

AGENDA

**Regional Transportation Council
Thursday, March 21, 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 February 8, 2024, Minutes**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Gyna Bivens, RTC Chair
Item Summary: Approval of the February 8, 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. May 2024 Transportation Improvement Program Modifications**
Presenter: Ken Bunkley, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of revisions to the 2023-2026 Transportation Improvement Program (TIP) will be requested, along with the ability to amend the Unified Planning Work Program (UPWP) and other planning and administrative documents with TIP-related changes.
Background: May 2024 revisions to the 2023-2026 TIP are provided as [Electronic Item 3.1](#) for the Council's consideration. These modifications have been

reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

Performance Measure(s) Addressed: Roadway, Transit

3.2. Modification to the Critical Regional Infrastructure Land Banking Program

Presenter: Dan Kessler, NCTCOG

Item Summary: Staff is seeking Regional Transportation Council (RTC) approval of a reallocation of funding between parcel acquisition and site/maintenance cost associated with the Critical Regional Infrastructure Land Banking Program.

Background: On March 10, 2022, the RTC approved \$2,700,000 in RTC Local funds for the Critical Regional Infrastructure Land Banking Program. The funding was allocated as \$2,600,000 for parcel acquisition and \$100,000 for site improvements/maintenance. On March 24, 2022, the Executive Board authorized North Central Texas Council of Governments (NCTCOG) to enter into an Interlocal Agreement (ILA) with the City of White Settlement to support Land Banking for Critical Regional Infrastructure. Efforts on the first of two site acquisitions was completed in June of 2022. Staff is requesting reallocation of the funding to \$2,400,000 in parcel acquisition and \$300,000 in site improvements/maintenance. The total amount of funding of \$2,700,000 is proposed to remain the same. This reallocation of funds will be used to accommodate acquisition of the second remaining parcel through a land exchange. This 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 are included in [Electronic Item 3.2](#).

Performance Measure(s) Addressed: Administrative, Safety

1:20 – 1:35

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

☐ Action

☐ Possible Action

☒ Information

Minutes: 15

Presenter:

Michael Morris, NCTCOG

1. University of Texas at Arlington 2024 Star Partner - Public Award (Dan Kessler)
2. North Central Texas Council of Governments Awarded 2024 Transit System of the Year by Federal Transit Administration Region VI (Shannon Stevenson)
3. Spring 2024 Traffic Incident Management Executive Level Course Announcement – May 2, 2024 ([Electronic Item 4.1](#))
4. 2024 National Work Zone Awareness Week – April 15-19, 2024 ([2024 National Work Zone Awareness Week](#))
5. Recent Federal Approvals from National Competitions; Reconnecting Communities
6. Federal Transit Administration Support for Environmental Assessment, Federal Railroad Administration Corridor ID Program, Dallas City Council Presentation with AMTRAK and Upcoming High-Speed Rail Workshop ([Electronic Item 4.2](#))
7. Transit 2.0 Implementation ([Electronic Item 4.3](#))
8. Fiscal Year 2022 – 2024 Congestion Relief Grant Program – Proposals due April 22, 2024 (grants.gov/search-results-detail/352531)
9. Notice of Funding Opportunity – Now Open for Safe Streets and Roadways for All Grant Program ([Safe Streets and Roads for All \(SS4A\) Grant Program | US Department of Transportation](#))
10. United States Department of Transportation Fiscal Year 2024 Appropriations Approved Through September 30, 2024
11. Auto Occupancy/High Occupancy Vehicle Quarterly Subsidy Report ([Electronic Item 4.4](#))
12. Environmental Protection Agency 2015 Ozone Standard Reclassification Proposal ([Electronic Item 4.5](#))
13. Oscar Trevino, Jr. Letter ([Electronic Item 4.6](#))
14. Local Clean Air Spotlight ([Electronic Item 4.7](#))
15. Air Quality Funding Opportunities www.nctcog.org/aqfunding
16. Upcoming Dallas-Fort Worth Clean Cities Events www.dfwcleancities.org/events
17. February Online Input Opportunity Minutes ([Electronic Item 4.8](#))
18. April Public Meeting Notice ([Electronic Item 4.9](#))

- 19. Public Comments Report ([Electronic Item 4.10](#))
- 20. Recent News Articles ([Electronic Item 4.11](#))
- 21. Recent Correspondence ([Electronic Item 4.12](#))
- 22. Recent Press Releases ([Electronic Item 4.13](#))

1:35 – 1:45

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

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will request Regional Transportation Council approval of transportation measures to be included in a grant application to the Environmental Protection Agency (EPA) Climate Pollution Reduction Grants (CPRG): Implementation Grants Program, as well as approval of key principles for staff to follow as the grant request is refined.

Background: With funding support from the EPA CPRG: Planning Grants Program, the North Central Texas Council of Governments (NCTCOG) has collaborated with local governments and other stakeholders throughout the region to develop the Dallas-Fort Worth Air Quality Improvement Plan (the Plan), which outlines measures to achieve comprehensive air quality improvement. The Plan includes measures to reduce emissions produced from transportation, energy, water, wastewater, solid waste, and agriculture/forestry/land use sectors. The RTC approved transportation measures to be included in the Plan on February 8, 2024, and the NCTCOG Executive Board approved the Plan on February 22, 2024. The Plan was submitted to the EPA on March 1, 2024, and is posted at www.publicinput.com/dfwAQIP. Submittal of the Plan enables eligible applicants in the NCTCOG region to pursue grant funding to implement measures contained in the Plan under the EPA CPRG Implementation Grants Program. The Implementation Grants application is due by Thursday, April 1, 2024. NCTCOG proposes to apply on behalf of the region for up to \$199 million, a portion of which would be used for transportation measures. Additional detail is available in [Electronic Item 5](#).

Performance Measure(s) Addressed: Air Quality

1:45 – 1:55

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

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval to provide funding to Trinity Metro for on-demand service to the City of Mansfield through the Transit Strategic Partnerships Program.

Background: From the November 2023 Cycle of applicants, one project has been selected for funding: Transit On-Demand Service provided by Trinity Metro in the City of Mansfield. This selected project aligns with regional goals set forth in Mobility 2045, Access North Texas, and a completed transit study for Tarrant County. As part of the Transit Strategic Partnerships Program, staff is recommending this project for Federal Transit Administration (FTA) funding under Section 5307 Urbanized Area Formula's Job Access/Reverse Commute Program. In 2021, the Tarrant County Transit Study was finalized, which explored the transit and mobility needs of Tarrant County residents that reside in municipalities without general-access transit service. As recommended in the study, the North Central Texas Council of Governments (NCTCOG) began facilitating discussions between Trinity Metro and the City of Mansfield for potential expansion of transit service. Staff is requesting RTC approval to utilize existing Transit Strategic Partnerships Program funding in an amount not to exceed \$855,318 total (\$684,254 federal, \$171,064 local) for the selected project. Please see [Electronic Item 6](#) for more information.

Performance Measure(s) Addressed: Administrative, Transit

1:55 – 2:05

7. **Broadband as a Transportation Service: Four Proposed Elements**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Connor Sadro, NCTCOG

Item Summary: Staff will provide information on the Municipal Stakeholder Broadband Roundtable held on December 4, 2023, at the North Central Texas Council of Governments (NCTCOG).

Background: On December 4, 2023, NCTCOG hosted the Municipal Stakeholder Broadband Roundtable to discuss the state of municipal involvement in broadband and digital equity in local communities. Several members of the 16-county

region attended, and together with NCTCOG staff, compiled the following suggested action steps be taken to increase the presence of broadband in the region: The NCTCOG Transportation Department shall:

1. Assist the region with the coordination of data collection and analysis for the purpose of better reporting broadband availability, affordability, and residential usage rates.
2. Create a policy committee consisting of elected officials in the region to provide clear and consistent feedback to the Texas Broadband Development Office.
3. Leverage this policy committee to form a legislative program that will help guide the State of Texas legislature on regional needs.
4. Continue with outreach to broadband practitioners in the region and encourage municipalities to appoint broadband technical leads. Additionally, the NCTCOG Transportation Department will create a strategy for municipal best practices in achieving internet for all residents.

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

Performance Measure(s) Addressed: Administrative, Goods Movement

2:05 – 2:15

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

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Sonya Landrum, NCTCOG

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

Background: In December 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act requires certain performance measures be included in the long-range metropolitan transportation planning process. These measures were established by a series of

four rulemakings: Safety, Infrastructure Condition, System Performance/ Freight/Congestion Mitigation and Air Quality, and Transit Asset Management. As the Metropolitan Planning Organization for the North Central Texas region, the North Central Texas Council of Governments is required to set regional targets for roadway safety. These targets are used to track and report on the region's performance through existing documents such as the Metropolitan Transportation Plan, the Transportation Improvement Program, and the State of the Region report. In February 2023, the Regional Transportation Council (RTC) approved the reduction schedule for the 2023-2027 regional roadway safety targets. Staff will provide the Council with an update on the proposed 2024 targets based on the approved reduction schedule and actual performance of the 2022 targets. Additional information provided in [Electronic Item 8](#).

Performance Measure(s) Addressed: Safety

2:15 – 2:25

9. **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 the 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 9](#) contains additional details.

Performance Measure(s) Addressed: Roadway, Transit

2:25 – 2:35

10. **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: 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 10](#).

Performance Measure(s) Addressed: Roadway, Safety

11. **Progress Reports**

☐ Action ☐ Possible Action ☒ Information

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

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

12. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
13. **Future Agenda Items**: This item provides an opportunity for members to bring items of future interest before the Council.
14. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, April 11, 2024, in the Transportation Council Room.**

MINUTES**REGIONAL TRANSPORTATION COUNCIL
February 8, 2024**

The Regional Transportation Council (RTC) met on Thursday, February 8, 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, Steve Babick, Dennis Bailey, Rick Bailey, Elizabeth Beck, Gyna Bivens, Alan Blaylock, Joel Burns (representing Raj Narayanan), Ceason Clemens, Michael Crain, Jeff Davis, Pat Deen (representing J.D. Clark), Bob Dubey (representing Bruce Arfsten), Andy Eads, Michael Evans, Gary Fickes, George Fuller, Raul Gonzalez, Clay Lewis Jenkins, Ron Jensen, Stephen Mason (representing Barry Gordon), Cara Mendelsohn, Ed Moore, Jesse Moreno (representing Adam Bazaldua), Omar Narvaez, Jim Ross, David Salazar, Chris Schulmeister, Gary Slagel, Andy Sommerman (representing Theresa Daniel), Jeremy Tompkins, Oscar Trevino Jr., William Tsao, and Duncan Webb.

