Boom?

Several news outlets [reported](#) earlier this month that the North Texas metro [population increased to 8.1 million](#), attracting more than 152,000 new residents last year.

Dallas County added about 4,300 people in 2023, only because there were twice as many births than deaths, *D Magazine*’s Matt Goodman wrote in a [March 15 article](#).

“Last year, more people decided to leave Dallas County than those who moved here,” Goodman wrote. “Leave babies out of the equation, and we lost about 15,000 residents in 2023.”

Top 10 U.S. Metro Areas in Annual Numeric Growth: July 1, 2022 to July 1, 2023					
Rank	Metro Area	April 1, 2020 (Estimates Base)	July 1, 2022	July 1, 2023	Numeric Growth
1	Dallas-Fort Worth-Arlington, TX	7,637,398	7,947,439	8,100,037	152,598
2	Houston-Pasadena-The Woodlands, TX	7,149,604	7,370,464	7,510,253	139,789
3	Atlanta-Sandy Springs-Roswell, GA	6,106,847	6,238,676	6,307,261	68,585
4	Orlando-Kissimmee-Sanford, FL	2,673,391	2,763,017	2,817,933	54,916
5	Tampa-St. Petersburg-Clearwater, FL	3,175,291	3,291,341	3,342,963	51,622
6	Charlotte-Concord-Gastonia, NC-SC	2,660,348	2,754,657	2,805,115	50,458
7	Austin-Round Rock-San Marcos, TX	2,283,379	2,423,170	2,473,275	50,105
8	Phoenix-Mesa-Chandler, AZ	4,851,102	5,020,870	5,070,110	49,240
9	San Antonio-New Braunfels, TX	2,558,115	2,655,928	2,703,999	48,071
10	Miami-Fort Lauderdale-West Palm Beach, FL	6,138,356	6,139,812	6,183,199	43,387

Source: U.S. Census Bureau, Vintage 2023 Population Estimates.

Metro area growth (NBC 5)

The report goes on to say that about 34,000 U.S. residents decided to leave Dallas, but the county added only 19,000 international newcomers.

“This should be a wake-up call for city officials,” Goodman wrote. “The North Central Texas Council of Governments is planning for 12 million people in the region by 2045, which will lead to infrastructure investments that facilitate even more sprawl that makes it even easier to leave the city proper. Dallas is competing for people, which means it’s never been more important for the municipal government to craft pro-growth policies and ensure that the nuts and bolts of building permits get sorted out.”

ForwardDallas Comprehensive Land Use Plan

Enter ForwardDallas, the comprehensive land use plan that has a lot of residents up in arms these days. The most common argument is that it could threaten single-family neighborhoods by suggesting accessory dwelling units be allowed by right and encouraging higher density in certain residential areas.

We'll say it louder for the people in the back: **ForwardDallas is a comprehensive land use plan, not an affordable housing plan or an attempt to shoehorn duplexes into single-family neighborhoods.** If the update is adopted this summer, it will guide future zoning decisions, but it's not even about zoning, city planners say.

Former city columnist Jim Schutze weighed in on the plan last week.

"Try to read the thing," Schutze said of the [draft 60-page plan](#). "The version online is one of these hybrid PowerPoint/Amazon shopping docs written in Plannerese that you can't force a straight answer out of with a stick. The whole exercise makes me want to say, 'Shut up. Tell me exactly what you want to do with single-family zoning, and don't use any planner words, because I'm not a planner.' That's a tell, a clue. Who are they talking to?"

There appears to be a lack of trust in elected officials and city staff, and some longtime Dallas homeowners who have been labeled NIMBYs ("Not in My Backyard") are convinced that city planners are trying to destroy their neighborhoods.

"If the planners had had their way here in the 1980s, most of the strong neighborhood rebirth would not even have happened," Schutze wrote. "From East Dallas to the M Streets, even the Park Cities neighborhoods west of Central Expressway, we would see elevated highways and eight-lane thoroughfares designed to whisk commuters from downtown to new suburban housing developments."

More Opinions on ForwardDallas

On the other side of the argument are homeowners and housing advocates who say greater density will increase housing options and affordability.

Developer Nathaniel Barrett, a member of the Dallas Zoning Ordinance Advisory Committee, attended a District 14 community meeting last week on the comprehensive land use plan. He [posted a play-by-play](#) on his X account that started a lively dialogue about ForwardDallas.

Barrett reported that Plan Commissioner Melissa Kingston said at the meeting the region is expected to add 1.5 million people by 2030. Additionally, the median home cost in the 75214 ZIP code is \$875,000. The average rent is \$1,900 and occupancy is 97 percent.

At the D14 meeting, according to Barrett, a homeowner asked city staff representatives why they were advancing the plan when "everybody dislikes it."

"Staff nails it and says the consensus tone of this room is not reflective of the entire city," Barrett posted.

The lack of housing options and affordability challenges also have led to homelessness, Barrett said.

"Many would sincerely say they are very much in favor of people moving to Dallas but have no plan for how that will be accommodated," Barrett wrote on social media.

In a March 11 email, Dallas Neighbors for Housing spokesman Adam Lamont called the first version of ForwardDallas "a great pro-housing version."



Dallas housing advocates at City Hall (Dallas Housing Coalition)

“Now, opponents are trying to strip away the good parts of ForwardDallas, therefore maintaining our housing status quo and making Dallas more unaffordable for all of us,” Lamont’s email states. “While ForwardDallas doesn’t change any zoning, it is the road map for future zoning decisions. And it recommends allowing for more housing across Dallas in the form of townhomes, [accessory dwelling units], and small multiplexes, though not by right. What it does is allow for [is] more precise future decisions on where additional housing should go in our city.”

Community meetings are underway so residents can weigh in on [ForwardDallas](#), now under review by the City Plan Commission, before it goes to Council in June.

Plan commissioners discussed ForwardDallas during a [March 21 meeting](#) and slated public workshops from 6 to 9 p.m. April 18 and May 9.

The meetings were originally scheduled for March and April, but Commissioner Kingston pushed back on what she called an aggressive timeline.

“What I’m hearing is staff decided they want to get this to council by June even though we’ve been working on this for years and so we’re developing an aggressive schedule for the rest of us to get it to June, and if that means CPC has to meet every week during the week, well that’s just how it is,” Kingston said. “I object to that. I don’t think that’s respectful of our time or our other commitments. I just can’t do this. Maybe that is by design — less commissioners, less public comment, less time. That’s certainly how it worked in ‘06.”

FORT WORTH MOVES INTO SECOND GEAR WITH ITS EASTSIDE TRANSPORTATION PLAN

By Sandra Sadek



East Fort Worth residents participate in a table discussion and sketching session for the Fort Worth Eastside Transportation Plan, March 20 at the Ella Mae Shamblee Library. (Sandra Sadek | Fort Worth Report)

Colored markers and maps at hand, an urban planner highlighted streets and vacant lots along East Vickery Boulevard and Hattie Street, places the engineering and environment firm believes could launch redevelopment and create a neighborhood hub in east Fort Worth.

Ross Haynes Jr., one of the residents in attendance at the recent Eastside Transportation Plan workshop, indicated the largest open lot highlighted and said a grocery store would be ideal at that location.

“You’ve got traffic on both sides and you have access to 287 and then Rosedale coming back this way,” Haynes said, pointing at the map displayed at the open house planning workshop at the Ella Mae Shamblee Library.

The second phase of the Eastside Transportation Plan is underway as residents, business owners and partnering government agencies work together to create a land-use plan that will work in conjunction with the proposed transportation changes to help spur development in the area.

The study area is home to about 79,000 residents or around 8% of the city’s population.

Fort Worth City Council [approved its locally preferred alternative plan in January](#), which laid out how the city would like to see done to improve the main roadways in the area. That includes the main thoroughfare, East Lancaster Avenue, also known as State Highway 180.

Because East Lancaster Avenue is technically owned and maintained by the Texas Department of Transportation, that agency will make the final decision on how the road will look.

A key component of the plan is making East Lancaster Avenue safer. Between 2018 and 2022, 12,136 crashes happened; 100 included deaths.

Pedestrians were involved in 220 crashes. Most of the non-freeway accidents took place on East Lancaster Avenue between Ayers Avenue and Oakland Boulevard.

Over the next few months, the consulting company, WSP, will collaborate with residents to determine where to add density, which areas to prepare for redevelopment and how infrastructure can boost those changes while spurring economic growth.

The area supports about 21,000 jobs and about 2,367 businesses, according to city data. The largest trade sector is retail, making up about 15% of the total business market there.

However, the majority of residents commute for work or leisure, data shows. Around 32,000 residents commute out daily compared to almost 16,000 commuting in. Only 1,127 residents live and work in the area.



Residents and planners discuss specific retail and housing projects they would like to see at a particular location in the East Lancaster corridor during a Fort Worth Eastside Transportation Plan open house workshop on March 20, 2024, at the Ella Mae Shamblee Library. (Sandra Sadek | Fort Worth Report)



Participants read one of the presentation posters marking the nine areas in the corridor that could benefit from a boost in density to spur development, during a Fort Worth Eastside Transportation Plan open house workshop on March 20, 2024, at the Ella Mae Shamblee Library. (Sandra Sadek | Fort Worth Report)



Maps were laid out on several tables at the Ella Mae Shamblee Library on March 20, 2024, for residents and

planners to draw out specific changes and improvements in the East Lancaster area. (Sandra Sadek | Fort Worth Report)

Staron Faucher, of WSP and the project manager for the Eastside Transportation Plan, said this crucial step in the planning process will draw from previous plans developed for East Lancaster and go into more details and specifics.

“We’re leveraging that work that was done on 10, 15, 20 different plans and using them moving forward,” he said.

The input collected during the open houses will help create the land development regulations for the area. The goal is to develop a place that everybody can live in and enjoy, Faucher said.



A poster map marking the nine focus areas was presented to residents at a Fort Worth Eastside Transportation Plan open house workshop, March 20, 2024, at the Ella Mae Shamblee Library. (Sandra Sadek | Fort Worth Report)

The city is also [collecting responses online](#). Residents can place pins at specific locations on the study area map and leave comments about what they want to see in the area, such as infrastructure improvements or the kind of retail or housing they want to see developed in particular areas.

A focus on increasing density in nine specific areas will help boost economic growth in the overall corridors, officials said. Those nine focus areas are the intersection of I-30 and I-820; Cooks Eastchase and I-30; Country Club Lane; Oakland and I-30; Miller and Rosedale streets;

Green Oaks Boulevard and East Lancaster Avenue; Meadowbrook and Handley drives; Vickery Boulevard and Hattie Street; and Beach Street.

A lot of the retail and office spaces in the area are older, most built before 1970, and new retail development has been limited. Despite having over 2.2 million square feet of office space, the lack of Class A space and a major office market has deterred new companies from settling in the area.

The need for more diverse, dense housing is crucial. Since 2010, only seven apartment permits have been filed in the corridor, where single-family homes make up about 61% of the housing market.

The goal is to have the land development regulation and final plans drafted by the summer when they will be presented to City Council for a final vote.

The Eastside Transportation Plan is happening in conjunction with TxDOT's proposed work on Interstate 30 and a regional effort for a [high-speed rail line between Fort Worth and Dallas](#).

The overhaul of East Lancaster Avenue is priced at \$182 million and is now fully funded, from Pine Street to Interstate 820. Officials are hoping for construction on the avenue to start by [2027](#).

AN EARLY LOOK AT 2026 FIFA WORLD CUP LOGISTICS

The World Cup matches will be held in Arlington, but Dallas will be home to a great deal of team and fan experiences. We're getting an early look at what that will look like.

By Bethany Erickson
March 27, 2024

In early February, FIFA announced that North Texas would not host the 2026 World Cup final, but it did land nine games—the most matches of any North American city. On Tuesday, two Dallas City Council committees were briefed by city staff on what Dallas-proper can expect from the month-long event. Though the games will be played in Arlington, the region's largest city is preparing to host tens of thousands of fans, if not more, for two weeks in June.

AT&T Stadium will host [nine games](#) over the 56-day tournament: Match 11 on June 14, Match 22 on June 17, Match 43 on June 22, Match 57 on June 25, and Match 70 on June 27. The stadium will also be home to two round-of-32 matches, one quarterfinal matchup, and one semifinal matchup.

The joint meeting of the Dallas City Council's Ad Hoc Committee on Professional Sports Recruitment and Retention and the Economic Development Committee on Tuesday reviewed the scope of the area's World Cup involvement.

Monica Paul, the executive director of the Dallas Sports Commission, told the Council that economic projections are still being massaged by FIFA and are due by summer. However, early estimates for four matches predicted a boon for the region of \$415 million. With nine matches and additional activities, Paul suspects that number could more than double.

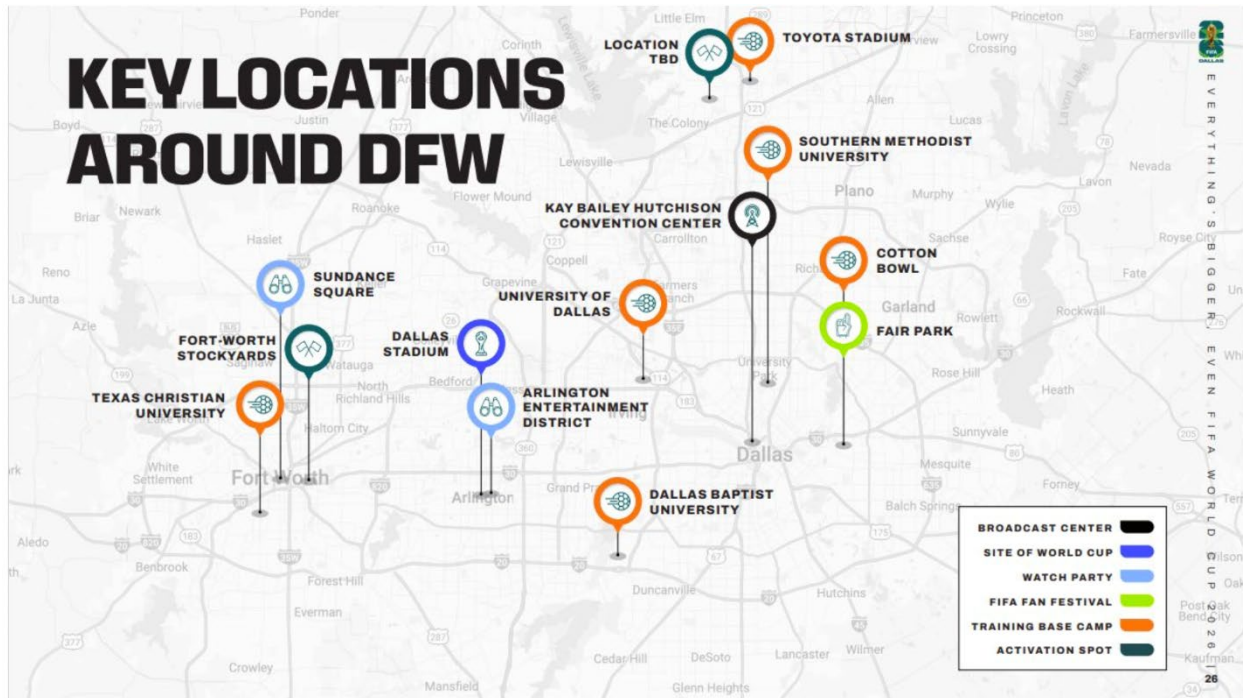
"What I can tell you is that in 1994, I still hear about Dallas hosting the World Cup at the Cotton Bowl—we hosted six matches," Paul said. "So to go from six matches to nine is a huge increase from an economic standpoint."

Paul outlined where events would happen. In addition to AT&T Stadium, teams will be able to choose from four base camp sites: Dallas Baptist University, Toyota Stadium in Frisco, University of Dallas, and TCU. They will train in either the Cotton Bowl Stadium or at SMU. A multi-week fan festival will be held at Fair Park, and additional fan gathering opportunities are in the works across Dallas-Fort Worth.

Should Dallas be picked to host the tournament's International Broadcast Center, Kay Bailey Hutchison Convention Center will be its headquarters, pending contract negotiations. If Dallas does get picked, Paul says that the center would bring an additional estimated 5,000 broadcasters to the city.

Paul said that in 2006, Germany had 50,000 people a day attending their fan festivals. Qatar, which hosted the World Cup in 2022, had an average of 70,000 attendees at its festivals and a maximum attendance of 98,000. One of Russia's largest days drew 160,000 to its fan festival.

"Even people that may not have tickets to the matches taking place here will go to the fan fest," she said. Additional fan events could be held at places like Klyde Warren Park, Southern Gateway deck park, the Arlington Entertainment District, and potentially the Soccer Hall of Fame or the Star in Frisco.



Courtesy Dallas Sports Commission

This year, committees addressing everything from safety and security to sustainability, human rights, marketing, workforce, and more will begin their work.

“I’ve been to two World Cups,” Paul said. “There’s not another event as large with the cultural aspect with the international visitors and the flair, and I think it’s a really great opportunity for the city and for our region to really leave a lasting legacy.”

Visit Dallas CEO Craig Davis said that the economic impact “is going to be staggering in a good way.”

“I think that’s what we need to collectively look at as we move towards this, making sure that everybody that visits the city from here in the United States to abroad, they get the most incredible experience, and they go back and say, ‘Wow, Dallas is everything I hoped it would be,’” he said.