Others present at the meeting were: Vickie Alexander, Susan Alvarez, Steve Anderson, Rich Andreski, Micah Baker, Jay Barksdale, Emily Beckham, Natalie Bettger, Brandi Bird, Jon Blackmon, Alberta Blair, Stephanie Boardingham, Chris Bosco, Rachel Bradford, Laura Cadena, Drew Campbell, Jack Carr, Molly Carroll, Angie Carson, Lori Clark, Michael Collins, Jeff Coulter, John Cox, Dawn Dalrymple, Clarence Daugherty, Chris Dyser, Mike Eastland, Chad Edwards, Bob Fitzner, Carmen Garcia, Richard Garcia-Isarrasak, Rebekah Gongora, Christie Gotti, Tom Hammons, Tony Hartzel, Kristina Holcomb, Vickie Kessler, Ken Kirkpatrick, Andy Kissig, Chris Klaus, Kevin Kokes, Dan Lamers, Sonya Landrum, Tom LeBeau, April Leger, Eron Linn, Paul Luedtke, Stanford Lynch, Dillon Maroney, Rich Matryiku, Jon McKenzie, Bill Medford, Monte Mercer, Cesar Molina, Erin Moore, Michael Morris, Joaquin Mureno, Jenny Narvaez, Jeff Neal, Mark Nelson, Cintia Ortiz, Andrew Pagano, Michael Peters, John Polster, Greg Porter, Kelly Porter, James Powell, Ezra Pratt, Vercie Pruitt-Jenkins, B.J. Putman, Abbas Rastandeh, Randy Richardson, Tito Rodriguez, Chris Ryan, Connor Sadro, Devon Skinner, Randy Skinner, Angelica Solano, Toni Stehling, Shannon Stevenson, Lauren Trimble, Caroline Waggoner, Venus Wehle, Brendon Wheeler, Amanda Wilson, Brian Wilson, and Susan Young.

1. **Opportunity for Public Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Gyna Bivens asked if there were any public comments. No members of the public chose to speak at the meeting or provide written comments.
2. **Approval of January 11, 2024, Minutes:** The minutes of the January 11, 2024, meeting were approved as submitted in Electronic Item 2. Cara Mendelsohn (M); Daniel Alemán (S). The motion passed unanimously.
3. **Consent Agenda:** There were no items on the Consent Agenda.
4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris highlighted selected items in the Orientation to Agenda/Director of Transportation Report. He noted that the implementation of the Riverside project in Dallas involved a minor utility issue with Oncor. Correspondence containing positive feedback from Texas Transportation Commissioners W. Alvin New and Alejandro "Alex" Meade III, was provided in Electronic Item 4.1. Michael presented some data and insight on the quarterly report for Changing

Mobility by noting that afternoon congestion is increasing with employees returning home and running errands after working at home, and slow speeds are decreasing around midnight. Staff will provide more information in future reports regarding the increase in speeds around 10:00 and 11:00 pm. Michael presented the status of consultants for Transit 2.0 by highlighting the seven tasks contained in Electronic Item 4.3 that the consultants will work on. Staff will work with the consultants and local governments to schedule meetings and to discuss next steps. Michael expressed appreciation for Ken Kirkpatrick, Emily Beckham, and April Leger's work on developing agreements for Transit 2.0. Michael provided the analysis of Dallas High-Speed Rail Tunnel request along with other options and the advancement of the Corridor Identification Program. He highlighted the meetings with the Federal Transit Administration were terrific and the region won the Corridor ID program award with the Federal Railroad Administration and will proceed to a set of steps that qualify the region for federal funds to implement high-speed rail. Dallas Transportation Committee Chair Narvaez participated in the press conference held by Lori Clark in Dallas and announced that \$70 million was won on the hydrogen fuel self-service stations, along with \$20 million for electric vehicles, and 15 percent of money available in the recent grant awards. Additional information was provided in Electronic Item 4.4. Michael provided Superbowl lanyards at each RTC member's place in honor of the Super Bowl XLV transportation plan and provided the status of the FIFA World Cup by announcing that the region won nine events to be held at the AT&T Stadium, Globe Life Field, and Choctaw Stadium. Michael then provided the status of the Texas Department of Transportation (TxDOT) Rulemaking report in which TxDOT proceeded with Category 5 and Category 7. TxDOT made some minor changes. Michael encouraged everyone to take a look at Electronic Item 4.5 in regard to local government energy reporting and to review Electronic Item 4.6 with detailed State Implementation Plan comments to the Texas Commission on Environment Quality. He briefly noted the 2023 Dallas-Fort Worth Clean Cities Annual Fleet Survey awards mentioned in Electronic Item 4.7. Mayor Ross expressed appreciation to Monica Paul and the FIFA World Cup Committee, along with everyone's help in the regional effort, making it possible for FIFA World Cup 2026 to be held in the City of Arlington.

5. **2024 Strategic Transportation Funding Program:** Christie Gotti requested Regional Transportation Council (RTC) approval of the 2024 Strategic Transportation Funding Program. She provided a little background, over the past couple of years, North Central Texas Council of Government (NCTCOG) staff has inventoried numerous funding requests from transportation agencies and local governments. After going through the evaluation process, several projects and partnerships are being proposed for funding. A full list of projects and partnerships were provided in Electronic Item 5.1. Christie highlighted a few of the projects to identify some of the higher-level initiatives for RTC's review. The first group of projects she highlighted were part of partnerships with several entities that have passed local bond programs. Tarrant County and Parker County asked NCTCOG to partner on projects of regional interest that are being funded in part through their bond programs. Christie requested funding for two programs that would provide funds for projects that have come out of completed planning activities including the Railroad Crossing Safety Program for \$10 million in Regional Toll Revenue (RTR) funds to be matched with local funds from project sponsors; and the Traffic Signal Equipment Standardization and Upgrade Program for \$30 million in Surface Transportation Block Grant (STBG) Program funds to be matched with regional Transportation Development Credits (TDC) to address safety, mobility, and air quality. Performance tracking identified that new rail vehicles are needed because existing vehicles are nearing the end of their useful life. Dallas Area Rapid Transit (DART) and Trinity Metro have requested funding assistance for new and replacement vehicles for the Trinity Railway Express (TRE) and to

enable the extension of the TEXRail line. The proposed funding for the TRE vehicle is \$30 million in STBG, \$30 million from Trinity Metro, and \$30 million from DART. TEXRail's proposed funding; is \$31.2 million CMAQ and \$33.8 million in Carbon Reduction Program (CRP) funds matched with regional TDCs and Trinity Metro's Metropolitan Transportation Plan policy bundle TDCs. NCTCOG has been coordinating with the City of Dallas on a funding partnership for new projects and for additional funding to address cost overruns on existing projects. There are several proposed projects utilizing RTR funds. There is a resolution coming, but the partnership is contingent on City of Dallas' approval of the "One Seat Ride" concept and Union Station siting plans for High-Speed Rail and projects will be added to the Transportation Improvement Program (TIP) once resolved. Christie highlighted an expansion of the RTC's investment in the Dallas County Inland Port area by proposing the \$23.15 million in Dallas County RTR funds for the Belt Line/Sunrise Road project and to exchange existing federal funding for preconstruction phases to RTR in order to expedite projects and make the next RAISE application for that project more competitive. Staff also proposed funding to establish a Dallas County Inland Port Local Government Corporation. She also highlighted the proposal to fund construction of County Road (CR) 4668 at Bobo's Crossing in Wise County to reconstruct a two-lane roadway, including the bridge to elevate a low water crossing out of the 100-year floodplain (addresses roadway safety and resiliency) with \$12 million STBG matched with regional TDCs. The summary of proposed funding with the private sector and local contributions totals \$740.54 million, with 32.04 million in TDCs. Christie highlighted the Strategic Transportation Funding Program funding distribution; for CMAQ in the western subregion is 66 percent and 34 percent in the eastern subregion; and for STBG, it is 58 percent in the west and 42 percent in the east. The total funding distribution, including RTR, for the West is 38 percent and for the East is 62 percent. A list of the proposed projects and partnerships was provided in Electronic Item 5.1. Additional details on the funding program were provided in Electronic Item 5.2.

A motion was made to approve of the proposed 2024 Strategic Transportation Funding Program, delaying the Dallas projects marked as contingent until the March RTC meeting and taking action on all other projects, including amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP), along with updating any administrative and/or planning documents as needed to incorporate the project funding. Jesse Moreno (M); Cara Mendelsohn (S). The motion did not pass.

An amended motion was made to exclude the Dallas North Toll Way at Frankford project from the proposed contingency list of projects. Duncan Webb (M); Cara Mendelsohn (S). The motion did not pass.

An amended motion was made to remove the contingency notation from all Dallas projects. Cara Mendelsohn (M); Chris Schulmeister (S). The motion did not pass.

An amended motion was made to approve the projects as originally recommended by North Central Texas Council of Governments staff including the contingency on selected projects. Omar Narvaez (M); Jim Ross (S). The motion passed.

6. **Fiscal Year 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program:** Jeff Neal requested Regional Transportation Council (RTC) approval of projects to be submitted for funding consideration through the Fiscal Year (FY) 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. Jeff reported none of the projects in the Multimodal Projects Discretionary Grant (MPDG); INFRA/MEGA/RURAL, were selected. He mentioned that the North Central Texas Council of Governments is awaiting an award announcement for the Reconnecting Communities and Neighborhoods (RCN) Program: Implementation Grants for the Bridging Highway Divides for Dallas-Fort Worth Communities application: Southern Gateway Park – Phase 2.0 (SGP2.0) - FY 23 RAISE “Project of Merit”, Klyde Warren Park – Phase 2.0 (KWP2.0), Interstate Highway (IH) 30 Canyon: Dallas Heritage Village/Farmers Market “Tri-Deck”, and State Highway (SH) 5 McKinney – Lower 5 Plaza. As a result of the continuing resolution that was passed by Congress on March 1st, there will not be an amendment to the Notice of Funding Opportunity (NOFO) for the \$25 million RAISE cap maximum. Jeff mentioned to complete the resubmittal for SGP2.0, in which the amount originally requested of this project was above \$25 million, it was necessary to remove the Regional Toll Revenue (RTR) funds in place of additional Surface Transportation Block Grant (STBG) funds so the maximum request cap would not be exceeded. KWP2.0 is proceeding as presented. The new project submitted; the US 377/SH 144 in Granbury is proceeding via the 2024 Strategic Transportation Funding Program. The Dallas County Inland Port (DCIP) Multimodal Connectivity, with new RTR funds, provides a greater ability to get the project across the goal line. IH 30 Canyon “Tri-Deck” is proceeding via the 2024 Strategic Transportation Funding Program. The deadline for an RTC letter of support is February 14, 2024. For FY 2024, RAISE applications are due to the US DOT by February 28, 2024, and awards will be announced by June 27, 2024. The application requirements were presented, as well as several candidate projects under consideration for application submittal and/or authoring for other partners to submit given application limit constraints, in addition to finalization of project scope, cost, and revenue attributes which were provided in Electronic Item 6.

A motion was made to approve the allocation of previous and new Regional Transportation Council (RTC) funds: Southern Gateway Park 2.0 with \$15 million Surface Transportation Block Grant Program funds and another \$5 million replaces Regional Toll Revenue funds previously approved for the Fiscal Year 2023 (FY2023) Rebuilding American Infrastructure with Sustainability and Equity (RAISE)/Reconnecting Communities Neighborhoods (RCN); US 377/SH 144 – Granbury with \$83,250,000 in Category 2 and 4 funds via future Unified Transportation Program allocations; Dallas County Inland Port Multimodal Connectivity Project with adjusted project limits and budget needs resulting in added developer (\$5,050,000), and reduced City of Lancaster (\$2,800,000)/Franchise Utility (\$950,000) contributions; any request for any new funds from local Texas Department of Transportation partners, as specified; proposed projects to submit for funding consideration through the FY 2024 RAISE program; and administratively amend the North Central Texas Council of Governments (NCTCOG) and State Transportation Improvement Program (TIP/STIP), as well as other planning and administrative documents to include proposed projects if selected for FY2024 RAISE awards. Michael Crain (M); Duncan Webb (S). The motion passed unanimously.

7. **Dallas-Fort Worth Air Quality Improvement Plan:** Lori Clark requested Regional Transportation Council (RTC) approval of transportation elements of the Dallas-Fort Worth Air Quality Improvement Plan. The North Central Texas Council of Governments (NCTCOG) is leading a collaboration with local governments across the region to develop a Dallas-Fort

Worth Air Quality Improvement Plan that outlines measures to reduce emissions of ozone-forming pollutants, fine particulate matter, and greenhouse gases (GHG) in all 16 counties. Lori reminded the RTC 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. In Electronic Item 7.1, an outline of the scope and structure of the plan following a template recommended by the EPA was provided. She briefly listed the elements required, such as the GHG inventory, quantified GHG reduction measures, low income/disadvantaged communities' benefits analysis, and review of authority to implement. Lori provided an overview of the screening criteria for the plan and for the EPA scoring criteria for the grant based on interest in the region, willingness to implement, timeliness if it can be done in the next five years, and does it provide broad, quantifiable GHG air and criteria pollutant reductions. We are anticipating the next step, which is to file a grant proposal with the EPA as presented in Electronic Item 7.2. Public input was summarized in Electronic Item 7.3. Lori 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. Lori 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 comprehensive plan. She mentioned the State's Plan, potential measures by focusing on three specific sectors that contribute 87 percent of State GHG emissions: industry, electric power, and transportation. Lori presented 16 measures or programs being proposed to put into the plan, along with the CPRG implementation grants, that will be requested for action on the funding amount at the March RTC meeting. She presented some financial mechanics to be prepared for when action is sought. Lori mentioned some deadlines including the plan is due to EPA on March 1, 2024; the grant applications due on April 1, 2024; anticipated award of the CPRG grant in October 2024; and the comprehensive climate action plan is due to EPA on June 17, 2025. Additional information was provided in Electronic Item 7.4 and www.publicinput.com/DFWAQIP.

A motion was made to approve of proposed plan content and structure, and to include the list of Transportation Measures as provided in the Dallas-Fort Worth Air Quality Improvement plan. Andy Sommerman (M); Jim Ross (S). The motion passed unanimously.

8. **Safe Streets and Roads for All Grant Program:** Due to time constraints, this item was not presented.
9. **Regional Roadway Safety Performance Targets Update:** Due to time constraints, this item was not presented.
10. **Broadband as a Transportation Service: Four Proposed Elements:** Due to time constraint, 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):** Duncan Webb announced that Collin County's Commissioner's Court approved all of the cost for \$ 8 million to turn United States (US) 380 as a Freeway in every city in our corridor, that will equal \$250 million, without delays. George Fuller thanked Commissioner Webb for all of his hard work on the US 380 project.

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, March 21, 2024, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:41 pm.

How to Read the Project Modification Listings - Roadway Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing. The fields are described below.

TIP Code: 11461 **Facility:** SH 289 **Location/Limits From:** AT INTERSECTION OF PLANO PARKWAY **Modification #:** 2017-0004

Implementing Agency: PLANO

County: COLLIN **CSJ:** 0091-05-053

City: PLANO **Desc:** INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED

Request: REVISE LIMITS TO SH 289 FROM VENTURA DR TO 500 FEET WEST OF BURNHAM DRIVE AND ON PRESTON ROAD FROM ALLIANCE BLVD TO DEXTER DRIVE; REVISE SCOPE TO INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; RECONSTRUCT ALLIANCE BLVD INTERSECTION; ADD SIDEWALKS; INCREASE ENGINEERING FUNDING IN FY2015 AND DELAY TO FY2017; INCREASE CONSTRUCTION FUNDING IN FY2017

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2015	ENG	0091-05-053	Cat 7:	\$256,000	\$32,000	\$0	\$32,000	\$0	\$320,000
2017	CON	0091-05-053	Cat 5:	\$1,280,000	\$160,000	\$0	\$160,000	\$0	\$1,600,000
2017	CON	0091-05-053	Cat 7:	\$1,200,000	\$150,000	\$0	\$150,000	\$0	\$1,500,000
Phase Subtotal:				\$2,480,000	\$310,000	\$0	\$310,000	\$0	\$3,100,000
Grand Total:				\$2,880,000	\$360,000	\$0	\$360,000	\$0	\$3,600,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2016	ENG	0091-05-053	Cat 7:	\$496,000	\$62,000	\$0	\$62,000	\$0	\$620,000
2017	CON	0091-05-053	Cat 5:	\$2,050,000	\$260,000	\$0	\$260,000	\$0	\$2,570,000
2017	CON	0091-05-053	Cat 7:	\$1,950,000	\$240,000	\$0	\$240,000	\$0	\$2,430,000
Phase Subtotal:				\$4,000,000	\$500,000	\$0	\$500,000	\$0	\$5,000,000
Grand Total:				\$4,640,000	\$580,000	\$0	\$580,000	\$0	\$5,800,000

TIP CODE:	The number assigned to a TIP project, which is how NCTCOG identifies a project.
FACILITY:	Project or facility name or location (i.e., highway number); some HWY labels used for non-highway projects in the TIP are: VA (various), CS (city street), MH (municipal highway), and SL (state loop).
LOCATION/LIMITS FROM:	Cross-street or location identifying the ends limits of a project.
LOCATION/LIMITS TO:	Identifies the ending point of the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
COUNTY:	County in which project is located.
CONT-SECT-JOB (CSJ):	The Control Section Job Number is a TxDOT-assigned number given to track projects.
CITY:	City in which project is located.
DESCRIPTION (DESC):	Brief description of work to be performed on the project.
REQUEST:	As projects are modified through subsequent TIP/STIP modification cycles, the requested change will be noted.
CURRENTLY APPROVED FUNDING TABLE:	Provides the total funding currently approved for a project; incorporates total funding for all fiscal years and phases. This table will not appear for a modification that is adding a new project to the TIP/STIP.
FY:	Identifies the fiscal year in which the project occurs.
PHASE:	Identifies the phases approved for funding. ENG is Engineering, ENV is Environmental, ROW is Right-of-Way Acquisition, UTIL is Utility Relocation, CON is construction, CON ENG is Construction Engineering, IMP is Implementation, and TRANS is a Transit Transfer.
FUNDING SOURCE:	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides description of the different funding categories and outlines abbreviations commonly used for the categories: www.nctcog.org/trans/funds/transportation-improvement-program
REVISION REQUESTED FUNDING TABLE:	Provides the total proposed funding for a project as a result of the requested change; incorporates total funding for all fiscal years and phases.

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14028	Facility: BUS 287S	Location/Limits From: ON BUS 287/ENNIS AVE AT UP RAILROAD	Modification #: 2023-0322
Implementing Agency: TXDOT-DALLAS			
County: ELLIS	CSJ: 0172-12-007		
City: ENNIS	Desc:	CONSTRUCT GRADE SEPARATION AT THE INTERSECTION OF BUS 287/ENNIS AVE AND THE UPRR LINE	
	Request:	REVISE LIMITS TO BUS 287S FROM MCKINNEY STREET TO BRECKENRIDGE STREET; REVISE SCOPE TO CONSTRUCT GRADE SEPARATION AT THE INTERSECTIONS OF BUS US 287/ENNIS AVENUE AND BOTH UPRR AND E MAIN ST; AND RECONSTRUCT ENNIS AVE FROM 4 TO 4 LANES; DELAY CONSTRUCTION TO FY2027 THEREBY REMOVING FROM THE 2023-2026 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	Comment:	LOCAL CONTRIBUTION PAID BY ENNIS AND UNION PACIFIC; REGIONAL 10 YEAR PLAN PROJECT	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0172-12-007	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2023	ROW	0172-12-007	SW ROW:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
2025	CON	0172-12-007	Cat 11:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
2025	CON	0172-12-007	Cat 2M:	\$10,000,000	\$2,500,000	\$0	\$0	\$0	\$12,500,000
2025	CON	0172-12-007	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
Phase Subtotal:				\$12,000,000	\$3,000,000	\$0	\$0	\$2,000,000	\$17,000,000
Grand Total:				\$13,200,000	\$3,000,000	\$0	\$300,000	\$6,000,000	\$22,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0172-12-007	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2023	ROW	0172-12-007	SW ROW:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
2025	CON	0172-12-007	Cat 11:	\$0	\$0	\$0	\$0	\$0	\$0
2025	CON	0172-12-007	Cat 2M:	\$0	\$0	\$0	\$0	\$0	\$0
2025	CON	0172-12-007	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
2027	CON	0172-12-007	Cat 11:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
2027	CON	0172-12-007	Cat 2M:	\$10,000,000	\$2,500,000	\$0	\$0	\$0	\$12,500,000
2027	CON	0172-12-007	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
Phase Subtotal:				\$12,000,000	\$3,000,000	\$0	\$0	\$2,000,000	\$17,000,000
Grand Total:				\$13,200,000	\$3,000,000	\$0	\$300,000	\$6,000,000	\$22,500,000