Paul said that the region will begin conducting test events next year that will help with planning, including how to transport visitors from one location to another. While there are concerns about the lack of public transportation in Arlington, she said that the Commission is working with the North Central Texas Council of Governments to coordinate with the region’s transit agencies, including Dallas Area Rapid Transit and Trinity Metro. Early plans will likely see ticket holders, credentialed journalists, broadcasters, and volunteers riding transit for free, with bus service at the CentrePort/DFW Airport station to AT&T Stadium. Events will be planned close to hotels, rail, and airports.

Council members in attendance were excited, but also questioned how much the city would need to spend to prepare for the influx.

“If we want to go a little granular and look at the impact that this is having here at home, this is providing countless jobs, this is providing countless opportunities that wouldn’t have existed,”

said Council Member Adam Bazaldua, whose district will be hosting a training site and fan festival. “This is an economic impact of having nine super bowls within a summer. This isn’t crazy; this is really, really crazy.”

Council Member Jaynie Schultz agreed. “It’s a tremendous opportunity—for some of us of a certain age, it is literally once in a lifetime,” she said.

Council members Chad West and Paul Ridley asked for an analysis on what the cost to Dallas taxpayers would be compared to the projected economic benefits.

“We never planned on nine matches in any of our assessments,” Ridley said. “So are we going through those numbers now that we have this match schedule?”

Paul said that the price tag for the city might not be as much as what the Council was worried about, thanks to sponsorship programs and state funds.

“We’re anticipating utilizing the major event reimbursement program through the state to cover the majority of the cost,” she said. “And the other costs, we’re looking through the host city supporter program to be able to go out and get the sponsorships needed to cover them.”

By December 2025, FIFA will announce the participating teams and matchups after World Cup qualifying concludes, and the host cities can begin firming up their event schedules. The World Cup matches will begin in June 2026. FIFA is already accepting volunteer applications for the event [here](#).

AS EVS BOOM IN NORTH TEXAS, COMMUNITIES HURRY TO FILL INFRASTRUCTURE GAPS

By Pablo Arauz Peña
March 27, 2024



The entrance to the offices of LG Electronics in Fort Worth was abuzz with employees and visitors on a windy Friday morning in January.

The company known for making typical household electronics like TVs and cell phones is now in the business of building electric vehicle chargers. Business executives, local leaders and reporters were here to see the company's brand new state-of-the-art EV charger factory.

It's the first LG factory in the country of its kind.

"What you're looking at is our first entry of a level three charger, DC ultra-fast charger in the United States and the product will be manufactured in this facility here in Fort Worth, Texas, and it will be available later on this year," said Mike Kosla, senior vice president of U.S. sales.

Kosla said this factory is the final assembly site for new EV chargers that will be shipped across the country.

It's an important part of the larger fabric of EV infrastructure that's currently being woven across North Texas and beyond. The Bureau of Labor Statistics estimates [as many as half of all vehicles sold in the U.S. will be EVs](#) by 2030.



Inside the factory, Fort Worth Mayor Mattie Parker told KERA that this new facility bodes well not just for Fort Worth, but for the region as a whole.

"I really do want Fort Worth to be partnered with companies like LG Electronics that have a firm understanding of what the future looks like," she said. "And they really push communities to think differently and be more innovative."

The electric vehicle industry is booming and EVs are quickly growing as a viable alternative to traditional gas-powered cars. That means there's a growing need for better EV infrastructure across the region.

Recently, North Texas received \$15 million from the Department of Transportation to build more EV chargers throughout the region's 16 counties.

Department of Transportation Under Secretary Carlos Monje [visited Dallas in January](#) to make the funding announcement.

He said the Biden administration made a commitment to put half a million chargers in the ground by 2030.

"We're gonna beat that by four years. And that's because industry is coming together, local communities are coming together, they want to do this," said Monje. "This money that we're announcing today is an important step in that process."

The new stations are starting to fill in so-called "charging deserts," but there are still gaps, said Laurie Pampell Clark. She's the clean cities director for the North Central Texas Council of Governments, which is in charge of implementing new EV chargers across the region.

Almost 95,000 people drive EV's in North Texas, more than any other part of the state — and Clark says the map of infrastructure in the region is quickly changing.

Up until recently, EV drivers could charge their cars in limited spaces, mostly high-income neighborhoods.

"It's started to even out just a little bit as more kind of traditional fuel retailers get into the EV charging game, some of your big convenience store chains have started looking at installing EV charging," Clark said.

Local governments are also responding to residents' requests for more EV charging stations. In Dallas and Mesquite, drivers can charge their cars for free at select locations until September.

In Dallas, most of the chargers are clustered in the city's downtown, with more scattered around the north side of the city. There are virtually no chargers in southeast Dallas.

"That's something that we're we're really engaged with our local governments, in particular, our cities and counties on trying to figure out how we can help solve that," Clark said.

As the state of EV infrastructure continues to grow rapidly, Clark says that growth needs to include equitable access.

That way, everyone in North Texas who has the option of driving an EV can — no matter where they are.

Court strikes down Biden rule requiring states and cities to set climate targets for transportation

BY RACHEL FRAZIN THEHILL.COM

UPDATED MARCH 29, 2024 4:55 AM

A federal court on Wednesday night struck down a Biden administration rule requiring states and cities to set climate targets for transportation. Judge James Hendrix, a Trump appointee, agreed with the Republican-led states that sued over the rule that the Biden administration did not have the authority to require them to set the targets. Hendrix argued that the administration was not authorized under law to include environmental benchmarks in states' assessment of highway "performance."

He wrote that the law referring to the "performance of the Interstate/National Highway Systems" refers to "the infrastructure's effectiveness in facilitating travel, commerce, and national defense—not environmental outputs of vehicles using the systems." The rule, from the Federal Highway Administration, required state and local transit authorities to set targets for decreasing planet-warming emissions and report on its progress. It also set up a national framework for measuring and reporting transportation-related emissions.

A spokesperson for the highway administration, which is part of the Transportation Department, said the agency was reviewing the decision and figuring out next steps. The spokesperson stressed the administration's commitment to combatting climate change. Meanwhile, congressional Republicans cheered the court's action.

"This was a clear case of blatant overreach by the Biden Administration from the beginning, and we commend the Court for its ruling," said a joint statement from Reps. Sam Graves (R-Mo.) and Rick Crawford (R-Ark.). They described the rule as an "unlawful attempt to circumvent Congress and force this one-size-fits-all burden upon every state and community across the country."

<https://www.star-telegram.com/news/politics-government/article287198700.html#storylink=cpy>

Fort Worth sells land in southeast to build affordable homes

BY JAIME MOORE-CARRILLO

JMOORE-CARRILLO@STAR-TELEGRAM.COM

Fort Worth officials agreed on Tuesday to sell five city-owned properties in Ash Crescent to a developer constructing “affordable single-family homes” in the neighborhood.

Fort Worth’s Housing Finance Corporation (FWHFC) unanimously approved the \$150,000 sale to Fort Worth-based developer Alpha Family Group. City leaders hope the exchange, a comparative trickle in a stream of funds flowing through government home and infrastructure projects, will help ease the home affordability crisis squeezing many of the city’s residents.

The five properties dot a cup-shaped pocket of homes along Colvin Avenue, Ash Crescent Street, and Belsize Terrace. FWHFC purchased the roughly 0.2 acre plots for a few thousand dollars each in 2007 and 2008; it’s now selling them for \$30,000 a piece.

“These were all part of our lot-building inventory so that we could provide these for affordable housing,” Leah Brown, an official at the city’s neighborhood services department, [told corporation directors during a presentation](#) just before the vote.

Alpha Family Group pledged to sell the future three-bed, two-bath homes to households earning at or below 80% of the city’s median income—roughly \$76,550 annually for a family of four, according to the city’s estimates—and cover all closing costs.

Fort Worth [created FWHFC in 1979](#). The body, governed by city councilmembers, focuses its energies on buying up unused land and offloading it to developers to construct affordable residences.

The once reliable promise of inexpensive housing in the Metroplex has all but faded in recent years. Home prices in [the city have spiked](#) — a product of regional population booms, the feverish housing demand it fuels, and national financial and construction trends.

The median income Fort Worth family [can no longer afford the median priced](#) Fort Worth home. The departure of affordability is especially stark in the city’s poorest neighborhoods — like Ash Crescent and other communities in the city’s southeast— where home values have ballooned as local wealth levels have flat-lined.

The housing finance corporation is one cannon in the city’s policy arsenal leaders have deployed to break down the affordability wall.

Fort Worth Housing Solutions, the city’s public housing authority, [doles out federal vouchers to support](#) aspiring low-income homebuyers. The city’s Homebuyer Assistance Program helps cover down-payments and closing costs for purchasers below a certain income threshold.

New home construction is also one prong of [city efforts to revitalize Ash Crescent](#), a 0.56 square mile community packed between Morningside and Cobb Park. The city set aside \$2.77 million in 2018 to install street cameras, brighten lighting, and uproot dead trees, among other touch-ups.

How DFW Airport and Love Field airport are preparing for the total solar eclipse

The Federal Aviation Administration is also warning airports within the path of totality to be prepared for more traffic.

Author: Rachel Snyder

Published: 8:48 PM CDT March 28, 2024

Updated: 8:48 PM CDT March 28, 2024

DALLAS — As the Dallas-Fort Worth area is the [largest metropolitan area in the path of totality](#) for the total solar eclipse on April 8, local airports are preparing for an influx of travelers for the biggest celestial event of the century.

The [Federal Aviation Administration](#) is warning airports within the path of totality to prepare for more traffic.

“There may be a higher traffic volume than normally anticipated at airports along the path of the eclipse,” the FAA says. “Traffic should anticipate delays during peak traffic periods. Parking may be limited – particularly at the smaller, uncontrolled airports.”

Totality is expected to be reached in DFW at 1:40 p.m. April 8, and Dallas-Fort Worth International Airport and Dallas Love Field say they’re ready.

“DFW Airport expects to welcome potentially thousands of visitors from around the country who are traveling to the DFW region specifically to view the eclipse,” a DFW airport spokesperson said. “The airport’s rental car

partners, for example, have told us they expect to have the busiest days on record for car rentals around the time of the eclipse.”

Love Field says they plan to increase staffing, supply stocking, and monitoring of facilities, parking, and traffic as necessary for the eclipse.

“As with any busy period, the airport advises early arrivals of at least 90 minutes before departure to account for potential congestion in parking, roadside traffic, check-in and security screening,” a Love Field spokesperson added.

The Texas Department of Transportation (TxDOT) also says major corridors in the path of totality, including I-35, I-45, I-10, U.S. 87, U.S. 90, U.S. 281, U.S. 290 and more, could experience traffic congestion with up to four times the amount of traffic of normal rush hours in some areas during the eclipse.

“We recommend people arrive early to their eclipse viewing destination and leave late to avoid the largest traffic impacts,” a TxDOT spokesperson said.

“We also suggest people plan their routes in advance and to have a backup route in case of congestion.”

To view TxDOT’s eclipse travel guide, [click here](#).

Plans take next steps

Council OKs nearly \$38M for two contracts to install, improve sidewalks citywide

By EVERTON BAILEY JR.

Staff Writer

everton.bailey@dallasnews.com

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.

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

OFFICE OF COMMISSIONER
DISTRICT NO. 3



JOHN WILEY PRICE

March 15, 2024

Representative Yvonne Davis
State Representative District 111
5787 S. Hampton Rd., Suite 447
Dallas, TX 75232

Dear Representative Davis,

I continue to appreciate and value your leadership at the state and local levels. You are always willing to immerse yourself in projects and policies closest to the people you serve.

Recently, (see attached) Dallas County formed a local government corporation that will prove prudent and beneficial. The participation of Dallas County, Balch Springs, Mesquite, and Wilmer in advancing the expansion of the Inland Port will provide another growth engine in the North Texas region.

This instrument will allow our district to collaborate and speak with a single voice as we seek to raise funds from multiple sources, primarily the Inland Port Act. It took a year to bring the county and these participating cities to this agreement.

I would be remiss if I didn't express my regrets and chagrin with the cities of Lancaster, Duncanville, and Desoto for not being a part of this historic move. I held countless discussions with Dallas City Manager T.C. Braodnax to negotiate the voting structure and fee distribution without success.

I want to implore you to inquire why Lancaster, Duncanville, and Desoto refused to see the "big picture" regarding the future growth of the Inland Port. The opportunity for membership still exists, and their participation would further solidify our future as a regional entity. I want our shared constituency to be safe from a lack of wisdom or vision on our part.

I would greatly appreciate any leverage or influence you could lend to my efforts to codify our future appeal.

Sincerely,


John Wiley Price
Dallas County Commissioner
District No. 3

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MAR 21 2024

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Enclosures

cc: Mr. Darryl Martin, Dallas County Administrator
Mr. Jonathon Bazan, Dallas County Assistant Administrator
Ms. Lara Freeland, Executive Director – Inland Port TMA
Ms. Alberta Blair, Director of Dallas County Public Works
Mr. Michael Morris, Director of Transportation NCTCOG



2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133 | 817.370.6500 | WWW.TXDOT.GOV

The Honorable Gyna Bivens
Chair, Regional Transportation Council
Mayor Pro Tempore, City of Fort Worth
P.O. Box 5888
Arlington, TX 76005-5888

March 19, 2024

Chair Bivens,

Thank you for your recent letter in your role as Chair of the Regional Transportation Council (RTC). The RTC has been a long-time friend and partner to transportation.

TxDOT Dallas DE Ceason Clemens and I enjoyed our discussions recently during the opportunity we had to meet with Michael Morris on March 7, 2024. During our meeting, we also had the opportunity to review the RTC's ten initiatives. The meeting was insightful and productive.

With our region robustly adding unprecedented numbers of new people, our continued coordination and partnership are as timely as ever. The fact that this region creates thirty percent of our state's economy also reminds us that when our region prospers and succeeds, all of Texas does as well. We look forward to many future shared successes and continuing our work together with the RTC to provide both transportation solutions in the Dallas-Fort Worth Region, and continued economic benefits across Texas as well.

TXDOT appreciates your leadership on the Regional Transportation Council. As always, we value the collaboration of the RTC in past, current, and future TXDOT endeavors in the DFW Metroplex.

Should you have any further questions, please feel free to reach out to Ms. Clemens or myself.

Sincerely,

David M. Salazar, P.E.
Fort Worth District Engineer

cc: Alvin New, Commissioner, Texas Transportation Commission
Alejandro "Alex" Meade III, Commissioner, Texas Transportation Commission
Marc D. Williams, P.E., Executive Director, TxDOT
Brian R. Barth, P.E., Deputy Executive Director, TxDOT
Lance Simmons, P.E., Chief Engineer, TxDOT
Ceason Clemens, P.E., Dallas District Engineer, TxDOT
Michael Morris, P.E., Director of Transportation, NCTCOG

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JASMINE CROCKETT

30TH DISTRICT, TEXAS

HOUSE COMMITTEE ON AGRICULTURE

HOUSE COMMITTEE ON
OVERSIGHT AND ACCOUNTABILITY

1616 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-4330
(202) 225-8885

1825 MARKET CENTER BLVD.
SUITE 440
DALLAS, TX 75207
(214) 922-8885

Congress of the United States
House of Representatives
Washington, DC 20515-4330

March 11, 2024

Dear Regional Transportation Council,

Thank you for your work and for sharing your concerns over the current pause and impending end to the Affordable Connectivity Program ("ACP"). Listening to the concerns of my constituents fuels the decisions I make here in Washington, D.C as your representative in Congress. I appreciate your engagement and welcome your thoughts, suggestions, and concerns.

As you know, the ACP was created by President Biden and Congressional Democrats under the Infrastructure Investment and Jobs Act to assist struggling families impacted by the COVID-19 pandemic by supporting low-income households who were struggling to afford monthly internet service. Congress allocated \$14.2 billion for eligible families to access affordable internet and a one-time \$100 discount to purchase devices, such as a laptop, through this program. Today, over 23 million households in the United States are currently enrolled - including 71,829 in the Texas' 30th Congressional District. To put this number in perspective, roughly one in four constituents in TX-30 have been enrolled into the program.

Sadly, this program is being threatened. ACP has stopped accepting new applications as of February 8th---however, families already enrolled will continue to receive this benefit until the funding runs out. Unfortunately, unless Congress comes together and puts partisan differences aside to extend funding, ACP is expected to run out of funds as early as next month (April 2024).

Previously, my office has been active in spreading the word of this benefit to the thousands of eligible families in our congressional district. This past October, we put together an ACP Fair in Dallas to share resources of the program and help our community get signed up. This is in addition to four of our monthly Mobile Office Hours with ACP navigators who are authorized to assist people in completing and submitting ACP applications.

In Congress, I have also been active in trying to ensure constituents across the District continue to have access to this program. Alongside my House colleagues, I co-signed a letter addressed to House and Senate leadership to join in the effort to approve funding for ACP as requested by the Biden-Harris administration's Fiscal Year 2024 emergency supplemental funding proposal. I have also cosponsored HR 6929, the ACP Extension Act, a bipartisan bill that would provide an additional \$7 billion in funding to ensure the program remains funded through the end of 2024 as lawmakers work on a longer-term funding solution. As pushback to extend funding for this essential program continues, I am committed to keep advocating for the necessity of these funds.