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11624	Facility: CS	Location/Limits From: S LANCASTER RD FROM E Kiest BLVD	Modification #: 2023-0703
Implementing Agency: DALLAS		Location/Limits To: E LEDBETTER DR	
County: DALLAS	CSJ: 0918-47-422		
City: DALLAS	Desc:	CONSTRUCT PEDESTRIAN CONNECTIONS SUCH AS CROSSWALKS AND ADA RAMP AND ASSOCIATED IMPROVEMENTS AND PEDESTRIAN LIGHTING	
	Request:	DELAY CONSTRUCTION TO FY2026	
	Comment:	400,000 TRANSPORTATION DEVELOPMENT CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; DALLAS MTP POLICY BUNDLE TDCS; LOCAL CONTRIBUTION BY DALLAS COUNTY	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-422	Cat 3 - TDC (MPO):	\$0	\$0	\$56,000	\$0	\$0	\$0
2023	ENG	0918-47-422	STBG:	\$280,000	\$0	\$0	\$0	\$0	\$280,000
Phase Subtotal:				\$280,000	\$0	\$56,000	\$0	\$0	\$280,000
2024	CON	0918-47-422	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$300,000	\$300,000
2024	CON	0918-47-422	Cat 3 - TDC (MPO):	\$0	\$0	\$344,000	\$0	\$0	\$0
2024	CON	0918-47-422	STBG:	\$1,720,000	\$0	\$0	\$0	\$0	\$1,720,000
Phase Subtotal:				\$1,720,000	\$0	\$344,000	\$0	\$300,000	\$2,020,000
Grand Total:				\$2,000,000	\$0	\$0	\$0	\$300,000	\$2,300,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-422	Cat 3 - TDC (MPO):	\$0	\$0	\$56,000	\$0	\$0	\$0
2023	ENG	0918-47-422	STBG:	\$280,000	\$0	\$0	\$0	\$0	\$280,000
Phase Subtotal:				\$280,000	\$0	\$56,000	\$0	\$0	\$280,000
2026	CON	0918-47-422	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$300,000	\$300,000
2026	CON	0918-47-422	Cat 3 - TDC (MPO):	\$0	\$0	\$344,000	\$0	\$0	\$0
2026	CON	0918-47-422	STBG:	\$1,720,000	\$0	\$0	\$0	\$0	\$1,720,000
Phase Subtotal:				\$1,720,000	\$0	\$344,000	\$0	\$300,000	\$2,020,000
Grand Total:				\$2,000,000	\$0	\$0	\$0	\$300,000	\$2,300,000

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21068	Facility: VA	Location/Limits From: INTERSECTION OF ZANG BLVD	Modification #: 2023-0706
Implementing Agency: DALLAS		Location/Limits To: AND SANER AVE	
County: DALLAS	CSJ: 0918-47-391		
City: DALLAS	Desc:	CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT TURN LANES, REALIGNMENT, UPGRADED TRAFFIC SIGNAL AND PEDESTRIAN CROSSWALKS	
	Request:	DELAY CONSTRUCTION TO FY2026	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	CON	0918-47-391	Cat 5:	\$600,000	\$0	\$0	\$150,000	\$0	\$750,000
Grand Total:				\$600,000	\$0	\$0	\$150,000	\$0	\$750,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	CON	0918-47-391	Cat 5:	\$600,000	\$0	\$0	\$150,000	\$0	\$750,000
Grand Total:				\$600,000	\$0	\$0	\$150,000	\$0	\$750,000

TIP Code: 21075	Facility: SL 12	Location/Limits From: AT COUNTRY CREEK DRIVE	Modification #: 2023-0707
Implementing Agency: DALLAS			
County: DALLAS	CSJ: 0581-02-158		
City: DALLAS	Desc:	CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT TURN LANES, NEW TRAFFIC SIGNAL, AND PEDESTRIAN CROSSWALKS	
	Request:	DELAY ENGINEERING TO FY2024 AND CONSTRUCTION TO FY2026	
	Comment:	LOCAL CONTRIBUTION PAID BY CITY OF DALLAS	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0581-02-158	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2024	CON	0581-02-158	Cat 5:	\$520,000	\$0	\$0	\$130,000	\$0	\$650,000
Grand Total:				\$520,000	\$0	\$0	\$130,000	\$100,000	\$750,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0581-02-158	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2026	CON	0581-02-158	Cat 5:	\$520,000	\$0	\$0	\$130,000	\$0	\$650,000
Grand Total:				\$520,000	\$0	\$0	\$130,000	\$100,000	\$750,000

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25092	Facility: VA	Location/Limits From: DEEP ELLUM PARKING IMPROVEMENTS; FROM ELM ST	Modification #: 2023-0708
Implementing Agency: DALLAS		Location/Limits To: IH 30	
County: DALLAS	CSJ: 0918-47-363		
City: DALLAS	Desc:	CONSTRUCT NEW PARKING FACILITIES IN THE VACANT LAND UNDER IH 345 AND CONSTRUCT IMPROVEMENTS TO THE EXISTING PARKING LOTS UNDER IH 345, INCLUDING ELECTRIC VEHICLES CHARGING TECHNOLOGY, PARKING METERS, WAYFINDING, AND OTHER INNOVATIVE IMPROVEMENTS	
	Request:	DELAY ENGINEERING TO FY2026 AND CONSTRUCTION TO FY2027 THEREBY REMOVING CONSTRUCTION PHASE FROM THE 2023-2026 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	Comment:	900,000 TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 5 TDCS	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0918-47-363	Cat 3 - TDC (MPO):	\$0	\$0	\$100,000	\$0	\$0	\$0
2024	ENG	0918-47-363	STBG:	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Phase Subtotal:				\$500,000	\$0	\$100,000	\$0	\$0	\$500,000
2026	CON	0918-47-363	Cat 3 - TDC (MPO):	\$0	\$0	\$800,000	\$0	\$0	\$0
2026	CON	0918-47-363	STBG:	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000
Phase Subtotal:				\$4,000,000	\$0	\$800,000	\$0	\$0	\$4,000,000
Grand Total:				\$4,500,000	\$0	\$0	\$0	\$0	\$4,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0918-47-363	Cat 3 - TDC (MPO):	\$0	\$0	\$100,000	\$0	\$0	\$0
2026	ENG	0918-47-363	STBG:	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Phase Subtotal:				\$500,000	\$0	\$100,000	\$0	\$0	\$500,000
2026	CON	0918-47-363	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2026	CON	0918-47-363	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
2027	CON	0918-47-363	Cat 3 - TDC (MPO):	\$0	\$0	\$800,000	\$0	\$0	\$0
2027	CON	0918-47-363	STBG:	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000
Phase Subtotal:				\$4,000,000	\$0	\$800,000	\$0	\$0	\$4,000,000
Grand Total:				\$4,500,000	\$0	\$0	\$0	\$0	\$4,500,000

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21031	Facility: CS	Location/Limits From: FAIR OAKS AVENUE FROM RIDGECREST	Modification #: 2023-0717
Implementing Agency: DALLAS		Location/Limits To: WALNUT HILL LANE	
County: DALLAS	CSJ: 0918-47-376		
City: DALLAS	Desc:	IMPLEMENT BIKE LANES ALONG FAIR OAKS AVENUE	
	Request:	DELAY CONSTRUCTION TO FY2027 THEREBY REMOVING PROJECT FROM THE 2023-2026 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	CON	0918-47-376	Cat 5:	\$350,000	\$0	\$0	\$87,500	\$0	\$437,500
Grand Total:				\$350,000	\$0	\$0	\$87,500	\$0	\$437,500

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	CON	0918-47-376	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
2027	CON	0918-47-376	Cat 5:	\$350,000	\$0	\$0	\$87,500	\$0	\$437,500
Grand Total:				\$350,000	\$0	\$0	\$87,500	\$0	\$437,500

TIP Code: 40053	Facility: CS	Location/Limits From: VALLEY VIEW LANE AT MERCER PARKWAY	Modification #: 2023-0720
Implementing Agency: FARMERS BRANCH			
County: DALLAS	CSJ: 0918-47-503		
City: FARMERS BRANCH	Desc:	CONSTRUCT PEDESTRIAN CROSSING AT INTERSECTION OF VALLEY VIEW LANE AND MERCER PARKWAY	
	Request:	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AS APPROVED BY THE TTC ON OCTOBER 26, 2023; PROJECT GROUPED UNDER CSJ 5000-00-916	
	Comment:	PART OF THE 2023 STATE TRANSPORTATION ALTERNATIVES SET-ASIDE CALL FOR PROJECTS APPROVED BY THE TTC ON OCTOBER 26, 2023; GROUPED UNDER CSJ 5000-00-916	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	CON	0918-47-503	Cat 9 TA Set Aside:	\$223,215	\$0	\$0	\$55,804	\$0	\$279,019
Grand Total:				\$223,215	\$0	\$0	\$55,804	\$0	\$279,019

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 40051	Facility: VA	Location/Limits From: ON FIVE MILE CREEK TRAIL FROM WESTMORELAND ROAD	Modification #: 2023-0721
Implementing Agency: DALLAS		Location/Limits To: S HAMPTON ROAD	
County: DALLAS	CSJ: 0918-47-506		
City: DALLAS	Desc:	CONSTRUCT SHARED USE PATH AND SIDEWALK IMPROVEMENTS TO CONNECT TO ZAN WESLEY HOLMES JR MIDDLE SCHOOL INCLUDING WAYFINDING, SIGNAGE, AND ADA RAMPS	
	Request:	ADD PROJECT TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AS APPROVED BY THE TTC ON OCTOBER 26, 2023; PROJECT GROUPED UNDER CSJ 5000-00-916	
	Comment:	PART OF THE 2023 STATE TRANSPORTATION ALTERNATIVES SET-ASIDE CALL FOR PROJECTS APPROVED BY THE TTC ON OCTOBER 26, 2023; GROUPED UNDER CSJ 5000-00-916; 1.1 MILE OF SHARED USE PATH	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0918-47-506	Cat 9 TA Set Aside:	\$112,304	\$0	\$0	\$28,076	\$0	\$140,380
2026	CON	0918-47-506	Cat 9 TA Set Aside:	\$6,548,020	\$0	\$0	\$1,637,005	\$0	\$8,185,025
Grand Total:				\$6,660,324	\$0	\$0	\$1,665,081	\$0	\$8,325,405

TIP Code: 40092	Facility: VA	Location/Limits From: COLLEYVILLE CITYWIDE ACTIVE TRANSPORTATION	Modification #: 2023-0724
Implementing Agency: COLLEYVILLE			
County: TARRANT	CSJ: 0902-90-318		
City: COLLEYVILLE	Desc:	DEVELOPMENT OF AN ACTIVE TRANSPORTATION PLAN, UPDATING & EXPANDING ON ELEMENTS OF THE EXISTING CITY COMPREHENSIVE PLAN	
	Request:	ADD PROJECT TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY TTC ON OCTOBER 26, 2023; PROJECT GROUPED UNDER 5000-00-916	
	Comment:	PROJECT AWARDED UNDER 2023 STATE TA PROGRAM; PROJECT GROUPED UNDER 5000-00-916	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	IMP	0902-90-318	Cat 9 TA Set Aside:	\$118,680	\$0	\$0	\$29,670	\$0	\$148,350
Grand Total:				\$118,680	\$0	\$0	\$29,670	\$0	\$148,350

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 40093	Facility: VA	Location/Limits From: WEATHERFORD CITYWIDE ACTIVE TRANSPORTATION PLAN	Modification #: 2023-0726
Implementing Agency: WEATHERFORD			
County: PARKER	CSJ: 0902-38-152		
City: WEATHERFORD	Desc:	CITYWIDE ACTIVE TRANSPORTATION PLAN, ROUTE STUDY/SCHEMATIC/ENVIRONMENTAL CLEARANCE FOR TOWN CREEK TRAIL (VELOWEB) EXTENSION AND NORTH MAIN ST PEDESTRIAN IMPROVEMENTS DESIGN	
	Request:	ADD PROJECT TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY TTC ON OCTOBER 26, 2023; PROJECT GROUPED UNDER 5000-00-916	
	Comment:	PROJECT AWARDED UNDER 2023 STATE TA PROGRAM; PROJECT GROUPED UNDER 5000-00-916	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	IMP	0902-38-152	Cat 9 TA Set Aside:	\$966,000	\$0	\$0	\$241,500	\$0	\$1,207,500
Grand Total:				\$966,000	\$0	\$0	\$241,500	\$0	\$1,207,500

TIP Code: 40094	Facility: VA	Location/Limits From: KELLER CITYWIDE ACTIVE TRANSPORTATION PLAN	Modification #: 2023-0728
Implementing Agency: KELLER			
County: TARRANT	CSJ: 0902-90-319		
City: KELLER	Desc:	PLAN CONSISTS OF AN ADA TRANSITION PLAN AND A SRTS PLAN; INCLUDES PUBLIC OUTREACH, AN IMPLEMENTATION SCHEDULE, AND AN ACTION LOG/DASHBOARD; FINAL PLAN INCLUDES AN IMPLEMENTATION PLAN THAT IDENTIFIES PROJECTS AND COST ESTIMATES	
	Request:	ADD PROJECT TO 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY TTC ON OCTOBER 26, 2023; PROJECT GROUPED UNDER 5000-00-916	
	Comment:	PROJECT AWARDED UNDER 2023 STATE TA PROGRAM; PROJECT GROUPED UNDER 5000-00-916	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	IMP	0902-90-319	Cat 9 TA Set Aside:	\$478,400	\$0	\$0	\$119,600	\$0	\$598,000
Grand Total:				\$478,400	\$0	\$0	\$119,600	\$0	\$598,000

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 40052	Facility: VA	Location/Limits From: PECAN CREEK TRAIL FROM LACKEY ST AT WILSON ST TO S WOODROW LN AND	Modification #: 2023-0729
Implementing Agency: DENTON	Location/Limits To: FROM SL 288 TO GLENNGARY WAY & E MCKINNEY ST		
County: DENTON	CSJ: 0918-46-352		
City: DENTON	Desc: CONSTRUCT SHARED USE PATH, ADA RAMPS, TRAFFIC CALMING MEASURES, SIGNAGE, LIGHTING, AND AMENITIES AT 3 TRAILHEADS		
	Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AS APPROVED BY THE TTC ON OCTOBER 26, 2023; PROJECT GROUPED UNDER CSJ 5000-00-916		
	Comment: PART OF THE 2023 STATE TRANSPORTATION ALTERNATIVES SET-ASIDE CALL FOR PROJECTS APPROVED BY THE TTC ON OCTOBER 26, 2023; GROUPED UNDER CSJ 5000-00-916; 3.1 MILES OF SEGMENTS OF PECAN CREEK TRAIL		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0918-46-352	Cat 9 TA Set Aside:	\$1,288,878	\$0	\$0	\$322,219	\$0	\$1,611,097
2026	CON	0918-46-352	Cat 9 TA Set Aside:	\$9,683,026	\$0	\$0	\$2,420,757	\$0	\$12,103,783
Grand Total:				\$10,971,904	\$0	\$0	\$2,742,976	\$0	\$13,714,880

TIP Code: 11903	Facility: CS	Location/Limits From: ON KELLER SPRINGS RD FROM ADDISON ROAD	Modification #: 2023-0732
Implementing Agency: ADDISON	Location/Limits To: DALLAS PARKWAY		
County: DALLAS	CSJ: 0000-18-047		
City: ADDISON	Desc: DRAINAGE IMPROVEMENTS; RECONSTRUCT ROAD WITH PEDESTRIAN, SIGNAL, AND LIGHTING IMPROVEMENTS		
	Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		
	Comment: ADDING TO THE TIP/STIP FOR SIB LOAN; NO CSJ NEEDED FOR SIB LOAN		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0000-18-047	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,003,662	\$1,003,662
2024	ROW	0000-18-047	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,300,000	\$1,300,000
Grand Total:				\$0	\$0	\$0	\$0	\$2,303,662	\$2,303,662

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11903.1	Facility: CS	Location/Limits From: ON MONTFORT DRIVE FROM BELT LINE ROAD	Modification #: 2023-0733
Implementing Agency: ADDISON		Location/Limits To: CELESTIAL DRIVE	
County: DALLAS	CSJ: 0000-18-049		
City: ADDISON	Desc:	RECONSTRUCT 4 TO 4 LANE ROADWAY INCLUDING TRAFFIC SIGNAL IMPROVEMENTS, SIDEWALKS, ADA RAMPS, AND LANDSCAPING	
	Request:	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	Comment:	ADDING TO THE TIP/STIP FOR SIB LOAN; NO CSJ NEEDED FOR SIB LOAN	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0000-18-049	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,688,700	\$1,688,700
2024	ROW	0000-18-049	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$57,000	\$57,000
Grand Total:				\$0	\$0	\$0	\$0	\$1,745,700	\$1,745,700

Revisions since STTC Meeting: UPDATED COMMENT TO CLARIFY THE MEANING OF THE ACRONYM SIB AS STANDING FOR STATE INFRASTRUCTURE BANK.

TIP Code: 11903.4	Facility: CS	Location/Limits From: ON QUORUM DRIVE FROM NORTH OF ARAPAHO ROAD	Modification #: 2023-0734
Implementing Agency: ADDISON		Location/Limits To: DALLAS PARKWAY	
County: DALLAS	CSJ: 0000-18-050		
City: ADDISON	Desc:	RECONSTRUCT 4 TO 4 LANE ROADWAY INCLUDING SIDEWALKS, INTERSECTION IMPROVEMENTS, TRAFFIC SIGNALS, LIGHTING, AND LANDSCAPING	
	Request:	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	Comment:	ADDING TO THE TIP/STIP FOR SIB LOAN; NO CSJ NEEDED FOR SIB LOAN	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0000-18-050	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,420,000	\$4,420,000
2024	ROW	0000-18-050	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
Grand Total:				\$0	\$0	\$0	\$0	\$4,520,000	\$4,520,000

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	14013.7	Facility:	VA	Location/Limits From:	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	Modification #:	2023-0736
Implementing Agency:	DART	Location/Limits To:	SHILOH COTTON BELT STATION				
County:	VARIOUS	CSJ:	0918-00-427				
City:	VARIOUS	Desc:	COTTON BELT VELOWEB TRAIL (26 MILES); CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON) - PHASE 2				
		Request:	ADD LOCAL CONTRIBUTION FUNDING TO FY2024 AS A PART OF THE DALLAS CO MCIP 7TH CALL				
		Comment:	COTTON BELT TRAIL PROJECT #6; 9,152,266 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 TDCS; 2022 TA SET-ASIDE CFP FOR BRIDGES AT JUPITER RD & MIDWAY RD; LOCAL CONTRIBUTION PAID BY DALLAS COUNTY				

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	TRANS	0918-00-427	Cat 3 - TDC (MPO):	\$0	\$0	\$9,152,266	\$0	\$0	\$0
2024	TRANS	0918-00-427	Cat 5:	\$19,435,506	\$0	\$0	\$0	\$0	\$19,435,506
2024	TRANS	0918-00-427	Cat 9 TA Set Aside:	\$26,325,824	\$0	\$0	\$0	\$0	\$26,325,824
Phase Subtotal:				\$45,761,330	\$0	\$9,152,266	\$0	\$0	\$45,761,330
Grand Total:				\$45,761,330	\$0	\$0	\$0	\$0	\$45,761,330

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	TRANS	0918-00-427	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2024	TRANS	0918-00-427	Cat 3 - TDC (MPO):	\$0	\$0	\$9,152,266	\$0	\$0	\$0
2024	TRANS	0918-00-427	Cat 5:	\$19,435,506	\$0	\$0	\$0	\$0	\$19,435,506
2024	TRANS	0918-00-427	Cat 9 TA Set Aside:	\$26,325,824	\$0	\$0	\$0	\$0	\$26,325,824
Phase Subtotal:				\$45,761,330	\$0	\$9,152,266	\$0	\$500,000	\$46,261,330
Grand Total:				\$45,761,330	\$0	\$0	\$0	\$500,000	\$46,261,330

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	14013.8	Facility:	VA	Location/Limits From:	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	Modification #:	2023-0737
Implementing Agency:	DART	Location/Limits To:	SHILOH COTTON BELT STATION				
County:	VARIOUS	CSJ:	0918-00-428				
City:	VARIOUS	Desc:	CONSTRUCT MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (GRAPEVINE, COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON) - PHASE 2				
		Request:	INCREASE LOCAL CONTRIBUTION FUNDING IN FY2024 AS A PART OF THE DALLAS CO MCIP 7TH CALL				
		Comment:	COTTON BELT TRAIL PROJECT #7; LOCAL CONTRIBUTION PAID BY ADDISON, CARROLLTON, RICHARDSON, PLANO, AND DALLAS COUNTY				

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	TRANS	0918-00-428	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,860,323	\$4,860,323
2024	TRANS	0918-00-428	Cat 5:	\$10,563,170	\$0	\$0	\$2,640,793	\$0	\$13,203,963
Phase Subtotal:				\$10,563,170	\$0	\$0	\$2,640,793	\$4,860,323	\$18,064,286
Grand Total:				\$10,563,170	\$0	\$0	\$2,640,793	\$4,860,323	\$18,064,286

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	TRANS	0918-00-428	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,860,323	\$5,860,323
2024	TRANS	0918-00-428	Cat 5:	\$10,563,170	\$0	\$0	\$2,640,793	\$0	\$13,203,963
Phase Subtotal:				\$10,563,170	\$0	\$0	\$2,640,793	\$5,860,323	\$19,064,286
Grand Total:				\$10,563,170	\$0	\$0	\$2,640,793	\$5,860,323	\$19,064,286