Please know that my office and I are working hard to address this issue and ensure that my constituents have access to this vital resource. Thank you again for your correspondence. If you need further assistance, please reach out via email through my website at Crockett.house.gov, or call my office at (202) 225-8885. Thank you and please stay in touch!

Sincerely,



Jasmine Crockett
Member of Congress

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MAR 19 2024

TRANSPORTATION

OFFICE OF COMMISSIONER
DISTRICT NO. 3



JOHN WILEY PRICE

March 14, 2024

Ms. April Allen
President & CEO
Southern Gateway Public Green Foundation
P. O. Box 650823
Dallas, TX 75265-0823

RE: Southern Gateway Deck Park Phase 1 – Challenges and Funding

Dear Ms. Allen:

I am writing this letter as a follow-up on the discussions that occurred at the meeting on February 1st at Dallas City Hall regarding the Southern Gateway Deck Park Project. At that meeting, there were several questions asked by NCTCOG, Dallas County, and the City of Dallas to the Southern Gateway Foundation team that were left unanswered during the meeting. Many of these questions were related to the funding and schedule for Phase 1 of the Deck Park.

During the February 1st meeting the Southern Gateway Foundation Team committed to providing the requested information to the group soon after the meeting and the City of Dallas committed to scheduling reoccurring meetings for this project. I have since received an email from you on February 23rd that continues to leave many of the group's questions unanswered. I ask that you and/or your team address the following issues to help fully answer the questions from the past meeting and ensure the entire phase 1 project can be delivered in the committed timeframe:

- Has the \$36.1 Million been identified for Phase 1B? Please provide the current funding status and breakdown.
- According to the attached schedule provided, Phase 1B is scheduled to bid in August 2024. Who will be responsible for bidding Phase 1B?

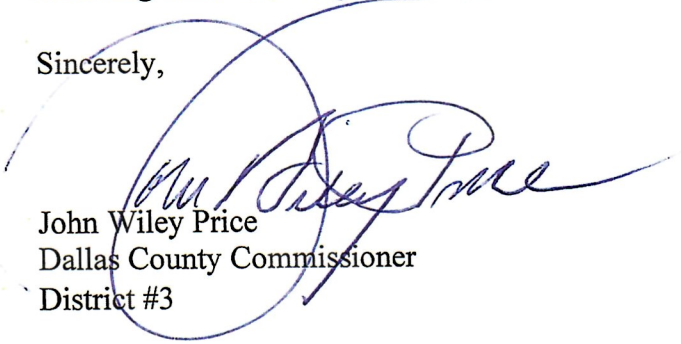
Dallas County remains supportive of the Southern Gateway Project and has committed \$2.47 Million to Ewing Ave that will improve access to the Dallas Zoo and the future Southern Gateway Deck Park. The Ewing Ave project will also make much needed storm drainage improvements to the corridor. I am hopeful that the Southern Gateway Foundation will be successful in meeting their schedule and securing the funding subject to approval by Dallas County Commissioners Court for this important project, but need to ensure that the key issues discussed in the February 1st meeting are not being overlooked.

Page 2

March 14, 2024

Under the leadership of Deputy Mayor Pro Tem Carolyn King Arnold, I jointly look forward to attending future meetings to collaborate in the efforts of completion of this vital project.

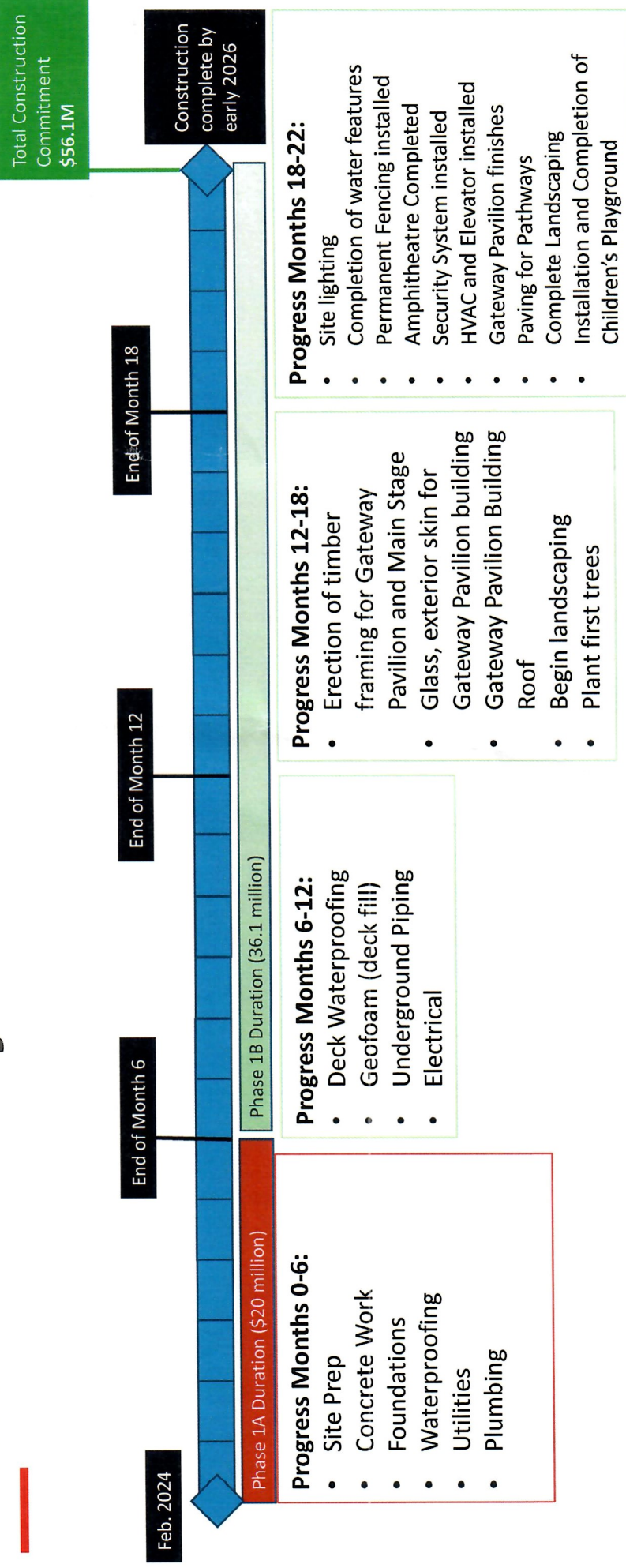
Sincerely,

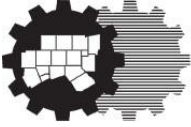


John Wiley Price
Dallas County Commissioner
District #3

cc: Carolyn King Arnold, City of Dallas, Deputy Mayor Pro Tem
Michael Morris, P.E., NCTCOG Director of Transportation
Karla Windsor, AICP, NCTCOG Senior Program Manager
Christie J. Gotti, NCTCOG Senior Program Manager
Alberta Blair, P.E., Dallas County Public Works Director
John D. Jenkins, City of Dallas Park and Recreation Director
Ghassan Khankarli, P.E., City of Dallas Transportation Director
Nathan Petter, P.E., TxDOT Dallas County Area Office
Tushar Solanki, P.E., Dallas County Public Works Assistant Director
Jonathan Toffer, Dallas County Public Works Assistant Director
Micah Baker, AICP, Dallas County Mobility Manager

Construction Progress and Costs Southern Gateway Park





North Central Texas
Council of Governments

PRESS RELEASE

Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

Campaign Encourages North Texans to Bike, Walk and Drive Safely

21 tips can help people look out for one another on region's roads

April 1, 2024 (Arlington, Texas) – The North Central Texas Council of Governments (NCTCOG) and its partners are working to make sure that as the region continues to grow, the roads are safe, no matter how residents choose to use them.

Starting this spring, North Texans will see advertising and messaging for Look Out Texans, a regional public education and outreach safety campaign encouraging people to bike, walk and drive safely together. The campaign highlights 21 tips to keep people safe and features North Texans sharing their stories about the importance of looking out for others on the road.

This campaign comes at a time when fatal motor vehicle crashes involving people bicycling and walking are increasing in North Texas. Between 2018 and 2022, there were more than 9,300 crashes reported involving a pedestrian or a bicyclist, more than 900 of which were fatal according to the Texas Department of Transportation.

NCTCOG is coordinating the regional safety campaign for cities and transportation partners across the region. This effort involves working with local agencies to distribute Look Out Texans safety tips and testimonial videos on social media platforms and local government access channels, as well as articles and news stories about how and why it is important to practice safe behaviors while using the region's roadways. The campaign prominently features safety tips to help people understand how bicyclists, walkers and drivers should interact together to improve safety for all road users.

For example, people bicycling should follow the same traffic rules as vehicles: ride in the same direction as traffic, always stop at traffic signals and stop signs and use hand signals to notify others of maneuvers like turning, changing lanes, and stopping.

Pedestrians must be alert and visible. They should always cross streets at crosswalks and intersections where they can gauge traffic and be visible. Before crossing at crosswalks, pedestrians should make eye contact with drivers to ensure they are seen. Historically, nearly two-thirds of pedestrian crashes and 80% of fatal crashes happen at night or in dark lighting conditions. Pedestrians should wear reflective materials and white or bright colors to increase visibility to motorists.

For drivers, it is necessary to allow at least three feet when passing someone on a bicycle. State law allows bicyclists to ride on roadways and use the middle of a lane. Drivers must also look out for walkers, always yielding to crossing pedestrians. Drivers should remember that

people walking, bicycling and driving in North Texas are their neighbors and friends. They may be your dentist or your child's little league coach. We are all connected.

Growing interest in walking and bicycling among people of all ages demonstrates the need for safety education. Learning how to walk and bike safely is especially important for children. Planned school outreach will begin later this year and complement the efforts of other campaigns to promote safe walking and bicycling for children. For example, Bike & Roll to School Day is taking place on May 8. Schools can join the nationwide movement by registering at WalkBiketoSchool.org.

These efforts enhance the work of local, state and federal transportation partners focused on improving safety for all road users through roadway design solutions and greater awareness of how people can bike, walk and drive safely. Later this year, NCTCOG will begin roadway safety audits to study corridors throughout the region with the greatest frequency of crashes and fatalities. The goal of this effort is to identify and implement safety countermeasures that will address contributing factors associated with crashes occurring in those areas.

To see all 21 safety tips that will be highlighted around the region and learn more about the Look Out Texans campaign, visit LookOutTexans.org. Follow the campaign on Facebook, Twitter and Instagram using #LookOutTexans.

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North Central Texas
Council of Governments

PRESS RELEASE
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NCTCOG Hires McKinsey, InfraStrategies to Lead Strategic Assessment of Transit in Dallas-Fort Worth

Consultants to help NCTCOG expand public transportation footprint to serve region of the future

Feb. 21, 2024 (Arlington, TEXAS) – The North Central Texas Council of Governments Executive Board has approved contracts with two consultants to help transportation managers, board members and elected officials develop a next generation transit system for the region. McKinsey & Company and InfraStrategies LLC will be paid approximately \$2.2 million to help design a system that accommodates the North Central Texas of the future. The Executive Board authorized payment \$980,000 to McKinsey and \$1,212,200 to InfraStrategies. Two consultants were chosen because they each offer different expertise implementing the seven distinct project tasks outlined in the proposal.

The Dallas-Fort Worth area is served by three existing public transportation providers: Dallas Area Rapid Transit, Denton County Transportation Authority and Trinity Metro in Fort Worth. The 12-county metropolitan area has a population of over 8 million people and is forecast to grow to more than 11 million by 2045. Much of the projected population surge is expected to occur outside existing transit authority service areas, requiring an innovative approach for moving people across the region in the future.

The study to explore Regional Transit 2.0 aims to examine crucial transportation investments that could accommodate the anticipated population growth and support sustainable development across the region while also serving cities that lack the sales tax capacity to join one of the three traditional transit providers. Thirteen DART member cities pay a one-cent sales tax to belong to the transit authority. The cities of Denton, Highland Village and Lewisville pay a half-cent sales tax to support DCTA. Trinity Metro has two member cities – Fort Worth and Blue Mound – that pay a half-cent sales tax. Grapevine pays three-eighths of a cent to support TEXRail commuter rail service. North Richland Hills also belongs to the partnership. In developing a plan for transit through 2050, the Transit 2.0 study will:

1. Develop a transit legislative program
2. Develop strategies to increase transit authority membership
3. Develop collaborations between existing transit authorities
4. Develop strategies for authority board partnerships and teamwork
5. Develop strategies for infill development
6. Review fare-collection strategies
7. Develop recommendations for the transit authority-member city paradox

In a letter to members of the Regional Transportation Council, the mayors of 12 Dallas-Fort Worth area cities and the chair of Dallas Regional Mobility Coalition requested the RTC commit to examine how public transportation can evolve to meet the needs of the region.

“As member cities of a transit authority, we acknowledge and embrace that the growth of the region requires an efficient transit solution in order to provide predictable, cost effective, and reliable mobility for residents and businesses,” the letter stated. “We believe a comprehensive study is needed to assess the effectiveness of regional transit today and what regional transit should look like for the next 40 years.”

The transit authorities have a history of working together, including the following examples:

- DCTA's A-train commuter rail and DART's Green Line light rail meet in Carrollton.
- Trinity Metro and DART jointly own, operate and maintain the Trinity Railway Express commuter rail corridor between Dallas and Fort Worth.
- Trinity Metro and DART both offer rail service to Dallas Fort Worth International Airport.
- Trinity Metro and DCTA serve the vicinity of Alliance Airport with bus service.

The Transit 2.0 initiative would enhance their partnership. There may be opportunities for the transit authorities to coordinate services, equipment and fare structures to create a more seamless experience for customers. Additionally, there should be an effort made to find economies of scale on expenses such as operating costs, additional capital costs and capital asset replacement.

“The current transit model has served this region well for 40 years. Our valued transit authorities have forged partnerships that have helped create a seamless experience for many North Texans,” said NCTCOG Director of Transportation Michael Morris, P.E. “Our expansive growth gives us an opportunity to broaden our approach to moving people. Through close coordination, Dallas-Fort Worth has established a world-class transportation system that gives residents multiple options for how to move around the region. Transit 2.0 can ensure as we continue to grow in the coming decades, we are safely and efficiently connecting people to where they live, work and play.”

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PRESS RELEASE

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**New Electric Vehicle Readiness Program Launches
in Dallas-Fort Worth**

Pilot Program Preceding National EV Program Expansion

March 20, 2024 (Arlington, TEXAS) — Dallas-Fort Worth Clean Cities, hosted by the North Central Texas Council of Governments (NCTCOG), and the Interstate Renewable Energy Council (IREC) have announced the launch of Charging Smart, a new designation program that awards communities for electric vehicle (EV) readiness. Charging Smart is funded by the U.S. Department of Energy (DOE)'s Vehicle Technologies Office (VTO).

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, a public recognition of their status as EV-friendly communities.

Charging Smart is launching a pilot phase for local governments in the regions of North Texas and Southern California and the states of Colorado and Virginia. Communities in Minnesota, Michigan, and Ohio are already engaged in a developmental phase of the program, and communities from one of these states are expected to become the first Charging Smart designated cohort later this spring. A comparable program has already been launched in Northern Illinois in collaboration with Charging Smart. Charging Smart will be made available to communities throughout the U.S. in the future.

Local governments in North Texas are invited to get involved in the program. Contact cleancities@nctcog.org for details on the program and/or information on how to participate.

Charging Smart is led by the Interstate Renewable Energy Council (IREC), with Great Plains Institute (GPI) serving as lead partner on the project. Other partners include RMI, the Metropolitan Mayors Caucus (MMC), Drive Clean Colorado, Long Beach Clean Cities, Dallas-Fort Worth Clean Cities and Virginia Clean Cities.

"We are thrilled to launch this new program that will increase access to electric vehicles and spur sustainable development in communities across the country," said Toyah Callahan, Vice President—Local Initiatives at the Interstate Renewable Energy Council. "This pilot phase in select states is the first step in our work to bring EV-friendly policies to local governments across the country, helping everyone access the clean transportation of the future."

“Dallas-Fort Worth has seen tremendous growth in the number of electric vehicles on the road in recent years,” said Amy Hodges, Principal Air Quality Planner, NCTCOG. “In the last 12 months, the number of EVs registered in the region increased by about 50%. 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.”

Charging Smart is modeled on DOE’s [SolSmart](#) program, an initiative that offers expert technical assistance at no cost to help local governments adopt nationally recognized best practices to advance solar energy adoption. Since launching in 2016, SolSmart has helped over 500 local governments and their residents save time and money by reducing the soft costs of going solar. [Independent research](#) found that SolSmart-designated communities on average increased solar installations by 17% per month, compared to non-designated communities.

Now, Charging Smart aims to have a similar impact on EVs. Action at the local level is fundamental to EV expansion and accessibility, and by helping local governments adopt nationally recognized EV best practices, Charging Smart will increase access to charging stations and other essential components of EV infrastructure. By helping local governments streamline their policies to avoid unnecessary burdens, Charging Smart aims to reduce EV charger costs and increase the number of EVs in the community. Increasing EVs brings numerous other economic and health benefits, including lower emissions, improved air quality, reduced noise pollution, and increased jobs as EVs become more popular across the U.S.