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 40091	Facility: VA	Location/Limits From: ON E RICHMOND FROM S CHURCH ST TO COLLEGE ST/CLARDY DR;	Modification #: 2023-0738
Implementing Agency: TXDOT-PARIS		Location/Limits To: ON E KIRBY FROM COLLEGE ST TO SH 34; ON CLARDY DR/COLLEGE ST FROM E RICHMOND TO BUTLER INTERMEDIATE SCHOOL	
County: HUNT	CSJ: 0901-22-130		
City: QUINLAN	Desc: CONSTRUCT SIDEWALKS		
	Request: ADD PROJECT TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP); PROJECT GROUPED UNDER 5000-00-916		
	Comment: PROJECT SELECTED THROUGH THE 2023 STATE TRANSPORTATION ALTERNATIVES SET-ASIDE CALL FOR PROJECTS AWARDED OCTOBER 23, 2023; 140,854 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [TTC]) UTILIZED IN LIEU OF A STATE MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL (STATE TDCS); PROJECT GROUPED UNDER 5000-00-916		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0901-22-130	Cat 3 - TDC (TTC):	\$0	\$0	\$22,929	\$0	\$0	\$0
2024	ENG	0901-22-130	Cat 9 TA Set Aside:	\$114,643	\$0	\$0	\$0	\$0	\$114,643
Phase Subtotal:				\$114,643	\$0	\$22,929	\$0	\$0	\$114,643
2025	CON	0901-22-130	Cat 3 - TDC (TTC):	\$0	\$0	\$117,925	\$0	\$0	\$0
2025	CON	0901-22-130	Cat 9 TA Set Aside:	\$589,626	\$0	\$0	\$0	\$0	\$589,626
Phase Subtotal:				\$589,626	\$0	\$117,925	\$0	\$0	\$589,626
Grand Total:				\$704,269	\$0	\$0	\$0	\$0	\$704,269

TIP Code: 11678	Facility: VA	Location/Limits From: DFW AUTOMATED VEHICLE WORK ZONE PROJECT (REGION-WIDE)	Modification #: 2023-0742
Implementing Agency: NCTCOG		Location/Limits To: ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM AND IMPROVE ROADWAY SAFETY THROUGH	
County: VARIOUS	CSJ: 0902-00-383, 0918-00-324		
City: VARIOUS	Desc: THE IMPLEMENTATION OF WORK ZONE REPORTING FOR USE BY NAVIGATION SYSTEMS; PROJECT WILL CONVERT RAW WORK ZONE DATA INTO THE WORK ZONE DATA EXCHANGE (WZDX) SPECIFICATION DEVELOPED BY USDOT; ALL VEHICLES WILL BENEFIT FROM IMPROVED WORK ZONE REPORTING		
	Request: ADD FUNDING FOR IMPLEMENTATION TO FY2025		
	Comment: 550,000 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 5 TDCS		

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-00-324	Cat 3 - TDC (MPO):	\$0	\$0	\$50,000	\$0	\$0	\$0
2023	ENG	0918-00-324	STBG:	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Phase Subtotal:				\$250,000	\$0	\$50,000	\$0	\$0	\$250,000
Grand Total:				\$250,000	\$0	\$0	\$0	\$0	\$250,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-00-324	Cat 3 - TDC (MPO):	\$0	\$0	\$50,000	\$0	\$0	\$0
2023	ENG	0918-00-324	STBG:	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Phase Subtotal:				\$250,000	\$0	\$50,000	\$0	\$0	\$250,000
2025	IMP	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$500,000	\$0	\$0	\$0
2025	IMP	N/A	STBG:	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000
Phase Subtotal:				\$2,500,000	\$0	\$500,000	\$0	\$0	\$2,500,000
Grand Total:				\$2,750,000	\$0	\$0	\$0	\$0	\$2,750,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-00-324	Cat 3 - TDC (MPO):	\$0	\$0	\$50,000	\$0	\$0	\$0
2023	ENG	0918-00-324	STBG:	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Phase Subtotal:				\$250,000	\$0	\$50,000	\$0	\$0	\$250,000
2025	IMP	0902-00-383	Cat 3 - TDC (MPO):	\$0	\$0	\$500,000	\$0	\$0	\$0
2025	IMP	0902-00-383	STBG:	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000
Phase Subtotal:				\$2,500,000	\$0	\$500,000	\$0	\$0	\$2,500,000
Grand Total:				\$2,750,000	\$0	\$0	\$0	\$0	\$2,750,000

Revisions since STTC Meeting: **ADD CSJ 0902-00-383 TO FY2025 FUNDING.**

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11664

Facility: VA

Implementing Agency: NCTCOG

County: VARIOUS

City: VARIOUS

Location/Limits From: NORTH CENTRAL TEXAS REGIONAL TRANSIT 2.0: PLANNING FOR MOBILITY 2050

Modification #: 2023-0746

CSJ: N/A

Desc: COMPREHENSIVE TRANSIT STUDY TO DEVELOP REGIONAL TRANSIT LEGISLATIVE PROGRAM, INCREASE COLLABORATION AND MEMBERSHIP IN TRANSPORTATION AUTHORITIES, AND BETTER UNDERSTAND AND ADDRESS LONG-TERM TRANSIT NEEDS IN THE DALLAS-FORT WORTH REGION

Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$2,300,000	\$0	\$0	\$2,300,000
Grand Total:				\$0	\$0	\$2,300,000	\$0	\$0	\$2,300,000

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14002	Facility: CS	Location/Limits From: ON WINTERGREEN RD FROM JEFFERSON STREET	Modification #: 2023-0751
Implementing Agency: DALLAS CO		Location/Limits To: WEST OF CARPENTER ROAD	
County: DALLAS	CSJ: 0918-47-208		
City: VARIOUS	Desc: RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN		
	Request: DELAY ENGINEERING TO FY2023, ROW & UTILITIES TO FY2026, AND CONSTRUCTION TO FY2027 THEREBY REMOVING CONSTRUCTION FROM THE 2023-2026 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); INCREASE STBG AND DECREASE LOCAL CONTRIBUTION FUNDING FOR CONSTRUCTION; LOCAL CONTRIBUTION DECREASE PARTIALLY OFFSETS AN INCREASE ON TIP 40076/CSJ 0918-47-321		
	Comment: FUNDS COST OVERRUN ON TIP 40076/CSJ 0918-47-321 AS A PART OF PARTNERSHIP WITH DALLAS COUNTY; ENGINEERING INCLUDES DIRECT STATE COSTS (FEDERAL \$671,554; DALLAS CO \$167,312); LOCAL CONTRIBUTION PAID BY CITY OF HUTCHINS, CITY OF LANCASTER, AND DALLAS COUNTY		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0918-47-208	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,239,442	\$2,239,442
2024	ROW	0918-47-208	STBG:	\$560,000	\$0	\$0	\$140,000	\$0	\$700,000
2024	UTIL	0918-47-208	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$700,000	\$700,000
2026	CON	0918-47-208	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,825,000	\$4,825,000
2026	CON	0918-47-208	STBG:	\$9,020,000	\$0	\$0	\$2,255,000	\$0	\$11,275,000
Phase Subtotal:				\$9,020,000	\$0	\$0	\$2,255,000	\$4,825,000	\$16,100,000
Grand Total:				\$9,580,000	\$0	\$0	\$2,395,000	\$7,764,442	\$19,739,442

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-208	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,239,442	\$2,239,442
2026	ROW	0918-47-208	STBG:	\$560,000	\$0	\$0	\$140,000	\$0	\$700,000
2026	UTIL	0918-47-208	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$700,000	\$700,000
2026	CON	0918-47-208	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
2026	CON	0918-47-208	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
2027	CON	0918-47-208	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,225,000	\$1,225,000
2027	CON	0918-47-208	STBG:	\$10,620,000	\$0	\$0	\$2,655,000	\$0	\$13,275,000
Phase Subtotal:				\$10,620,000	\$0	\$0	\$2,655,000	\$1,225,000	\$14,500,000
Grand Total:				\$11,180,000	\$0	\$0	\$2,795,000	\$4,164,442	\$18,139,442

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 40076 **Facility:** VA **Location/Limits From:** ROWLETT RD MULTIMODAL IMPROVEMENTS; ALONG DUCK CREEK DR/ROWLETT RD FROM DUCK CREEK TRAIL AT GREENBELT PKWAY **Modification #:** 2023-0755

Implementing Agency: DALLAS CO **Location/Limits To:** GARLAND EASTERN CITY LIMITS

County: DALLAS **CSJ:** 0918-47-321

City: GARLAND **Desc:** CONSTRUCT NEW SEPARATED BICYCLE LANES, SIDEWALKS, AND SHARED-USE PATH ALONG ROWLETT RD/DUCK CREEK DR

Request: COMBINE CONSTRUCTION AND CONSTRUCTION ENGINEERING PHASES; INCREASE LOCAL CONTRIBUTION FOR ENGINEERING IN FY2022 AND CONSTRUCTION IN FY2024; FUNDING INCREASE PARTIALLY OFFSET BY A DECREASE ON TIP 14002/CSJ 0918-47-208; GROUPED PROJECT UNDER CSJ 5000-00-916

Comment: COST OVERRUN FUNDED WITH TIP 14002/CSJ 0918-47-208 AS A PART OF PARTNERSHIP WITH DALLAS COUNTY; LOCAL CONTRIBUTION PAID BY DALLAS COUNTY; GROUPED PROJECT UNDER CSJ 5000-00-916

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0918-47-321	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,071,409	\$1,071,409
2023	UTIL	0918-47-321	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2024	CON	0918-47-321	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$746,375	\$746,375
2024	CON	0918-47-321	Cat 9 TA Set Aside:	\$3,745,450	\$0	\$0	\$936,363	\$0	\$4,681,813
Phase Subtotal:				\$3,745,450	\$0	\$0	\$936,363	\$746,375	\$5,428,188
2024	CONENG	0918-47-321	Cat 9 TA Set Aside:	\$434,255	\$0	\$0	\$108,563	\$0	\$542,818
Grand Total:				\$4,179,705	\$0	\$0	\$1,044,926	\$1,917,784	\$7,142,415

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0918-47-321	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,208,206	\$1,208,206
2023	UTIL	0918-47-321	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2024	CON	0918-47-321	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,939,193	\$3,939,193
2024	CON	0918-47-321	Cat 9 TA Set Aside:	\$4,179,705	\$0	\$0	\$1,044,926	\$0	\$5,224,631
Phase Subtotal:				\$4,179,705	\$0	\$0	\$1,044,926	\$3,939,193	\$9,163,824
Grand Total:				\$4,179,705	\$0	\$0	\$1,044,926	\$5,247,399	\$10,472,030

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 16001	Facility: VA	Location/Limits From:	REG SCRAP TIRE ABATEMENT PGRM DEV & IMPL; SCRAP TIRE PUB EDUC/OUTREACH/AWARENESS CAMPAIGN; PROVIDE TECH SUPPORT TO LOC	Modification #: 2023-0756
Implementing Agency: NCTCOG		Location/Limits To:	GOVTS, INCL ORDINANCE & MODEL CREATION TO INCR REGU & ENFORCEMENT; DB FOR ABANDONED TIRE LOCATIONS, HAULERS, DEALERSHIPS	
County: VARIOUS	CSJ: 0000-18-000, 0918-00-407			
City: VARIOUS	Desc:	& END USERS IN REGION; IDENTIFY & IMPL ADDL POLICIES FOR REG IMP, ASSIST LOC GOVTS, BUSINESSES, & CITIZENS IN PROJ & PGRM IMPL; ADDL RESEARCH INTO EXISTING & POTENTIAL END USES TO INCL LOC SCRAP TIRE UTIL AS A RESOURCE; COLLECTION EVENTS		
	Request:	CHANGE FUNDING FROM STBG TO RTR 121-DA1, DELAY TO FY2025, AND REMOVE TDCS; CHANGE TXDOT DISTRICT TO FORT WORTH; CHANGE CSJ AND CANCEL CSJ 0918-00-407 REVISE LIMITS TO REGIONAL SCRAP TIRE ABATEMENT PROGRAM DEVELOPMENT AND IMPLEMENTATION TO REDUCE ENV ISSUES FROM ILLEGAL DUMPING; REVISE SCOPE TO REGIONAL SCRAP TIRE ABATEMENT PRGM DEV AND IMPL TO REDUCE AQ IMPACTS AND MITIGATE A SIGNIFICANT EXTERNALITY OF THE TRANSPORTATION SYSTEM; PROVIDE TECH SUPPORT INCLUDING ORDINANCE AND MODEL CREATION, IDENTIFY END USES AND COLLECTION EVENTS		
	Comment:	CSJ 0918-00-407 COVERS FUNDING FOR FY2025 AND FY2026; 158,000 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) ARE BEING REMOVED; CATEGORY 5 TDCS		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	IMP	0918-00-407	Cat 3 - TDC (MPO):	\$0	\$0	\$158,000	\$0	\$0	\$0
2024	IMP	0918-00-407	STBG:	\$790,000	\$0	\$0	\$0	\$0	\$790,000
Phase Subtotal:				\$790,000	\$0	\$158,000	\$0	\$0	\$790,000
Grand Total:				\$790,000	\$0	\$0	\$0	\$0	\$790,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	IMP	0918-00-407	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2024	IMP	0918-00-407	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
2025	IMP	N/A	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$790,000	\$0	\$0	\$790,000
Grand Total:				\$0	\$0	\$790,000	\$0	\$0	\$790,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	IMP	0918-00-407	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2024	IMP	0918-00-407	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
2025	IMP	0000-18-000	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$790,000	\$0	\$0	\$790,000
Grand Total:				\$0	\$0	\$790,000	\$0	\$0	\$790,000

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

Revisions since STTC Meeting: ADD CSJ 0000-18-000 TO RTR FUNDS.

TIP Code: 11684.8	Facility: VA	Location/Limits From: DOWNTOWN ARLINGTON AND UNIVERSITY OF TEXAS AT ARLINGTON CAMPUS	Modification #: 2023-0767
Implementing Agency: ARLINGTON			
County: TARRANT	CSJ: 0902-90-260, 0902-90-261, 0902-90-262		
City: ARLINGTON	Desc: EXPAND ON-DEMAND, SHARED RIDE SERVICE AND EQUIP VEHICLES WITH TELEOPERATIONS AND FIRST RESPONDER V2X COMMUNICATION DEVICES		
	Request: INCREASE TDC AMOUNT IN FY2023, 2024, & 2025; REVISE SCOPE TO EXPAND ON-DEMAND, SHARED RIDE SERVICE AND EQUIP VEHICLES WITH TELEOPERATIONS AND FIRST RESPONDER V2X COMMUNICATION DEVICES, INCLUDING BEFORE AND AFTER DATA COLLECTION AND REPORTING		
	Comment: 1,520,001 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 5 TDCS; CMAQ FOR TRANSIT OPERATIONS		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	TRANS	0902-90-260	Cat 3 - TDC (MPO):	\$0	\$0	\$304,000	\$0	\$0	\$0
2023	TRANS	0902-90-260	Cat 5:	\$1,013,333	\$0	\$0	\$0	\$0	\$1,013,333
2023	TRANS	0902-90-260	STBG:	\$506,667	\$0	\$0	\$0	\$0	\$506,667
Phase Subtotal:				\$1,520,000	\$0	\$304,000	\$0	\$0	\$1,520,000
2024	TRANS	0902-90-261	Cat 3 - TDC (MPO):	\$0	\$0	\$304,000	\$0	\$0	\$0
2024	TRANS	0902-90-261	Cat 5:	\$1,013,333	\$0	\$0	\$0	\$0	\$1,013,333
2024	TRANS	0902-90-261	STBG:	\$506,667	\$0	\$0	\$0	\$0	\$506,667
Phase Subtotal:				\$1,520,000	\$0	\$304,000	\$0	\$0	\$1,520,000
2025	TRANS	0902-90-262	Cat 3 - TDC (MPO):	\$0	\$0	\$304,000	\$0	\$0	\$0
2025	TRANS	0902-90-262	Cat 5:	\$1,013,333	\$0	\$0	\$0	\$0	\$1,013,333
2025	TRANS	0902-90-262	STBG:	\$506,667	\$0	\$0	\$0	\$0	\$506,667
Phase Subtotal:				\$1,520,000	\$0	\$304,000	\$0	\$0	\$1,520,000
Grand Total:				\$4,560,000	\$0	\$0	\$0	\$0	\$4,560,000

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	TRANS	0902-90-260	Cat 3 - TDC (MPO):	\$0	\$0	\$506,667	\$0	\$0	\$0
2023	TRANS	0902-90-260	Cat 5:	\$1,013,333	\$0	\$0	\$0	\$0	\$1,013,333
2023	TRANS	0902-90-260	STBG:	\$506,667	\$0	\$0	\$0	\$0	\$506,667
Phase Subtotal:				\$1,520,000	\$0	\$506,667	\$0	\$0	\$1,520,000
2024	TRANS	0902-90-261	Cat 3 - TDC (MPO):	\$0	\$0	\$506,667	\$0	\$0	\$0
2024	TRANS	0902-90-261	Cat 5:	\$1,013,333	\$0	\$0	\$0	\$0	\$1,013,333
2024	TRANS	0902-90-261	STBG:	\$506,667	\$0	\$0	\$0	\$0	\$506,667
Phase Subtotal:				\$1,520,000	\$0	\$506,667	\$0	\$0	\$1,520,000
2025	TRANS	0902-90-262	Cat 3 - TDC (MPO):	\$0	\$0	\$506,667	\$0	\$0	\$0
2025	TRANS	0902-90-262	Cat 5:	\$1,013,333	\$0	\$0	\$0	\$0	\$1,013,333
2025	TRANS	0902-90-262	STBG:	\$506,667	\$0	\$0	\$0	\$0	\$506,667
Phase Subtotal:				\$1,520,000	\$0	\$506,667	\$0	\$0	\$1,520,000
Grand Total:				\$4,560,000	\$0	\$0	\$0	\$0	\$4,560,000

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25022	Facility: VA	Location/Limits From: CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	Modification #: 2023-0768
Implementing Agency: FORT WORTH		Location/Limits To: TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	

County: TARRANT	CSJ: 0902-90-050	
City: FORT WORTH	Desc:	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL
	Request:	DELAY UNOBLIGATED CONSTRUCTION FUNDING TO FY2024; INCREASE CONSTRUCTION IN FY2024 TO COVER COST OVERRUNS AT LETTING AND ADD TDCS
	Comment:	1,000,000 OF TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 5 TDCS; THIS PROJECT FULFILLS A COMMITMENT TO AMERICAN AIRLINES STAYING IN FORT WORTH

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENV	0902-90-050	Cat 5:	\$295,000	\$0	\$0	\$73,750	\$0	\$368,750
2019	ENG	0902-90-050	Cat 5:	\$672,600	\$0	\$0	\$168,150	\$0	\$840,750
2023	CON	0902-90-050	Cat 5:	\$6,730,734	\$0	\$0	\$1,682,683	\$0	\$8,413,417
Grand Total:				\$7,698,334	\$0	\$0	\$1,924,583	\$0	\$9,622,917

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENV	0902-90-050	Cat 5:	\$295,000	\$0	\$0	\$73,750	\$0	\$368,750
2019	ENG	0902-90-050	Cat 5:	\$672,600	\$0	\$0	\$168,150	\$0	\$840,750
2023	CON	0902-90-050	Cat 5:	\$3,706,604	\$0	\$0	\$926,651	\$0	\$4,633,255
2024	CON	0902-90-050	Cat 3 - TDC (MPO):	\$0	\$0	\$1,000,000	\$0	\$0	\$0
2024	CON	0902-90-050	Cat 5:	\$8,024,130	\$0	\$0	\$756,032	\$0	\$8,780,162
Phase Subtotal:				\$8,024,130	\$0	\$1,000,000	\$756,032	\$0	\$8,780,162
Grand Total:				\$12,698,334	\$0	\$0	\$1,924,583	\$0	\$14,622,917

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENV	0902-90-050	Cat 5:	\$295,000	\$0	\$0	\$73,750	\$0	\$368,750
2019	ENG	0902-90-050	Cat 5:	\$672,600	\$0	\$0	\$168,150	\$0	\$840,750
2023	CON	0902-90-050	Cat 5:	\$3,706,604	\$0	\$0	\$926,651	\$0	\$4,633,255
2024	CON	0902-90-050	Cat 3 - TDC (MPO):	\$0	\$0	\$1,000,000	\$0	\$0	\$0
2024	CON	0902-90-050	Cat 5:	\$8,024,130	\$0	\$0	\$756,033	\$0	\$8,780,163
Phase Subtotal:				\$8,024,130	\$0	\$1,000,000	\$756,033	\$0	\$8,780,163
Grand Total:				\$12,698,334	\$0	\$0	\$1,924,584	\$0	\$14,622,918

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21027.1	Facility: VA	Location/Limits From: ON WALNUT HILL LN AT WINEDALE DR, TIBBS ST, BOEDECKER ST, WALNUT GLEN TOWER, & RAMBLER; MIDWAY RD AT NORTHHAVEN DR;	Modification #: 2023-0776
Implementing Agency: DALLAS		Location/Limits To: ON GREENVILLE AVE AT BLACKWELL ST, PINELAND DR, & MEADOW RD; ON ROYAL LN AT GEMINI LN, BROCKBANK/DENNIS RD, & WELCH RD	
County: DALLAS	CSJ: 0918-00-407		
City: DALLAS	Desc:	CONSTRUCT 12 SIGNALS IN THE AREA DAMAGED BY THE 2019 TORNADO	
	Request:	SPLIT PROJECT FROM TIP 21027/CSJ 0918-47-392 AND ADD TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); INCREASE CONSTRUCTION FUNDING AND CHANGE FROM STBG TO RTR 121-DA1	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-00-407	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$600,000	\$600,000
2025	CON	0918-00-407	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$4,630,909	\$1,157,727	\$0	\$5,788,636
Grand Total:				\$0	\$0	\$4,630,909	\$1,157,727	\$600,000	\$6,388,636