Charging Smart is committed to transforming the transportation system in ways that positively benefit people, the environment, and the economy. That includes an emphasis on making sure that all Americans benefit from the transition to electric vehicles and have equal access to charging infrastructure. Equity is embedded throughout the Charging Smart program; in order to earn designation, communities must achieve specific metrics that grant historically underserved residents greater access to the benefits of EVs and EV infrastructure. Charging Smart is part of the [Justice40](#) initiative, meaning that the program has a federal mandate to ensure that historically disadvantaged communities receive the benefits of this investment.

Full details on the Charging Smart program are available at ChargingSmart.org. For information on how North Texas communities can participate, email cleancities@nctcog.org.

About IREC: The Interstate Renewable Energy Council (IREC) builds the foundation for rapid adoption of clean energy and energy efficiency to benefit people, the economy, and our planet. Its vision is a 100% clean energy future that is reliable, resilient, and equitable. IREC develops and advances the regulatory reforms, technical standards, and workforce solutions needed to enable the streamlined integration of clean, distributed energy resources. IREC has been trusted for its independent clean energy expertise for over 40 years, since its founding in 1982. For more information, visit www.irecusa.org or follow IREC on [Twitter](#), [LinkedIn](#), or [Facebook](#).

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About the Dallas-Fort Worth Clean Cities Coalition:

In 1995, the Dallas-Fort Worth (DFW) Clean Cities became one of the first Clean Cities coalitions under the Energy Policy Act's provision for an organization that promotes the use of alternative fuels to lessen America's dependence on foreign sources of petroleum. Dallas-Fort Worth Clean Cities is a locally based, public-private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce transportation energy impacts and improve air quality, primarily in the transportation sector.

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North Central Texas
Council of Governments

PRESS RELEASE

Contact: Carli Baylor
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Neighborhood Access and Equity Grant Program Awards NCTCOG \$80 Million

Money to be used to reconnect communities and address historical inequities

March 13, 2024 (Arlington, TEXAS) – In partnership with the Texas Department of Transportation (TxDOT), the North Central Texas Council of Governments (NCTCOG) has been awarded \$80 million to help fund the Bridging Highway Divides for DFW Communities project, which is dedicated to reconnecting communities in the region.

The project will create four pedestrian caps in regionally significant locations. These locations are Interstate Highway 30 (Dallas IH 30) which will receive \$20M of the award, Klyde Warren Park also receiving \$20M, Southern Gateway Park receiving \$25M and State Highway 5 (McKinney SH 5) which will receive \$15M of the federal award.

The Dallas IH 30 project will include the installation of support structures for three pedestrian caps/parks, which will be phase constructed across the interstate. These caps will be located directly south of the Dallas Farmers Market and directly north of Old City Park. The timing of the construction of this infrastructure will align with TxDOT's reconstruction of IH 30 to avoid taxpayers paying twice to retrofit the needed structures later.

In response to the Deck Park over IH 30, Dallas City Council Member Omar Narvaez said, "This project reflects the strong partnerships of the Regional Transportation Council and the City of Dallas."

The Klyde Warren and Southern Gateway Parks project will be for the second phase of construction for both existing pedestrian crossings. In Klyde Warren Park, phase two will extend an existing pedestrian cap/deck park creating additional space between Pearl Street and west of Akard Street. The completed space will include a pavilion, open-air market/festival staging area, indoor/outdoor entertainment areas, public green space and additional multimodal transportation access.

"Here at Klyde Warren Park we are thrilled with the news," said Chairman Jody Grant of the Woodall Rodgers Park Foundation upon hearing the announcement. "This grant will allow us to complete our dream by adding 1.7 acres to the park."

The second phase in Southern Gateway Park will see the expansion of its current deck park located from S. Ewing Ave. to S. Marsalis Ave. The expanded park deck will cover more than five acres over I-35E. The final space will see the creation of a festival stage area, a pavilion, multi-use and open green space, interactive water features, a bicycle/pedestrian bridge with direct access to the Dallas Zoo and additional multimodal transportation access.

"The funding will allow us to extend the deck park to Phase 2 and will not only reknit the community but bring economic development to the Southern Sector," said City of Dallas Deputy Mayor Pro Tem and Councilwoman Carolyn King Arnold in response to the grant award.

McKinney SH 5 will see the construction of the Lower 5 Plaza, which will include a below-bridge pedestrian plaza within the corridor that will allow pedestrian access to both sides and reknit the community while addressing the highway's damaging effects. This space will provide a safe bicycle/pedestrian connection between Historic Downtown McKinney and the disadvantaged East McKinney neighborhoods; additionally, it will connect Downtown McKinney to the future City Hall.

In response to the news of the funding Mayor of McKinney George Fuller stated, "the funding awarded by the federal government allows us to connect our community across State Highway 5 and link what has been a divide between our prosperous historic downtown and legacy neighborhoods."

The initial creation of all four highways capped by this project disrupted and displaced local communities, removed historical landmarks and resulted in the unequal distribution of resources, leaving one side of the highway more prosperous. "These projects are intended to help bridge those divides," stated NCTCOG Senior Program Manager Karla Windsor whose team authored the application.

The ability to move forward with the Bridging Highway Divides for DFW Communities project highlights continued collaboration throughout the state and region. Regional Transportation Council Chair, City of Fort Worth Mayor Pro Tem Gyna M. Bivens stated, "Reconnecting Communities is a great example of how the RTC partners with the federal government and local governments to create significant investment and opportunities for the Dallas-Fort Worth Region."

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This grant is funded by the Inflation Reduction Act. The money is part of a total \$3.15 billion being awarded throughout the country by the U.S. Department of Transportation through the Neighborhood Access and Equity Grant Program.

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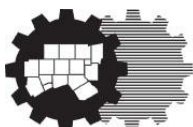
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North Central Texas
Council of Governments

PRESS RELEASE
Contact: Carli Baylor
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NCTCOG to Present Transportation Recommendations for Fair Park Area on March 19

Meeting gives residents another chance to provide input on connecting historic areas

March 12, 2024 (Arlington, TEXAS) – The North Central Texas Council of Governments will provide another opportunity for the public to review recommendations for multimodal routes to improve transportation links between downtown Dallas and the Fair Park area at 11 a.m. Tuesday, March 19 in Dallas.

The Dallas Central Business District-Fair Park Links Study focuses on multimodal transportation needs from downtown Dallas through Deep Ellum to Fair Park and examines how these important parts of the city are linked, including what combination of transportation choices may work best for the historic area.

This meeting, located at Life in Deep Ellum, 2803 Taylor St., will allow residents and stakeholders unable to attend an evening meeting hosted in January the chance to review draft recommendations for providing better connections from downtown Dallas to these nearby historic areas.

The draft roadway, freight, public transit and active transportation recommendations resulted from a public outreach effort last year that included engagement with stakeholders and other members of the public. In addition to two previous public meetings on the topic, the project has featured a virtual engagement opportunity. An online mapping activity that opened following the January public meeting has allowed users to review the draft recommendations and provide feedback. Responses to the online survey will be accepted through March 31.

To participate in the online mapping activity, provide comments or sign up for updates on the Dallas CBD-Fair Park Links Study, visit www.publicinput.com/fairparklinks.

A major focus of this project and study is to reconnect the neighborhoods that were bisected during the construction of Interstate Highway 30 and IH 345. To achieve this goal, the study is considering new designs for these affected areas.

For special accommodations due to a disability or for language interpretation, contact Amanda Wilson at 817-695-9284 or awilson@nctcog.org.

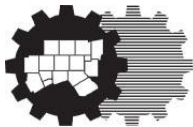
Public Meeting Details
11 a.m. Tuesday, March 19, 2024
Life in Deep Ellum 2803 Taylor St. Dallas, TX 75226

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PRESS RELEASE
Contact: Brian Wilson
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Public Input Sought in Study of Transit Needs in 76104 ZIP Code

Residents invited to public meeting March 25

March 19, 2024 (Arlington, TEXAS) – The North Central Texas Council of Governments is conducting a transit needs study for Fort Worth’s 76104 ZIP code, and residents have a chance in March to contribute to the dialogue.

NCTCOG is coordinating with residents, nonprofit organizations and community leaders to establish consensus and develop a transportation plan and recommendations on how transit can be enhanced or revised to better meet community needs. Transportation planners have scheduled a public meeting for 5:45 p.m. on March 25 at the Ella Mae Shamblee Library (1062 Evans Ave, Fort Worth, TX, 76104) to discuss the project and receive feedback.

Improved transit options could help residents whose transportation issues can make securing basic necessities difficult. Currently 12% of households in the 76104 ZIP code have no car, whereas in the City of Fort Worth, 6% of households are without a car.

The study will assess public transportation needs in order to identify innovative transit solutions to increase mobility and access for residents to food, healthcare, housing and jobs in a part of Fort Worth identified as an area of persistent poverty. The planning study will also identify strategies to reduce greenhouse gas emissions related to transit for the ZIP code. The area is served by Trinity Metro’s fixed-route bus service and on-demand ZIPZONE rideshare service. For more on the study and to take a survey that will help identify opportunities to improve access to transit, visit www.nctcog.org/76104.

This study is made possible through a \$270,000 Federal Transit Administration Areas of Persistent Poverty Program grant, which was awarded to NCTCOG. The Areas of Persistent Poverty Program awards grants for planning, engineering and technical studies or financial plans to improve transit in census-defined low-income areas.

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PRESS RELEASE
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NCTCOG to Highlight Broadband, Vehicle Infrastructure Efforts at March 11 Public Meeting

Public comments to be accepted until April 9

March 6, 2024 (Arlington, TEXAS) – The North Central Texas Council of Governments is hosting a hybrid public meeting at noon Monday, March 11, allowing residents to learn more about current transportation initiatives and participate in the planning process.

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/nctcogMarch24, or participate over the phone by dialing 855-925-2801, then code 10174.

At the meeting, staff will provide details about broadband as a transportation service, recent grant awards for hydrogen and electric vehicle infrastructure projects, the Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP), Bike & Roll to School Day and post-COVID transit ridership. Feedback is also encouraged. Public comments will be accepted until April 9.

A stakeholder meeting was held in December to discuss public investment in internet service technology and internet training programs. Following the meeting, a series of suggested steps were developed to increase municipal broadband activities in the region.

NCTCOG was recently awarded several grants from both the Federal Highway Administration and the Joint Office of Energy and Transportation to support the transition to zero-emission vehicles in the region and beyond. The funding will be used to repair and replace electric vehicle (EV) chargers, build hydrogen refueling stations throughout the Texas Triangle and to develop a resilient EV charging plan for the Dallas-Fort Worth area.

The DFW AQIP is a collaboration of governments in the region to help improve air quality, protect public health and address extreme weather events. The development of this plan is supported through a grant from the Environmental Protection Agency's Climate Pollution Reduction Grants program.

Bike & Roll to School Day will take place on May 8. NCTCOG will hold raffles for fun safety-themed giveaways and new bicycles to generate interest and excitement for students at participating schools.

COVID-19 caused a significant decline in transit ridership. As a result, NCTCOG staff has continued to collaborate with regional transit agencies to prioritize rider safety and restore user numbers.

Additionally, modifications to the Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program and information on the start of 2024 Ozone Season will be posted online for review and comment.

Resources and information about Interactive Public Input: Map Your Experience, the Department of Energy Multimodal Delivery Project, Try Parking It, the Regional Smoking Vehicle Program (RSVP), and vehicle incentive and funding opportunities 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 Monday, March 11, 2024 North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011

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PRESS RELEASE
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NCTCOG Presenting Recommended Forest Hill Drive Improvements on April 8

Public meeting gives residents chance to provide input on efforts to boost safety and reliability, decrease flooding

April 2, 2024 (Arlington, TEXAS) – The North Central Texas Council of Governments (NCTCOG) will present updated alignment recommendations to improve safety and mobility on Forest Hill Drive between LonStephenson Road and Shelby Road at a public meeting April 8.

The meeting is scheduled for 6:30 p.m. at the Forest Hill Civic & Convention Center, located at 6901 Wichita St. in Forest Hill.

The study encompasses a two-mile stretch of roadway through three cities – Everman, Forest Hill and Fort Worth – and includes two schools. It is intended to address flooding and stormwater impacts, while improving roadway safety and accounting for other area issues that may affect proposed transportation improvements. The goal is to alleviate congestion through road widening while having minimal impact on existing properties.

In addition, traffic signals are being upgraded and retimed on Forest Hill Drive near the Interstate Highway 20 frontage roads. Implementation of these recommendations is expected to address freeway backups in the area, which has been impacted by the \$1.6 billion Southeast Connector project. Additionally, new traffic signals are proposed at intersections with existing three- and four-way stops.

In February, the Regional Transportation Council approved \$20 million in construction funds for the Forest Hill Drive corridor, enabling this study's recommended improvements to be completed faster.

The City of Everman Flood Study, conducted by Tarrant County and the three cities in the Forest Hill Drive corridor, is also part of this comprehensive examination of the two-mile portion of Forest Hill Drive. The flood study has been completed, and the final report is expected soon.

Residents can share comments on the Forest Hill Drive Study by visiting www.publicinput.com/fhdstudy. Input can also be provided through an online comment tool, Map Your Experience. Visit www.nctcog.org/mye and attend the meeting for more information.

For special accommodations due to a disability or language interpretation, contact Taylor Benjamin at 817-704-5672 or tbenjamin@nctcog.org.

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 on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 228 member governments including 16 counties, 169 cities, 19 school districts and 24 special districts. For more information on NCTCOG, visit www.nctcog.org.

#

North Central Texas Council of Governments Grant Management and Regional Transportation Council Initiative Funds

Regional Transportation Council

04.11.2024



New Program Initiative

- ✓ Staff is recommending the development of a new grant management and Regional Transportation Council (RTC) initiative fund.
- ✓ These funds are in response to several numerous Federal grant awards in the last few years.
- ✓ This account would support application development, grant management, compliance, performance measures, and oversight.
- ✓ This account would also be available for staff assistance to broader RTC directed projects if not budgeted through authorized programs.
- ✓ By paying administrative costs from a stand-alone fund, more revenue would be passed through for project implementation.



New Program Initiative

- ✓ RTC Local funds would be added to the fund as new grants are won (estimated 2-5% of award).
- ✓ Establish \$3M+ which provides direct project benefit by fully funding the original grant project.
- ✓ Initial funds are anticipated to support known projects and new application efforts for 3-5 years.
- ✓ Additional funds may be added for new project awards not supported through other funding sources.



Programs of Interest

	Projects authored & won by NCTCOG directly	Projects authored by NCTCOG & submitted by others	Projects to be managed/implemented by NCTCOG ¹	Projects to be implemented by others ²
Direct Benefit	3		3	
Indirect Benefit / Other	9	3	5	7
Total Projects	12	3	8	7

¹ Main focus on projects managed & implemented by NCTCOG

² Additional support services may be provided on grants implemented by others



NCTCOG Federal Grant Applications

NCTCOG Direct Funding Recipient and Grantee

Grant Program	Application (Project)	Award
FY 23 Electric Vehicle Charger Reliability & Accessibility Accelerator (RAA) Program	<i>Incorporate North American Charging Standards (NACS) Connectors for Consistency with Texas Electric Vehicle (EV) Infrastructure Plan</i>	\$3.66M
FY 23 Department of Energy/Transportation “Ride & Drive Electric” Program	<i>Planning Resilient Electric Vehicle (EV) Charging in Texas</i>	\$1.5M
FY 23 Charging & Fueling Infrastructure (CFI) Program – Community	<i>North Texas Equitable Electric Vehicle Infrastructure (NTx-EEVI) Project</i>	\$ 15M
FY 23 Charging & Fueling Infrastructure (CFI) Program – Corridor	<i>Texas Hydrogen & Electric Freight Infrastructure (Tx-HEFTI) Project</i>	\$ 70M
FY 23 Safe Streets For All Planning (SS4A)	<i>Advancing Regional Safety in the Dallas-Fort Worth Region</i>	\$4M
FY 22 Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	<i>South Dallas Improved Bicycle/Pedestrian Routes to Rail & Transit Technology Upgrades Project (4-stations)</i>	\$25M
FY 21 Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	<i>Enhancing Mobility within the Southern Dallas Inland Port Project</i>	\$8.2M
FY 20 Better Utilizing Investments to Leverage Development (BUILD) - Capital	<i>North Texas Multimodal Operations, Velocity, Efficiency, and Safety (NTXMOVES) Program</i>	\$25M
Total		\$152.36M



NCTCOG Grant Applications

Recent Direct Awards Authored by NCTCOG; Implemented &/or Submitted by Others

Grant Program	Application (Project)	Award
FY 23 Reconnecting Communities and Neighborhoods (RCN) Program: Implementation	<i>Bridging Highway Divides for DFW Communities</i> (Klyde Warren / Southern Gateway Parks – Phase 2.0, IH 30 Dallas Heritage Village / Farmers Market Deck Park, & SH 5 Downtown McKinney Pedestrian Connection)	\$ 80M
FY 23 Safe Streets For All Infrastructure (SS4A)	<i>MLK Jr. / Cedar Crest Blvd Complete Street & Safety Upgrades</i> (submitted by City of Dallas)	\$21.8M
FY 23 Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	<i>DART Cottonbelt / Silver Line Rail Shared-Use Trail</i> (submitted by DART)	\$25M
FY 23 Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	<i>East Lancaster Avenue Complete Streets & Transit Technology Project</i>	\$20M
TxDOT Transportation Alternative Program (TA)	<i>DART Cottonbelt / Silver Line Rail Trail</i> (submitted by DART)	\$25M
FY 19 Infrastructure for Rebuilding America (INFRA)	<i>North Texas Strategic National Highway System (NHS) Bridge Program</i>	\$8.78M
FY 18 Better Utilizing Investments to Leverage Development (BUILD) - Capital	<i>AllianceTexas / Haslet Accessibility Improvement Project</i>	\$20M
Total		\$200.58M



Requested Action

Approve the Grant Management and RTC Initiative Fund

\$3M of RTC Local Funds

Additional funds to be programmed by Director for new awards

Recommend staff to administratively amend the TIP/STIP and other planning/administrative documents to incorporate these changes.



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FTA's Low or No Emission & Bus/Bus Facilities Grant Opportunity

Regional Transportation Council

April 11, 2024

Shannon Stevenson, Senior Program Manager

PROGRAM FUNDING OVERVIEW

Infrastructure Investment and Jobs Act (IIJA)

Joint Notice of Funding Opportunity (NOFO) released Feb 8, 2024

Low or No Emissions (5339c)

Provides funding for purchase or lease of zero-emission and low-emission transit buses, as well as the acquisition, construction, or leasing of supporting facilities and equipment.

\$1.1B in funding available

Bus and Bus Facilities (5339b)

Assist in financing of buses and bus facilities capital projects, including:

- 1) replace, rehabilitate, purchase, or lease buses and related equipment
- 2) rehabilitate, purchase, construct, or lease bus-related facilities

\$393.5M in funding available

Applicants can apply to BOTH programs, but will only be awarded under one program (if selected)



GRANT PROGRAM PRIORITIES

Purpose

- ☐ Support state and local efforts to buy or modernize buses
- ☐ Improve bus facilities
- ☐ Improve regional air quality goals

Requirements

- ☐ Must include a Zero Emissions Transition Plan
- ☐ 5% of federal request must be dedicated to workforce development



PROPOSED PROJECT

Low or No Emissions Grant

- ☐ Purchase *up to 59* electric buses for 2026 FIFA World Cup and Regional Transit Providers
 - ☐ 50 Electric Buses for World Cup
 - ☐ 20: 40-foot buses
 - ☐ 30: Small Transit Light-Duty Vehicles
 - ☐ 9: 45-foot Electric Buses for Trinity Metro
- ☐ Purchase *up to 12* electric charging stations
 - ☐ 11 electric charging stations for 2026 FIFA World Cup Vehicles
 - ☐ 1 electric charging station for Trinity Metro



ESTIMATED PROJECT BUDGET

	Total	Federal	Local ¹	TDCs
Electric Buses ²	\$46,949,911	\$44,857,424	\$2,092,487	4,950,000
Electric Charging Stations	\$5,100,653	\$4,570,522	\$530,131	490,000
Workforce Development ³	\$2,602,529	\$2,436,523	\$166,006	354,500
Administrative Costs	\$819,797	\$767,505	\$52,292	111,668
TOTAL	\$55,472,890	\$52,631,974	\$2,840,916	5,906,168

¹ Local match to be provided by Trinity Metro

² Cost share for buses is 85 Federal/15 Local; all others are 80 Federal/20 Local

³ NOFO requires that Workforce Development be 5% of the federal request amount for vehicles and related infrastructure



SCHEDULE

Date	Milestone
February 8, 2024	Notice of Funding Opportunity Released
March 22, 2024	STTC Action
April 11, 2024	RTC Action
April 25, 2024	Application Deadline
April 25, 2024	Executive Board Endorsement
July 10, 2024	Award Announcement



REQUESTED ACTION

Approval of a regional grant application submittal to the Fiscal Year (FY) 2024 Low-No & 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.

Direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP, and other planning/administrative documents to include this FTA grant, if selected.



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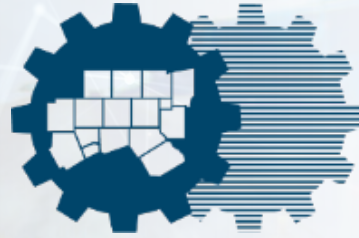
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NCTCOG PRESENTATION

BROADBAND AS TRANSPORTATION PROGRAM ACTION

REGIONAL TRANSPORTATION COUNCIL
APRIL 11, 2024

ROUNDTABLE REQUESTS

Four Proposed Elements:

1. 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.
2. The 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. The NCTCOG will leverage this policy committee to *form a legislative program* that will help guide the State of Texas legislature on regional needs.
4. The 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.



REGIONAL INTERNET FOR ALL COALITION

- The Internet for All Coalition will be structured with collaborative leadership between NCTCOG staff, the North Texas Innovation Alliance (NTXIA), and a member of the Governor's Broadband Council.
- The Regional Internet for All Coalition will be open to all members of public agencies and their supporting partners involved in broadband equity projects.
- The goal of the Internet for All Coalition will be to provide NCTCOG staff and the Policy Committee with concise and impactful suggestions for the following elements:
 1. Policy and legislation that present barriers for public agency entry into the public sector broadband space
 2. Funding needs that public agencies at all levels request
 3. Data coordination in conjunction with NCTCOG staff support, mentioned in later slide
 4. Regional strategy to encourage other agencies to participate in the expansion of equitable broadband



REGIONAL RTC AD HOC POLICY COMMITTEE & LEGISLATIVE PROGRAM

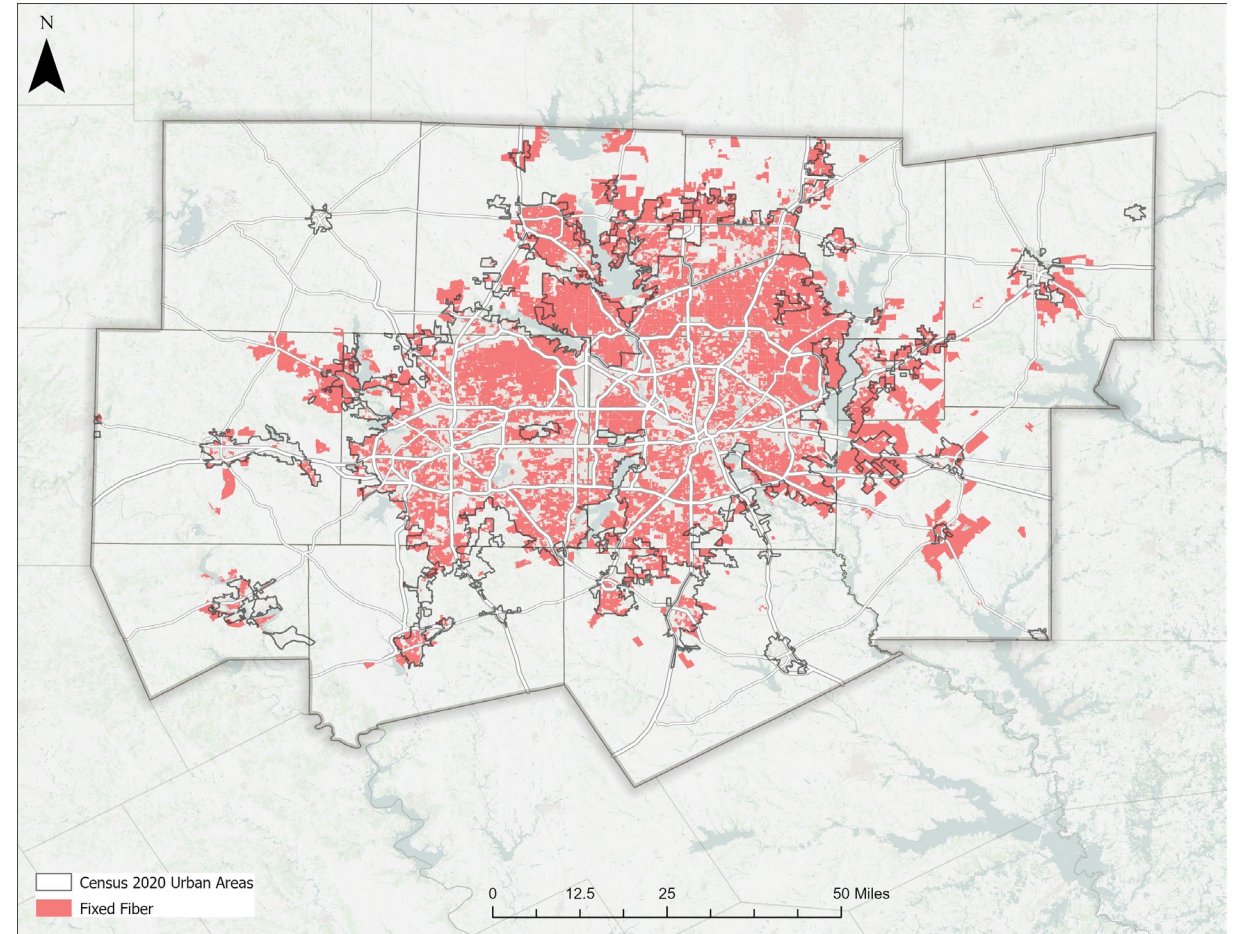
- This program requires that the RTC form an ad hoc policy committee that creates and executes a legislative program, guided by the needs of the Technical Committee, that accomplishes the following goals:
 - Suggested broadband legislation amendment, additions or deletion
 - State-level broadband funding program language
- The Policy Committee will have 15 seats encompassing the following designations:

Jurisdiction	Urban Seats	Rural Seats
County	2	2
Municipal	7	4



REGIONAL DATA BROADBAND COORDINATION ELEMENTS

- A critical role for the Internet for All Coalition's is to guide broadband data collection and coordination
- Why do we need to focus on data?
 - FCC and State Map challenges
 - Local Implementation Guidance
 - Identify Communities of Low Connectivity
- How do we plan to improve?
 - FCC Licenses necessary to submit map challenges
 - Broadband Technical Committee guides data collection from all channels (municipal, school districts, 9-1-1 districts, etc.)



REGIONAL BROADBAND STRATEGY DOCUMENT

- The Internet for All Coalition's third and final function is to guide NCTCOG staff in the creation of a regional broadband activity strategy
- Elements for the Technical Committee to consider:
 - Broadband technology implementation strategies
 - Digital Equity Programs
 - Device access, subscription affordability, digital trainings classes, etc.
 - Public Private Partnerships and how to navigate them
- This document will serve as a foundation for all public agencies interested in starting or expanding their broadband efforts
 - NCTCOG staff will provide outreach opportunities to continuously encourage participation



Opportunity Cost - \$1.5M Per Mode



$\frac{3}{4}$ Mile Bike Trail



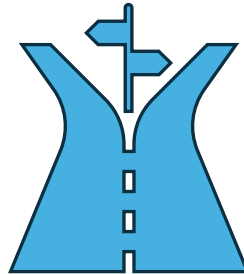
2 ITS Traffic Signals



2 EV Charging Stations (DCFC)



3 Miles of Sidewalk



.075 Miles of 6-Lane Roadway



10 Miles of 48-Strand Fiber
~6,000 Households Served by Middle Mile



PROPOSED BUDGET

Task	Amount
Data Consultant	Existing w/Consultants - \$1M Federal
Policy Committee/Legislative Committee	Existing – Staff Time
Technical Committee	Existing – Staff Time
Regional Strategy Document and Outreach	Existing w/Consultants - \$300k Federal



PROPOSED TIMELINE

Action	Date
STTC Information Item	January 26, 2024
RTC Information Item	March 21, 2024
STTC Action Item	March 22, 2024 Approved
RTC Action Item	April 11, 2024



REQUESTED ACTION

Approve the program criteria associated with the
Four Proposed Elements of Broadband Activities for
NCTCOG Transportation AND the use of \$1.3M
Federal funds to execute activities



CONTACT/QUESTIONS



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NCTCOG PRESENTATION

Congestion Relief Grant Program

Regional Transportation Council
4.11.2024

Natalie Bettger
Senior Program Manager

Congestion Relief Grant Program

- Continuation of Congestion Relief Grant program
- \$150M Available
- Minimum award \$10M apiece
- 20 percent local match required
- Must be Obligated by September 30, 2027
- NOFO issued 02/21/24
- Applications due: 04/22/24



Congestion Relief Grant Program Goals

- Improving intermodal integration with highway, highway operations, and highway performance;
- Reducing or shifting highway users to off-peak travel times or to nonhighway 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



Congestion Relief Grant Program Vision

- Is equitable to the traveling public and affected communities;
- Considers and mitigates any safety impacts;
- Reduces greenhouse gas emissions and fine particulate matter; and
- Considers and mitigates any potential adverse financial impacts to low-income drivers.



DFW Congestion Relief Program

Location and Scope

- Focus on Congestion Corridors
 - US 75
 - IH 635E
 - IH 35W
 - IH 35E
 - IH 30
- 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 Travel
 - Shift in Truck Time of Day Travel



DFW Congestion Relief Program

Anticipated Budget

Total Budget	Federal (CRP)	Non-Federal Match	Match Source
\$20,000,000	\$20,000,000	4,000,000*	Transportation Development Credits (TDCs)

*TDCs provided in lieu of match and do not count toward funding total



Schedule

03/21/24: RTC Director Report

03/22/24: STTC Director Report

04/11/24: RTC Action

04/25/24: NCTCOG Executive Board Endorsement

04/26/24: STTC Endorsement



REQUESTED STTC ACTION

- Requesting RTC approval of:

Submittal of DFW Congestion Relief Program Proposal for funding consideration through the FY24 Congestion Relief Grant Program (\$20M) and Transportation Development Credits (4M)

Administratively amend NCTCOG and State Transportation Improvement Programs (TIP / STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY24 Congestion Relief Grant Program (\$20M)



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North Central Texas Council of Governments

Safe Streets and Roads for All Grant Submission

Regional Transportation Committee
04.11.2024

Karla Windsor

Safe Streets & Roads for All (SS4A) Grant Program

- ❑ Created through the Bipartisan Infrastructure Law (BIL)
- ❑ Purpose: prevent deaths and serious injuries on our roadways
 - Focus on comprehensive safety action planning and implementing projects/strategies identified in safety action plans
- ❑ \$1.26B for FY24 available
- ❑ One application per agency allowed



Safe Streets & Roads for All Grant Program

Funding Availability

\$580 Million

– Planning/Demonstration
(National)

\$657 Million

– Implementation
(National)

< 15% per State

– Overall Program

Minimum Award

\$100,000

– Planning/Demonstration

\$2.5 Million

– Implementation

Maximum Award

\$10 Million

– Planning/Demonstration

\$25 Million

– Implementation

Cost Sharing

80% Federal | 20% non-Federal

Applicant/Condition Eligibility

1. MPOs
2. Political Subdivision of a State
(City, Town, County, Transit Agency, Special District, etc.)
3. Tribal Government
4. Multi-Jurisdictional Group of Above Entities



NCTCOG Regional Safe Streets Planning/Demonstration Grant Project

Crossing Students Safely in the Dallas-Fort Worth Region (CroSS-DFW)

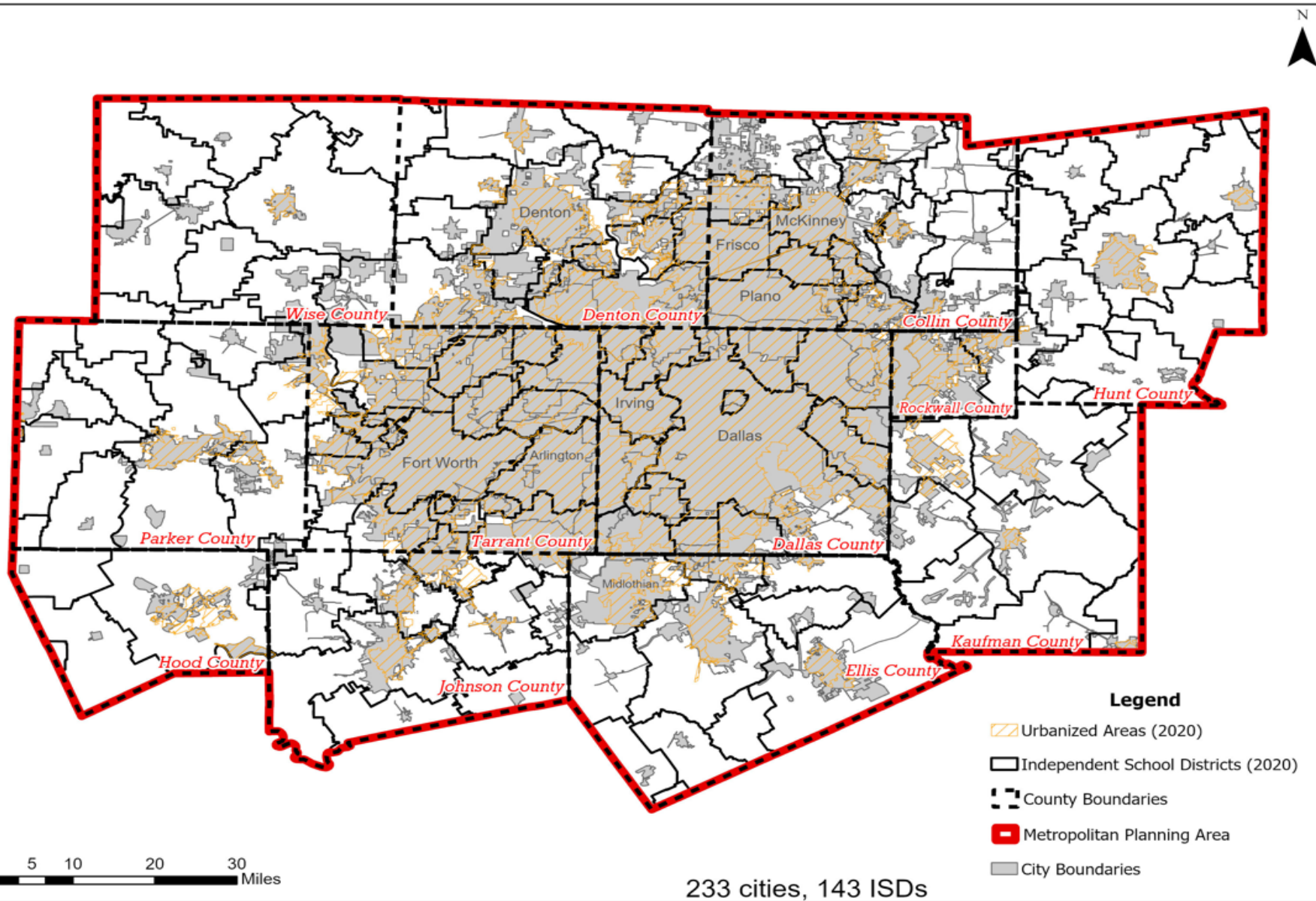
Conduct additional planning around schools in targeted corridors and beyond recommended by the *Regional Roadway Safety Plan* and the *Regional Pedestrian Safety Action Plan*:

Focusing on School Crossing Safety Process

- Review current practices in Urban, Suburban, and Rural Locations
- Assess safety concerns and interactions with crossing guards, controlled intersections, and mid-block crossings
- Analyze school crossing flasher's compatibility with traffic signals and technology for early warnings to motorists
- Develop a recommended regional standard and process for evaluating and determining school guard crossings and markings within the region
- Strong coordination with local governments and regional Independent School Districts (ISDs)



Metropolitan Planning Area, Urbanized Areas, Cities and ISDs



1,869 public schools in the MPO boundary and 569 charter/private schools

- 1,207 Elementary Schools
- 361 Middle Schools
- 301 High Schools

NCTCOG Regional Safe Streets Planning/Demonstration Grant Application

Anticipated Budget

Total Planning Budget	Federal (SS4A)	Non-Federal Match	Match Source
\$6,250,000	\$5,000,000	\$1,250,000	Regional Toll Revenue



Schedule

Date	Milestone
March 1, 2024	NOFO Released
March 22, 2024	STTC Action
April 11, 2024	RTC Action
April 25, 2024	Executive Board
May 16, 2024	Applications Due (April 1, May 16*, and Aug 29)

* There are three dates open for planning grant submissions; NCTCOG is targeting the May 16 date. May 16 is also the deadline for implementation grant submissions.



Requested Action

Approve the NCTCOG planning grant application for the FY 2024 Safe Streets and Roads for All (SS4A) Discretionary Grant program.

Approve the use of \$1.25 million in Regional Toll Revenue (RTR) funds for non-federal match should the project be selected for funding.

Recommend staff to administratively amend the TIP/STIP and other planning/administrative documents to incorporate these changes.



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MULTIMODAL PROJECTS DISCRETIONARY GRANT (MPDG) PROGRAM – INFRA/MEGA/RURAL



JEFFREY C. NEAL – SENIOR PROGRAM MANAGER

REGIONAL TRANSPORTATION COUNCIL (RTC) – POSSIBLE ACTION ITEM – April 11, 2024

Multimodal Projects Discretionary Grant (MPDG) Program

Solicitation Overview (FY 25-26) – INFRA, MEGA, & RURAL Grants

INFRA – Nationally Significant Multimodal Freight/Highway Projects

Available Funds (Project Type)

\$2.7 Billion

– All Projects (FY 25-26)

85% – Large

– Costs > \$100M

15% – Small

– Costs < \$100M

Federal Cost Share/Match

Up to 60%

– INFRA Grant Request
(no award maximum)

Up to 80%

– Federal (overall)

Award Size

No Maximum

– All Projects

\$25 Million

– Minimum (Large)

\$5 Million

– Minimum (Small)

- **Obligation Deadline: 9/30/2028**
- **Construction Start Deadline: 3/30/2030**

Uniform Selection Criteria:

- Safety
- Economic Impacts, Freight Movement, & Job Creation
- State of Good Repair
- Climate Change, Resiliency, & the Environment
- Innovation
- Equity, Multimodal Options, & Quality of Life

Economic Analysis (Benefit-Cost Ratio)

Project Readiness Analysis:

- Technical Assessment
- Environmental Review/Risk Assessment
- Financial Completeness

Application Deadline: 5/06/2024

MEGA – National Infrastructure Project Assistance Program

Available Funds (Project Type)

\$1.7 Billion

– All Projects (FY 25-26)

Cost > \$500M

– 50% Available Funds

Cost \$100-500M

– 50% Available Funds

Federal Cost Share/Match

Up to 60%

– MEGA Grant Request
(no award min./max.)

Up to 80%

– Federal (overall)

- **USDOT “seeks projects that will begin construction before 9/30/2028”**

RURAL – Rural Surface Transportation Grant Program

Available Funds (Project Type)

\$780 Million

– All Projects (FY 25-26)

Lane Departures

– 15% (not Texas)

Appalachians

– 25% (not Texas)

Federal Cost Share/Match

Up to 80%

– RURAL Grant Request
(no award maximum)

Up to 100%

– Federal (overall)

Award Size

No Maximum

– All Projects

\$25M Minimum

– 90% of Projects

No Minimum

– 10% of Projects

- **Obligation Deadline: 9/30/2028**
- **Construction Start Deadline: 3/30/2030**

Multimodal Projects Discretionary Grant (MPDG) Program *(cont.)*

FY 25-26 Candidate Project List & Details

PROJECT				COST / FUNDING STATUS						
TITLE	DESCRIPTION/LIMITS	NEW	E/W	NON-FEDERAL			FEDERAL			TOTAL COST
				<i>RTC/TxDOT</i>	<i>Local/Private</i>	%	<i>RTC/TxDOT</i>	<i>Grant Amount/Type</i>	%	
SUBMITTED BY DALLAS COUNTY <i>(with NCTCOG staff technical assistance)</i>										
DCIP Multimodal Connectivity Project	Rebuild Belt Line Rd. & Sunrise Rd. to 4-lane roads w/ side paths for better Inland Port mobility, safety, & access.	NO	EAST	\$36,340,000 ¹	\$16,545,000 ²	61%	\$9,130,000 ³	\$25,000,000 (RURAL)	39%	\$87,015,000
SUBMITTED BY TxDOT <i>(with NCTCOG as Co-Applicant, plus staff technical assistance)</i>										
SH 183 Segment 2E Project ⁴	Extend multi-lane concurrent TEXpress facility from FM 157 to PGBT/SH 161, along with strategic mainlane & ramp upgrades, to enhance safety, capacity, & connectivity.	YES	BOTH	TBD	TBD	TBD	TBD	TBD (MEGA)	TBD	\$850,000,000
SUBMITTED BY NCTCOG										
AllianceTexas Smart Port Project	Deliver comprehensive infrastructure assets (including SH 170/Intermodal Pkwy. direct connectors), smart technology deployments, & new EV/alternate fuel capacity to unleash Alliance logistics optimization concept.	NO	WEST	\$25,973,699 ⁵	\$132,450,000 ⁶	61%	\$23,400,000 ⁷	\$80,000,000 (INFRA)	39%	\$261,823,699

- US 81/287 North Tarrant County Reconstruction Project (submitted for MEGA last year) will be advanced where feasible through ongoing Unified Transportation Plan (UTP) coordination

NOTES – Engineering (E); Right-of-Way Acquisition (R); Utility Relocation (U); Construction (C):

1. RTC - \$36,340,000 **(E, R, C)** in RTR funds from 2024 Strategic Transportation Funding Program, plus reduced Transportation Development Credits (TDCs) from 4,510,000 to 1,600,000 **(C only)**
2. Same as FY 24 RAISE application, reorganized among activity types **(E, R, U, C)** with new developer contributions (\$5,050,000) & reduced amounts of \$2,800,000 – City of Lancaster, \$950,000 – Franchise Utilities
3. Reduced STBG funds from \$20,530,000 in MPDG application to \$9,130,000 **(C only)** due to new RTR funds from 2024 Strategic Transportation Funding Program
4. Funding amounts to be determined.
5. RTC - \$11,000,000 **(C)** in RTR funds + 2,680,000 TDCs; TxDOT - \$14,973,699 **(E)** from source to be determined
6. Cavnue (Private) - \$; 21,850,000 **(C)** Hillwood (Private) - \$85,400,000 **(C)**; City of Fort Worth (2022 Bond) - \$8,450,000 **(C)**; Tarrant County (2021 Bond) - \$16,750,000 **(C)**
7. RTC (New) - \$23,400,000 **(C)** in STBG funds

Multimodal Projects Discretionary Grant (MPDG) Program *(cont.)*

FY 25-26 Schedule

March 26, 2024

FY 25-26 MPDG Notice of Funding Opportunity (NOFO) Release

April 3, 2024

Identify Candidate Project Scope, Cost, Funding, & Schedule Details
(for posting of RTC Agenda)

April 11, 2024

RTC Action

April 24, 2024

RTC Letter of Support Deadline
(for projects submitted by partners, please send requests to Nicholas Allen at nallen@nctcog.org)

April 25, 2024

Executive Board Action

April 26, 2024

STTC Endorsement

May 6, 2024

FY 25-26 MPDG Application Deadline – Grants.gov

Multimodal Projects Discretionary Grant (MPDG) Program *(cont.)*

Requested RTC Action

Recommend approval of:

- Submittal of proposed MPDG Program applications, with NCTCOG as applicant/co-applicant
- Allocation of previous RTC funds:
 - ▣ *AllianceTexas Smart Port Project & DCIP Multimodal Connectivity Project*
 - Same as FY 23/24 MPDG (INFRA) & FY 24 RAISE applications, respectively
- Administratively amending TIP/STIP, as well as other planning/administrative documents, to include proposed projects if selected for FY 25-26 MPDG Program awards

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kwindsor@nctcog.org

USDOT BIL: <https://www.transportation.gov/bipartisan-infrastructure-law>

USDOT Grant Portal: <https://www.transportation.gov/bipartisan-infrastructure-law/bipartisan-infrastructure-law-grant-programs>

USDOT (Upcoming Schedule of Grant Opportunities): <https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>

Multimodal Projects Discretionary Grant (MPDG) Program: <https://www.transportation.gov/grants/mpdg-program>



MOBILITY2050

*The Metropolitan Transportation Plan
for North Central Texas*

Regional Transportation Council

April 11, 2024

About Mobility 2050

Requirements

New plan or plan update required every four years

★ Plan must look forward at least 20 years into the future

Must be financially constrained (reasonable expectation of revenue)

Must go through federal conformity determination process once adopted

Focus Areas

New demographics

Updated travel demand model and analysis

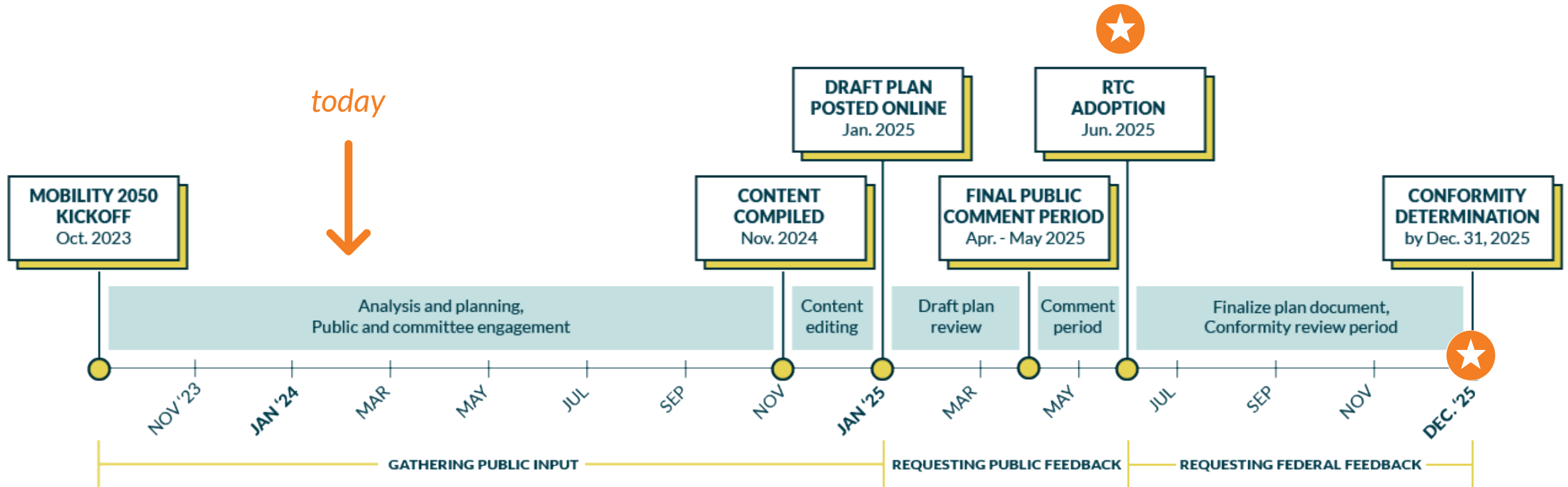
Major updates to projects, programs, and policies

New financial plan

Robust public involvement

Enhanced final product (plan document and tools)

Timeline



Key driver for Mobility 2050 schedule:
End of 20-year horizon for 2045 by the end of 2025

Goals and Planning Factors

Federal/State

Equity considerations

Emphasized for new federal funding sources

Performance measurement

Continues to be major part of project evaluation

Regional

Goals

To be affirmed by examining three key areas:

- RTC/policy priority

- Public need

- Technological advancement

Policy Considerations

Transit 2.0

Funding partnerships

Air quality

Safety

Public Engagement Goals

01

OPPORTUNITY

Create public input forums, both online and in person, that provide opportunities for meaningful public input.

02

INPUT

Encourage DFW residents to provide input throughout the development of Mobility 2050.

03

EDUCATION

Increase awareness of the Mobility Plan, transportation funding realities, and planning efforts in the Dallas-Fort Worth region.

04

EQUITY

Engage demographic groups traditionally underrepresented in the transportation planning process, including low-income, minority, and LEP populations.

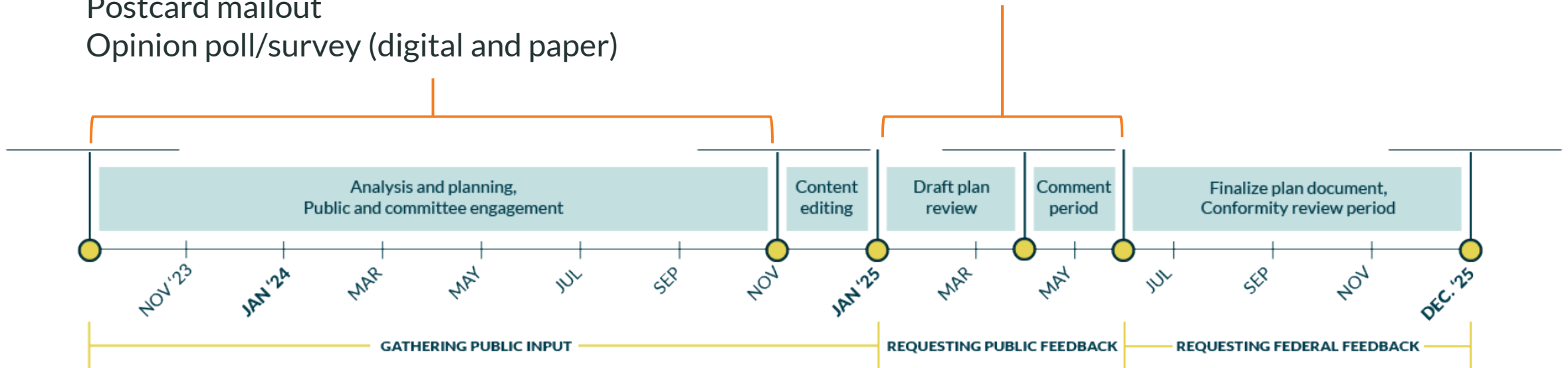
Public Involvement Strategy

Input Phase

Public meetings (multiple options for participating)
Enhanced community engagement
Map Your Experience campaigns
Social media and web-based outreach
Postcard mailout
Opinion poll/survey (digital and paper)

Feedback Phase

Public meetings (multiple options for participating)
Enhanced community engagement
Map Your Experience
Social media and web-based outreach



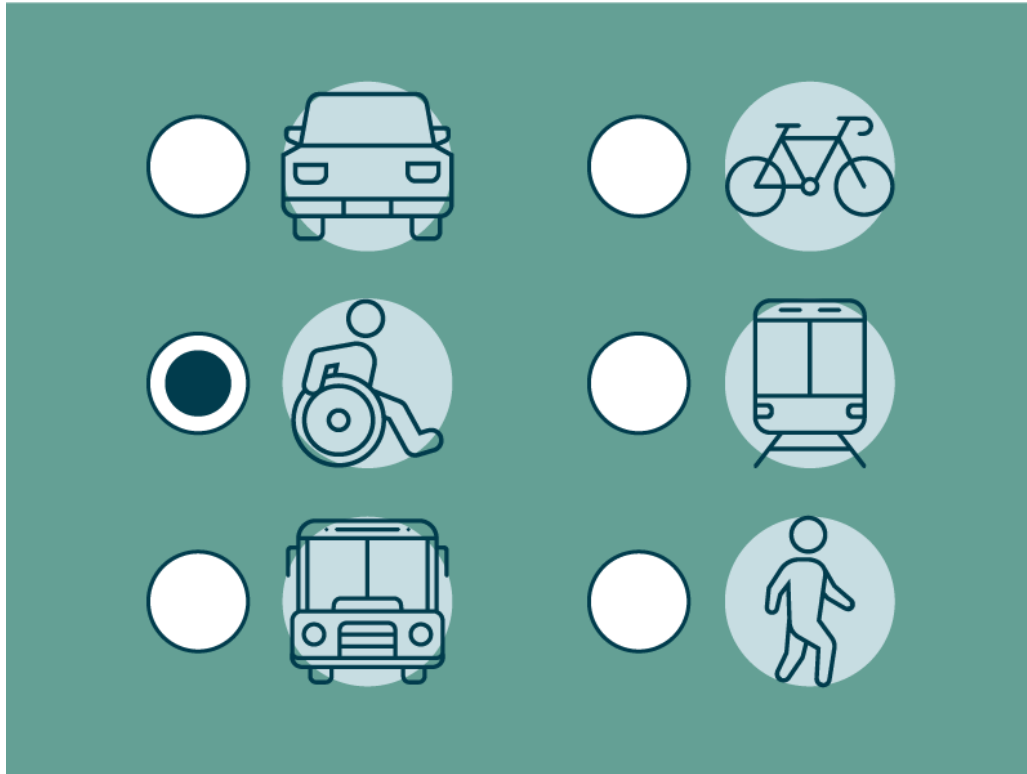
Schedule

Milestone/Activity	Date
Mobility 2050 Kickoff at STTC/RTC	February/March 2024
Draft plan published	January 2025
STTC/RTC draft plan information	January 2025 – May 2025
Required public comment period (two 30 day)	April – May 2025
RTC Adoption	June 2025
★ Federal Conformity Determination	December 2025

Provide Input

www.nctcog.org/M50

Take the Survey/Opinion Poll



Map Your Experience



CONTACT US



Amy Johnson

Principal Planner

ajohnson@nctcog.org | 817-704-5608



Brendon Wheeler, P.E., CFM

Program Manager

bwheeler@nctcog.org | 682-433-0478

What We've Heard so Far

- Support for increased transit service areas and increased frequency of service
- Transit and alternatives to driving are not keeping pace with fast growth around the region
- Perceived lack of funding for regional transit
- Safety concerns: high speeds, intersections, and school zones

Outreach Methods

In-Person/Tangible

Direct approach for traditionally underserved groups

- Public meetings
 - Option to stream
- Opportunities for Enhanced Community Engagement
- Postcards
- M2050 paper survey
- Committee consultation

Virtual

Blanket-the-Region approach

- Map Your Experience
- Public Input portal
- M2050 Survey
- Media outreach
 - Social media @nctcogtrans
 - Website
 - News releases
 - NCTCOG publications posted online
- Paid advertising
 - Instagram/Facebook M2050 survey push
 - YouTube MYE video
 - Google SEO



NCTCOG PRESENTATION

Look Out Texans Video Distribution

Regional Transportation Council

Kevin Kokes

4.11.2024

Look Out Texans Education Campaign

- Driving, Walking, Bicycling Safety Tips
- Aimed at increasing safety for all road users in North Texas
- Your rights and responsibilities when walking, bicycling, or driving
- 20 North Texans volunteered to tell their stories
- School Resources
- Videos



Look Out Texans Videos

Driving, Walking, Bicycling Safety Tips

- Personal Testimonials of Crash Survivors
- Personal Responsibilities
- Sharing the Road
- Driver Distractions
- How to Avoid Motor Vehicle / Bicycle Crashes
- Bicycle Awareness
- Types of On-Street Bicycle Facilities



Look Out Texans Video Distribution


- Help us spread safety information by running **Look Out Texans** safety educational videos such as:
 - Local government access channels
 - Online streaming platforms
 - Public building message boards
 - Social media
- Timeframe: **March – November**



Look Out Texans Video Distribution


Look Out Texans Videos

NCTCOG Look Out Texans - Full Video




Learn your rights and responsibilities on the road whether you are bicycling, walking, or driving in this video produced by the North Central Texas Council of Governments.

Thanks to our North Texas volunteers and to State Farm for making this video possible.


Watch on  YouTube

NCTCOG Look Out Texans - Bicy...




Bicycling Tips

NCTCOG Look Out Texans - Walk...



Walking Tips

NCTCOG Look Out Texans - Walk...



Walking Tips

Bicycling Tips
Learn your rights and responsibilities on the road when you're bicycling in this video produced by NCTCOG. Thanks to our North Texas volunteers and to State Farm for making this video possible.


Walking Tips
Learn your rights and responsibilities on the road when you're walking in this video produced by NCTCOG. Thanks to our North Texas volunteers and to State Farm for making this video possible.

Driving Tips
Learn your rights and responsibilities on the road when you're driving in this video produced by NCTCOG. Thanks to our North Texas volunteers and to State Farm for making this video possible.


Look Out Texans Testimonials

Local North Texans tell their stories of crashes, broken bones, and scars. The reality is, they could have all been prevented. Hear how it happened and what steps they suggest to take to keep Texans safe.

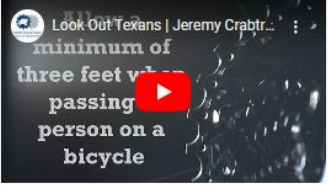
Look Out Texans | LaKisha Bivins



Look Out Texans | Sebastian BUS



Look Out Texans | Jeremy Crabtr...



in 5 of all fatalities for all modes of travel is a pedestrian.

trying to pass bicyclists account for 30% of bicycle crashes.

minimum of three feet when passing person on a bicycle

Look Out For... LaKisha

Look Out For... Sebastian

Look Out For... Jeremy

CONTACT US



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Catherine Richardson
Transportation Planner II

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Regional Transportation Council Attendance Roster
April 2023 - March 2024

RTC MEMBER	Entity	4/13/23	5/11/23	6/8/23	7/13/23	8/10/23	9/14/23	10/12/23	11/9/23	12/14/23	1/11/24	2/8/24	3/21/24
Daniel Alemán Jr (01/22)	Mesquite	E(R)	P	P	P	E	E(R)	P	E(R)	P	P	P	P
Arfsten, Bruce (07/23)	Addison	-	-	-	P	P	P	P	P	P	P	E(R)	P
Steve Babick (06/22)	Carrollton	P	P	P	P	A	P	P	P	P	P	P	P
Dennis Bailey (02/21)	Rockwall County	P	P	P	E(R)	P	A	P	P	A	E	P	P
Rick Bailey (07/22)	Johnson County	P	P	P	P	P	E	P	P	P	P	P	P
Adam Bazaldua (09/21)	Dallas	P	P	P	E	P	P	P	A	P	P	A	P
Elizabeth M. Beck (08/21)	Fort Worth	A	P	P	P	P	A	A	E	P	E(R)	P	E
Gyna Bivens (08/21)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Alan Blaylock (03/23)	Fort Worth	P	P	P	P	P	A	P	E	P	P	P	P
J. D. Clark (07/22)	Wise County	P	E(R)	P	A	P	A	E(R)	P	P	E(R)	E(R)	P
Ceason Clemens (10/22)	TxDOT, Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Michael Crain (06/22)	Fort Worth	P	A	P	P	P	P	P	A	P	P	P	E(R)
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	E(R)	P
Jeff Davis (11/19)	Trinity Metro	A	E	E	P	P	A	P	P	P	P	P	E(R)
Andy Eads (1/09)	Denton County	P	E	P	E	P	P	P	E	P	E	P	P
Michael Evans (2/23)	Mansfield	A	P	P	P	E(R)	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant County	E	P	P	E(R)	P	E(R)	E	E	P	P	P	P
George Fuller (07/17)	McKinney	E	P	P	P	P	P	E(R)	P	E	E	P	E
T.J. Gilmore (11/23)	DCTA	--	--	--	--	--	--	--	E(R)	P	P	P	P
Raul H. Gonzalez (09/21)	Arlington	P	P	P	E(R)	P	P	P	P	P	E(R)	P	P
Barry L. Gordon (12/20)	Duncanville	P	P	P	P	P	P	P	P	P	P	E(R)	P
Lane Grayson (01/19)	Ellis County	P	P	P	E	E	P	P	P	E	P	A	P
Mojy Haddad (10/14)	NTTA	P	P	P	P	P	E	P	P	P	P	E	A
Clay Lewis Jenkins (04/11)	Dallas County	E	E(R)	P	P	P	P	P	E(R)	E(R)	P	P	E
Ron Jensen (06/13)	Grand Prairie	P	P	A	P	P	E(R)	P	E(R)	P	E	P	E(R)
Brandon Jones (05/21)	Lewisville	P	P	P	P	P	A	P	P	P	P	A	A
John Keating (12/19)	Frisco	P	A	E	A	A	A	A	A	A	A	A	P
Brad LaMorgese (07/22)	Irving	P	P	E	P	A	E	P	P	P	E	E	E
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	E(R)	P	A	P	P	P	P	P
Ed Moore (07/22)	Garland	P	E	P	E(R)	P	P	P	P	E	P	P	E
John Muns (6/23)	Plano	-	-	P	A	P	P	P	E	P	A	A	A
Raj Narayanan (03/23)	DFW Airport	P	P	P	E	E	E(R)	P	P	E(R)	E	E(R)	P
Omar Narvaez (09/21)	Dallas	E	E(R)	P	E	P	E	P	P	A	P	P	P
Manny Ramirez (1/23)	Tarrant County	P	P	E(R)	P	P	E	P	E	P	E	E	P
Tito Rodriguez (03/24)	Nrth Rich Hills	--	--	--	--	--	--	--	--	--	--	--	P
Jim R. Ross (07/21)	Arlington	P	P	P	P	P	P	P	E(R)	P	P	P	P

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Regional Transportation Council Attendance Roster
April 2023 - March 2024

RTC MEMBER	Entity	4/13/23	5/11/23	6/8/23	7/13/23	8/10/23	9/14/23	10/12/23	11/9/23	12/14/23	1/11/24	2/8/24	3/21/24
David Salazar (10/22)	TxDOT, FW	P	P	P	E(R)	P	P	P	P	P	P	P	P
Chris Schulmeister (07/20)	Allen	P	E(R)	P	A(R)	P	P	E(R)	P	A	P	P	P
Gary Slagel (11/23)	DART	--	--	--	--	--	--	--	P	P	P	P	P
Jeremy Tompkins (10/19)	Euless	P	P	P	P	P	P	P	E(R)	P	P	P	P
William Tsao (3/17)	Dallas	P	P	P	E(R)	P	P	P	P	P	P	P	P
Watts, Chris (12/22)	Denton	E	P	P	P	P	E	P	E	A	E	A	A
Webb, Duncan (6/11)	Collin County	P	P	P	E(R)	E(R)	P	P	P	A	P	P	P
Chad West (11/22)	Dallas	A	A	A	E	P	A	E	P	P	P	E	P

Note: Date in parenthesis indicates when member was
1st eligible to attend RTC meetings

P= Present
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jury duty, business necessity, or fulfillment
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Surface Transportation Technical Committee Attendance Roster
March 2023 - March 2024

STTC MEMBERS	Entity	3/24/23	04/28/23	05/26/23	6/23/23	7/28/23	8/25/23	9/22/23	10/27/23	12/8/23	1/26/24	2/23/2024	3/22/2024
Joe Atwood	Hood County	A	A	P	P	P	A	A	A	A	P	A	P
Melissa Baker	Irving	E	P	R	P	P	P	R	P	P	P	R	R
David Boski	Mansfield	A	P	A	P	P	P	P	P	A	P	P	A
Shon Brooks	Waxahachie	P	P	A	A	A	P	P	A	P	P	P	P
Tanya Brooks	DART	A	P	R	A	P	A	A	P	P	P	P	P
Daniel Burnham	Arlington	P	P	R	R	P	P	P	A	P	R	P	P
Farhan Butt	Denton	--	--	--	--	--	--	--	--	--	--	P	P
Brenda Callaway	Rockwall County	--	--	--	--	--	--	--	--	--	--	P	P
Travis Campbell	TxDOT Dallas	--	--	--	--	P	P	P	P	P	E	P	P
Layne Cline	Coppell	--	A	A	P	P	P	P	A	A	A	P	A
Robert Cohen	Southlake	A	A	A	A	A	A	A	P	A	A	A	P
John Cordary, Jr.	TxDOT FW	P	E	E	A	E	P	P	A	P	E	P	P
Jackie Culton	Duncanville	P	P	P	A	R	P	R	R	A	R	A	P
Clarence Daugherty	Collin County	P	P	P	P	P	R	P	R	A	P	P	P
Chad Davis	Wise County	P	A	A	P	P	P	A	A	P	P	A	P
Arturo Del Castillo	Dallas	P	E	E	P	P	P	A	P	R	R	P	P
Pritam Deshmukh	Richardson	--	P	R	P	P	P	P	P	P	P	P	P
Caryl DeVries	Grand Prairie	P	A	A	P	P	P	P	P	P	P	P	P
Greg Dickens	Hurst	A	A	A	A	R	P	A	A	R	R	A	A
Phil Dupler	FWTA	P	P	P	P	P	P	P	R	P	P	P	P
Chad Edwards	Trinity Metro	P	P	P	P	P	P	E	P	R	P	R	P
Martiza Figy	Dallas	--	--	--	--	--	--	--	A	A	A	A	A
Eric Fladager	Fort Worth	A	P	P	A	P	P	P	P	A	A	P	A
Chris Flanigan	Allen	A	P	P	P	P	A	A	P	P	P	P	P
Austin Frith	DCTA	--	--	--	--	--	--	--	--	--	P	P	P
Ricardo Gonzalez	TxDOT FW	P	P	P	P	P	P	P	P	P	P	P	P
Gary Graham	McKinney	P	P	A	A	P	P	P	R	P	P	P	R
Tom Hammons	Carrollton	A	P	P	A	A	P	P	A	P	P	P	P
Ron Hartline	The Colony	A	A	A	P	A	A	A	P	A	A	A	P
Barry Heard	Kaufman County	P	P	P	A	A	P	P	P	P	P	A	P
Shannon Hicks	Addison	P	A	R	R	P	A	A	A	A	A	A	P
Matthew Hotelling	Flower Mound	P	P	R	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	P	A	P	A	P	A	P	P	P	A
Thuan Huynh	McKinney	P	P	P	A	P	P	P	P	P	P	P	P
Joseph Jackson	Tarrant County	P	P	P	P	P	P	P	P	P	P	P	E
Joel James	NTTA	P	P	P	A	P	P	P	P	A	A	A	P
William Janney	Frisco	P	P	R	P	A	P	P	A	P	A	A	P

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Surface Transportation Technical Committee Attendance Roster
March 2023 - March 2024

STTC MEMBERS	Entity	3/24/23	04/28/23	05/26/23	6/23/23	7/28/23	8/25/23	9/22/23	10/27/23	12/8/23	1/26/24	2/23/2024	3/22/2024
Kelly Johnson	NTTA	A	P	A	P	A	A	P	A	P	P	A	A
Major L. Jones	Euless	P	P	P	P	P	P	P	A	P	P	A	A
Gus Khankarli	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Alonzo Liñán	Keller	A	A	A	A	A	P	A	A	A	A	A	A
Eron Linn	DART	P	E	A	P	E	P	P	P	P	P	P	E
Clay Lipscomb	Plano	A	P	P	P	P	P	A	P	A	R	P	P
Paul Luedtke	Garland	P	P	P	P	P	P	P	P	A	P	P	P
Stanford Lynch	Hunt County	A	A	A	A	A	P	R	P	R	P	P	A
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	P	A	R	P	P	P	P	P	P	P	P
Brian Moen	Frisco	P	P	P	A	P	P	P	P	P	P	P	P
Mark Nelson	Richardson	P	E	E	P	P	R	P	P	P	P	P	P
Jim O'Connor	Irving	A	P	P	P	P	P	P	P	P	P	P	P
Alfredo Ortiz	Dallas	--	--	--	--	--	--	--	--	--	P	P	P
Cintia Ortiz	Parker County	A	A	A	A	A	A	A	A	A	A	A	P
Dipak Patel	Lancaster	P	A	A	P	P	P	A	P	P	P	P	P
Martin Phillips	Fort Worth	P	P	P	P	P	R	E	E	P	P	E	P
John Polster	Denton County	P	P	P	A	A	P	P	P	A	P	P	P
Kelly Porter	Fort Worth	P	P	P	P	P	P	P	E	P	P	P	P
Tim Porter	Wylie	P	P	P	P	P	P	P	P	P	P	A	R
Elizabeth Reynolds	Grapevine	--	--	--	--	P	P	P	P	P	P	P	P
Jahor Roy	Mesquite	--	--	--	--	--	P	P	A	P	P	P	P
Greg Royster	DFW Int. Airport	P	P	A	P	A	P	P	P	P	P	P	P
Kathryn Rush	Dallas	A	A	A	A	A	A	P	A	A	P	R	P
David Salmon	Lewisville	P	P	A	P	R	P	R	P	R	P	P	R
Ryan Sartor	Farmers Branch	P	P	A	P	P	P	A	P	R	P	P	A
Brian Shewski	Plano	P	P	P	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	P	P	P	P	E	P	P	P	A	P	P	E
Randy Skinner	Tarrant County	P	P	P	P	A	P	P	P	P	P	A	E
Chelsea St. Louis	Fort Worth	--	--	--	--	--	--	--	--	--	--	P	P
Cheryl Taylor	Bedford	A	P	P	A	A	A	A	P	P	P	P	A
Errick Thompson	Burleson	--	--	--	--	--	--	--	--	A	P	P	P
Caleb Thornhill	Plano	A	P	P	P	P	A	R	P	A	P	P	A
Press Tompkins	Greenville	A	A	A	A	A	A	A	A	A	A	A	A
Jennifer VanderLaan	Johnson County	A	P	P	P	A	A	P	P	P	P	P	P
Gregory Van	Haltom City	P	P	P	P	P	P	P	P	P	P	P	P
Daniel Vedral	Irving	E	E	P	P	R	P	R	P	P	P	P	P
Caroline Waggoner	North Richland	P	P	P	P	P	A	A	A	A	P	P	P
Jana Wentzel	Arlington	P	P	P	P	R	P	P	P	P	P	P	P
Robert Woodbury	Cedar Hill	P	A	P	P	P	P	P	A	P	A	P	A
Larry Wright	Colleyville	A	A	A	A	A	A	A	A	A	A	A	A

P=Present, A=Absent, R=Represented, E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster

March 2023 - March 2024

STTC MEMBERS	Entity	3/24/23	04/28/23	05/26/23	6/23/23	7/28/23	8/25/23	9/22/23	10/27/23	12/8/23	1/26/24	2/23/2024	3/22/2024
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)

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MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

February 23, 2024

The Surface Transportation Technical Committee (STTC) met on Friday, February 23, 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: Nathan Benditz (representing Melissa Baker), David Boski, Shon Brooks, Tanya Brooks, Chris Funches (representing Daniel Burnham), Brenda Callaway, Travis Campbell, John Cordary, Jr., Clarence Daugherty, Arturo Del Castillo, Pritam Deshmukh, Caryl DeVries, Farhan Butt (representing Rebecca Diviney), Phil Dupler, Ralph Zaragoza (representing Chad Edwards), Eric Fladager, Chris Flanigan, Austin Frith, Ricardo Gonzalez, Gary Graham, Tom Hammons, Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Gus Khankarli, Eron Linn, Clay Lipscomb, Paul Luedtke, Stanford Lynch, Chad Marbut, Alberto Mares, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Alfredo Ortiz, Dipak Patel, John Polster, Kelly Porter, Elizabeth Reynolds, Jahor Roy, Greg Royster, Molly Carroll (representing Kathryn Rush), David Salmon, James Ryan Sartor, Brian Shewski, Walter Shumac, III, Chelsea St. Louis, Cheryl Taylor, Errick Thompson, Caleb Thornhill, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Jana Wentzel, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Nick Allen, Berrien Barks, Taylor Benjamin, Joslyn Billings, Juliette Breton, Shyla Camarena, Jackie Castillo, Amber Ellis, Kevin Feldt, Gypsy Gavia, Christie Gotti, Brian Jahn, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Siddesh Kudale, James Kuhr, Dan Lamers, Bradley LeCureux, Nancy Luong, Charles Marsh, Chandra Maurugandham, James McLane, Michael Morris, Savana Nance, Jeff Neal, Catherine Osborn, Donald Parker, Ezra Pratt, Vercie Pruitt-Jenkins, Catherine Richardson, Connor Sadro, Toni Stehling, Daniela Tower, Amanda Wilson, Jared Wright, Alexander Young, and Susan Young.

1. **Approval of January 26, 2024, Minutes:** The minutes of the January 26, 2024, meeting were approved as submitted in Electronic Item 1. John Polster (M); Mark Nelson (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda:
 - 2.1. **May 2024 Transportation Improvement Program Modifications:** Charles Marsh requested a recommendation for Regional Transportation Council (RTC) approval of revisions to the 2023-2026 Transportation Improvement Plan (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. May 2024 revisions to the 2023-2026 TIP were provided in Electronic Item 2.1 for the Committee's consideration. The modifications have been reviewed for consistency with the mobility plan, the air quality conformity determination, and financial constraint of the TIP.

A motion was made to recommend Regional Transportation approval of Item 2.1 on the Consent Agenda. Jim O'Connor (M); Daniel Vedral (S). The motion passed unanimously.

3. **Transit Strategic Partnerships Program: Selected Projects from the November 2023 Cycle:** Julie Anderson requested a recommendation for Regional Transportation Council (RTC's) approval to provide funding to Trinity Metro for on-demand service to the City of Mansfield through the Transit Strategic Partnerships Program. Transit is funded federally through two different programs: Section 5307 Urbanized Area Formula Program to serve the general public; and Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program to serve only the needs of the elderly and people with disabilities. The Federal Transit Administration (FTA) apportions the Program funds to the region and NCTCOG distributes them two ways: non-competitively through formula funding (approximately 98% which is available annually to transit providers through the Program of Projects (POP) process); and competitively, (approximately 2%, by RTC policy, of apportioned funds are set aside for transit projects that support long-range mobility plan goals and address needs outlined in Access North Texas). The competitive funding policy is what funds the Transit Strategic Partnerships Program, with the goal to support strategic transit projects and implement new and expanded services that address Mobility 2045 Update goals and Access North Texas. In order to be eligible, applicants must be a transit authority, public transit provider, or a non-profit provider (encourage partnership with an existing transit provider); must be an entity that can receive federal funds; and typically propose a two-to-three-year pilot project. In the project cycle of November 2023, NCTCOG received three project proposals: Trinity Metro proposed to introduce one-year pilot of ZIPZONE on-demand service for the City of Mansfield; Feonix Mobility Rising proposed to provide shared rides to mobility impaired residents and senior citizens where no other services are available or accessible; and the City of North Richland Hills proposed to grow existing city-provided service to mobility impaired residents and senior citizens. The total overall funding request of the three proposals is \$1.5 million. Of the three proposed projects, NCTCOG is recommending the Trinity Metro Mansfield On-Demand ZIPZONE Service, with a total project cost of \$855,318 (\$684,254 Federal, \$171,064 Local). Julie presented a map and some background information regarding the Mansfield on-demand ZIPZONE service and area. Additional details were provided in Electronic Item 3 for more information.

A motion was made to recommend Regional Transportation Council (RTC) approval to use existing Federal Transit Administration Section 5307 Urbanized Area Formula program funds from the Transit Strategic Partnerships Program in an amount not to exceed \$855,318 total to fund pilot on-demand service by Trinity Metro to the City of Mansfield, to revise and update administrative documents as appropriate to incorporate all projects. Robert Woodbury (M); Tanya Brooks (S). The motion passed unanimously.

4. **Endorsement of Dallas-Fort Worth Air Quality Improvement Plan and Approval of Transportation Programs:** Savana Nance requested an endorsement of the Regional Transportation Council (RTC's) approval the Dallas-Fort Worth (DFW) Air Quality Improvement Plan (AQIP) and approval of the RTC application to the Climate Pollution Reduction Grants (CPRG) Program. The North Central Texas Council of Governments (NCTCOG) is leading a collaboration with local governments across the region to develop a Dallas-Fort DFW AQIP, that outlines measures to reduce emissions of ozone-forming pollutants, fine particulate matter, and greenhouse gases (GHG) in all 16 counties. Savana reminded the STTC members of the Priority Climate Action Plan, first deliverable for Environmental Protection Agency (EPA) Climate Pollution Reduction Grants (CPRG), is due March 1, 2024, and submission is required to participate in the CPRG Implementation Grants, including an analysis of funding and benefits analysis. The DFW AQIP fulfills the PCAP requirement. She briefly provided an overview of the list of transportation measures that were included in this plan along with the segmented measure moving forward into the

grant implementation grant application. Savana noted that each measure was identified as “Plan Only” or “Potential Funding Request”, indicating that EPA funding may be sought to support implementation of that measure. She provided a quick reminder that transportation is a big contributor to both GHG emissions and the ozone forming pollution inventories, so it is imperative to have good performance measures for the DFW AQIP to be a comprehensive plan. She mentioned NCTCOG’s collaboration with the State’s CPRG Plan, whose measures focus on three specific sectors that contribute 87 percent of State GHG emissions: industry, electric power, and transportation. She presented 16 measures or programs being proposed to put into the plan, along with the CPRG implementation grants, and some financial mechanics. Savana mentioned some deadlines including the plan due to EPA on March 1, 2024, the grant applications due on April 1, 2024, anticipated award of CPRG grant in October 2024, and comprehensive climate action plan due to EPA on June 17, 2025. Approval of the funding request will be sought at the March RTC meeting. A full list of transportation programs for inclusion in the Plan and identified the potential funding request for the elements that staff proposed to include in the grant application was provided in Electronic Item 4.1. More information on the effort provided in Electronic Item 4.2 and www.publicinput.com/DFWAQIP.

A motion was made to recommend endorsement of Regional Transportation Council’s (RTCs) approval of proposed plan content/structure, to include a list of transportation programs as provided in attached table in Dallas-Fort Worth Air Quality Improvement Plan and recommend RTCs approval of application to Climate Pollution Reduction Grants Implementation Grants to be adjusted as needed to accommodate applying in Tier A or B. Kelly Porter (M); Daniel Vedral (S). The motion passed unanimously.

5. **Director of Transportation Report on Selected Items:** Michael Morris briefed the committee on the Changing Mobility: Data, Insights, and Delivering Innovative Projects during COVID recovery. He mentioned the transit ridership making tremendous improvements. He briefly presented the traffic volumes comparing pre-COVID data to up-to-date data now. Michael provided an analysis of the Dallas High-Speed Rail Tunnel request issues around Downtown Dallas, with the alignment of East of Hyatt Regency with the current recommended alignment. The plan is to bring a High-Speed Rail service to Arlington and Fort Worth into the same station. Based on most of the questions North Central Texas Council of Governments (NCTCOG) has received have to do with the interface north of that station as we move past the Hyatt Regency. Michael is working diligently to retain High-Speed Rail with a seamless connection to downtown. The City of Dallas has declared the structure to be built as the home for Amtrak to be named the Eddie Bernice Union Johnson Station. He briefly described the vision for the High-Speed Rail. Michael congratulated Lori Clark’s team on the recent grant awarded of five hydrogen stations and Electric Vehicle projects (\$70 million and \$20 million). Michael updated the Committee on the FIFA World Cup meeting dates at the Dallas Stadium for 2026. Michael highlighted the safety trend update, we are required to use five years of linear deflation, but we have fatality rates trending down two years in a row. He provided the status of the Consultants for Transit 2.0 by presenting a table to provide to the cities and set up meetings on how to proceed. Michael thanked Ken Kirkpatrick and his procurement team for all the work on Transit 2.0 that was approved by the Executive Board. Dan is working on the demographics for 2050. Task five is the issues between Dallas Area Rapid Transit (DART) Board members and staff. Michael encouraged everyone to read his white papers on the Transit Authority and Member City Paradox.

6. **Developing Mobility 2050: Kickoff:** Amy Johnson provided an update on Mobility 2045, that was adopted by the Regional Transportation Council (RTC) on June 9, 2022. A report was provided regarding efforts to develop the next Metropolitan Transportation Plan, Mobility 2050. As a reminder, Amy provided an overview of the requirements: must make a new plan or update a plan at least once every four years, plan must go at least 20 years into the future, must be financially constrained (reasonable expectation of revenue), must go through federal conformity determination process once adopted. For Mobility 2050's plan is to focus on areas such as new demographics, updated travel demand model and analysis, major updates to projects, programs, and policies, new financial plan, robust public involvement, and enhanced final product (plan document and tools). The reason this was presented now was due to federal requirements for a 20-year horizon, which is a key driver for the plan's schedule. The Mobility 2045 Update horizon year will not meet the 20-year requirement starting in 2026, so Mobility 2050 must be adopted no later than the end of 2025. Amy provided the goals and planning factors for both Federal/State and Regional focus areas. The federal and state goals and planning factors include equity considerations and performance measures. Regional goals to be affirmed by examining three key areas: RTC's policy priority, public need, and technological advancement. Amy briefly provided an overview of the policy considerations, public engagement goals, and public involvement strategies. Amy mentioned that in early public involvement findings, there is support for increased transit service areas and increased frequency of service, transit and alternatives to driving are not keeping pace with fast growth around the region, perceived lack of funding for regional transit, along with safety concerns in regard to high speeds, intersections, and school zones. Amy mentioned two ways to provide input by taking surveys, taking polls, or map your experience via www.nctcog.org/M50. Additional details provided in Electronic Item 6.
7. **Work Zone Data Exchange Update:** Connor Sadro provided an update on the Work Zone Data Exchange (WZDx) initiative and walk through the plan for funding implementation projects in the region. In 2022, the North Central Texas Council of Governments (NCTCOG) conducted a procurement of WZDx services through NCTCOG's [TXSHARE](#) cooperative purchasing program. The three categories of services include: conversion of raw Work Zone Data into WZDx format, establishing WZDx-compliant reporting system, and general WZDx services including operational. In Fiscal Year 2023, we received the notice to proceed on staff and planning activities with the funding agreement of \$250,000. NCTCOG is proposing and moving forward with the implementation submitted in the May 2024 Transportation Improvement Program Modification Cycle with approval in June/July 2024 timeframe for \$2,500,000 for Fiscal Year 2025. Connor provided the proposed options to proceed with including to proceed with local governments in the NCTCOG region by utilizing TXShare contracts without NCTCOG funding for now, NCTCOG staff would be happy to join any calls in which the agencies request clarification from our staff on the procurements, and when we are ready to launch the Call for Projects, we will begin outreach to our region and request their participation. At this time, we will have more coordinated outreach in the form of roundtables, workshops, individual meetings, digital correspondence, etc; projects that initiated before funding becomes available will NOT be eligible for reimbursement under the Call for Projects. Connor briefly went through the schedule and mentioned this will be brought for action in the August and September of 2024 timeframe. More information was provided in Electronic Item 7.

8. **Fast Facts:** The following fast facts were provided by NCTCOG staff:

Catherine Richardson highlighted the Look Out Texans is a safety campaign that was launched in 2015 to encourage North Texans to look out for each other while using our roadways. As part of the 2024 efforts, North Central Texas Council of Governments collaborated with local agencies to broadcast safety education videos via local distribution beginning in April through November, with the link to the videos provided at:

<https://www.youtube.com/playlist?list=PLK43E0JdDgQwGs9EL8b1h6qJzIfDhe5Ij>.

Daniela Tower provided a brief update on the Environmental Protection Agency 2015 Ozone Standard Reclassification Proposal published January 26, 2024. More detailed information was provided in Electronic Item 8.1. She also announced the ozone season starts on March 1, 2024.

Bradley LeCureux provided an update on the 2023 Dallas-Fort Worth Clean Cities Annual Fleet survey deadline is March 11, 2024. More information provided at: [DFW Clean Cities Annual Report](#). He also provided information for February's Local Clean Air Spotlight, on January of 2023, City of Dallas acquired Compressed Natural Gas (CNG) powered dump trucks with the awarded amount of \$385,704, and a total cost of \$1,236,384. Additional details provided in Electronic Item 8.2.

Joslyn Billings highlighted the Texas Commission of Environmental Quality's Alternative Fueling Facilities Program, funding of up to \$400,000 for CNG or LNG project; \$600,000 for combined CNG and LNG project; fifty percent of the total eligible project cost up to \$600,000 for other alternative fuels with the application deadline was March 22, 2024. More details provided at www.nctcog.org/aqfunding. Joslyn mentioned a few upcoming events, Regional EV Infrastructure Working Group, held on Wednesday, March 20, 2024, at 2:00 pm – 3:00 pm via zoom. More information, including registration for the upcoming Dallas-Fort Worth Clean Cities events available at: <https://www.dfwcleancities.org/events>.

Jackie Castillo Jackie Castillo announced the January Online Input Opportunity Notice was held from January 8, 2024, through February 6, 2024, more information provided in Electronic Item 8.3. Additionally, hosting a public meeting on March 11, 2024, at 12:00 pm, with more information provided in Electronic Item 8.4.

Taylor Benjamin noted that the Public Comments Report, which contained general public comments received from December 20, 2023, through January 19, 2024, was provided in Electronic Item 8.5.

Written Progress Reports were provided in Electronic Item 8.6.

9. **Other Business (Old or New):** There was no discussion on this item.
10. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on March 22, 2024.

Meeting adjourned at 3:03 PM.