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21027.2	Facility: VA	Location/Limits From: ON FOREST LN AT NUESTRA DR & PARK CENTRAL DR; ON HILLCREST RD AT CHURCHILL WAY, NORTHAVEN RD, & MEADOW RD;	Modification #: 2023-0777
Implementing Agency: DALLAS		Location/Limits To: ON MARSH LN AT NORTHAVEN RD, MERRELL RD, & CLOVER LN; ON INWOOD RD AT WILLOW LN & NORTHAVEN RD	
County: DALLAS	CSJ: 0000-18-063		
City: DALLAS	Desc:	CONSTRUCT 10 SIGNALS IN AREA DAMAGED BY 2019 TORNADO	
	Request:	SPLIT PROJECT FROM TIP 21027/CSJ 0918-47-392 AND ADD TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); INCREASE CONSTRUCTION FUNDING AND CHANGE FROM STBG TO RTR 121-DA1	

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2025	CON	N/A	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$4,000,000	\$1,000,000	\$0	\$5,000,000
Grand Total:				\$0	\$0	\$4,000,000	\$1,000,000	\$500,000	\$5,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0000-18-063	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2025	CON	0000-18-063	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$4,000,000	\$1,000,000	\$0	\$5,000,000
Grand Total:				\$0	\$0	\$4,000,000	\$1,000,000	\$500,000	\$5,500,000

Revisions since STTC Meeting: ADD CSJ 0000-18-063.

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	21027.3	Facility:	CS	Location/Limits From:	ON HAMPTON RD AT LEATH ST, PERRYTON DR, DENNISON ST, WEST COMMERCE ST, COLORADO BLVD, PLYMOUTH RD, 12TH ST, WRIGHT ST, &	Modification #:	2023-0778
Implementing Agency:	DALLAS	Location/Limits To:	RED BIRD LN; ON LANCASTER RD AT ELMORE AVE, SANER AVE, CORNING AVE, Kiest BLVD, OAKLEY AVE, FORDHAM RD, ANN ARBOR AVE,				
County:	DALLAS	CSJ:	0000-18-062				
City:	DALLAS	Desc:	MENTOR AVE, ATLAS DR, 52ND ST, & SHELLHORSE DR; ON SOUTH DENLEY DR AT ILLINOIS AVE & E LEDBETTER DR; CONSTRUCT 22 SIGNALS				
		Request:	SPLIT PROJECT FROM TIP 21027/CSJ 0918-47-393 AND ADD TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); INCREASE CONSTRUCTION FUNDING AND CHANGE FUNDING FROM STBG TO RTR 121-DA1				
		Comment:	LOCAL FUNDING FOR ENGINEERING ON TIPS 21027.1, 21027.2, AND 21027.3 TO BE USED AS MATCH TO RTR FUNDS; LOCAL CONTRIBUTION PAID BY CITY OF DALLAS				

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,100,000	\$2,100,000
2026	CON	N/A	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$8,400,000	\$0	\$0	\$8,400,000
Grand Total:				\$0	\$0	\$8,400,000	\$0	\$2,100,000	\$10,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0000-18-062	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2026	CON	0000-18-062	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$8,400,000	\$0	\$0	\$8,400,000
Grand Total:				\$0	\$0	\$8,400,000	\$0	\$1,000,000	\$9,400,000

Revisions since STTC Meeting: **REVISE THE LIMITS TO CHANGE THE INTERSECTIONS ON LANCASTER RD AT OVERTON RD & LEDBETTER DR TO ON SOUTH DENLEY DR AT ILLINOIS AVE & E LEDBETTER DR. DECREASE ENGINEERING FUNDING AND REVISE COMMENT TO CLARIFY THAT "LOCAL FUNDING FOR ENGINEERING ON TIPS 21027.1, 21027.2, AND 21027.3 TO BE USED AS MATCH TO RTR FUNDS."**

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21027	Facility: VA	Location/Limits From: DALLAS TRAFFIC SIGNAL PROJECT AREA BOUNDED BY IH 35 ON THE W, IH 635 ON THE E & N, AND NORTHWEST HWY TO THE S	Modification #: 2023-0785
Implementing Agency: DALLAS		Location/Limits To: ALONG HAMPTON ROAD FROM LEATH STREET TO CAMP WISDOM; ALONG LANCASTER ROAD FROM ELMORE AVENUE TO SHELLHORSE DRIVE	
County: DALLAS	CSJ: 0918-47-392, 0918-47-393		
City: DALLAS	Desc: DESIGN AND CONSTRUCT 22 SIGNALS IN AREA DAMAGED BY 2019 TORNADO; 9 SIGNALS ALONG HAMPTON ROAD; AND 13 SIGNALS ALONG LANCASTER RD; ALL SIGNAL WORK INCLUDES SIGNAL RETIMING		
	Request: SPLIT PROJECT AND REMOVE FROM THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); TRANSFER FUNDING TO TIP CODES 21027.1, 21027.2, AND 21027.3		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-392	STBG:	\$2,350,000	\$0	\$0	\$587,500	\$0	\$2,937,500
2025	CON	0918-47-392	Cat 5:	\$220,000	\$0	\$0	\$55,000	\$0	\$275,000
2025	CON	0918-47-392	STBG:	\$5,920,000	\$0	\$0	\$1,480,000	\$0	\$7,400,000
2025	CON	0918-47-393	Cat 3 - TDC (MPO):	\$0	\$0	\$1,162,000	\$0	\$0	\$0
2025	CON	0918-47-393	STBG:	\$5,810,000	\$0	\$0	\$0	\$0	\$5,810,000
Phase Subtotal:				\$11,950,000	\$0	\$1,162,000	\$1,535,000	\$0	\$13,485,000
Grand Total:				\$14,300,000	\$0	\$0	\$2,122,500	\$0	\$16,422,500

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-47-392	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
2025	CON	0918-47-392	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
2025	CON	0918-47-392	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
2025	CON	0918-47-393	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2025	CON	0918-47-393	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21067	Facility: FM 2499	Location/Limits From: AT FM 407 (JUSTIN ROAD)	Modification #: 2023-0786
Implementing Agency: TXDOT-DALLAS			
County: DENTON	CSJ: 2681-01-027		
City: FLOWER MOUND	Desc: CONSTRUCT DUAL LEFT TURN LANES ON EASTBOUND, WESTBOUND, AND SOUTHBOUND APPROACHES; CONSTRUCT ADDITIONAL THROUGH LANE NORTHBOUND; RECONFIGURE SIGNALIZATION		
	Request: DELAY ENGINEERING AND ROW TO FY2024; INCREASE STBG FUNDING IN FY2025		
	Comment: CMAQ FOR INTERSECTION AND SIGNAL IMPROVEMENTS; STBG FOR ADDITIONAL THROUGH LANES		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	2681-01-027	SW PE:	\$0	\$250,000	\$0	\$0	\$0	\$250,000
2023	ROW	2681-01-027	Cat 5:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2025	CON	2681-01-027	Cat 5:	\$1,000,000	\$250,000	\$0	\$0	\$0	\$1,250,000
2025	CON	2681-01-027	STBG:	\$829,450	\$207,362	\$0	\$0	\$0	\$1,036,812
Phase Subtotal:				\$1,829,450	\$457,362	\$0	\$0	\$0	\$2,286,812
Grand Total:				\$2,229,450	\$807,362	\$0	\$0	\$0	\$3,036,812

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	2681-01-027	SW PE:	\$0	\$250,000	\$0	\$0	\$0	\$250,000
2024	ROW	2681-01-027	Cat 5:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2025	CON	2681-01-027	Cat 5:	\$1,000,000	\$250,000	\$0	\$0	\$0	\$1,250,000
2025	CON	2681-01-027	STBG:	\$1,334,424	\$333,606	\$0	\$0	\$0	\$1,668,030
Phase Subtotal:				\$2,334,424	\$583,606	\$0	\$0	\$0	\$2,918,030
Grand Total:				\$2,734,424	\$933,606	\$0	\$0	\$0	\$3,668,030

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25108 **Facility:** CS **Location/Limits From:** ON SAGE HILL PKWY/LAS LOMAS PKWY FROM INDEPENDENCE WAY **Modification #:** 2023-0787
Implementing Agency: TERRELL **Location/Limits To:** AMERICAN WAY
County: KAUFMAN **CSJ:** 0000-18-051
City: TERRELL **Desc:** RECONSTRUCT AND WIDEN 2 TO 4 LANES ROADWAY (6 LANES ULTIMATE)
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0000-18-051	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$400,000	\$400,000
Grand Total:				\$0	\$0	\$0	\$0	\$400,000	\$400,000

TIP Code: 54119.7 **Facility:** SL 9 **Location/Limits From:** EAST OF TAR RD/ELLIS CL **Modification #:** 2023-0788
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST OF WESTMORELAND RD/ELLIS CL
County: DALLAS **CSJ:** 2964-10-013
City: DALLAS **Desc:** CONSTRUCT 0 TO 2 (ULTIMATE 6) LANES CONTINUOUS FRONTAGE ROADS
Request: SPLIT PROJECT FROM TIP 54119/CSJ 2964-10-005 AND ADD TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	2964-10-013	SW PE:	\$0	\$7,703,736	\$0	\$0	\$0	\$7,703,736
2024	ROW	2964-10-013	SW ROW:	\$0	\$56,366,750	\$0	\$0	\$0	\$56,366,750
Grand Total:				\$0	\$64,070,486	\$0	\$0	\$0	\$64,070,486

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54119.8	Facility: SL 9	Location/Limits From: EAST OF WESTMORELAND RD/DALLAS CL	Modification #: 2023-0789
Implementing Agency: TXDOT-DALLAS		Location/Limits To: IH 35E	
County: ELLIS	CSJ: 2964-12-005		
City: GLENN HEIGHTS	Desc:	CONSTRUCT 0 TO 2 (ULTIMATE 6) LANES CONTINUOUS FRONTAGE ROADS	
	Request:	SPLIT PROJECT FROM TIP 54119/CSJ 2964-10-005 AND ADD TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	2964-12-005	SW PE:	\$0	\$2,983,074	\$0	\$0	\$0	\$2,983,074
2024	ROW	2964-12-005	SW ROW:	\$0	\$43,021,740	\$0	\$0	\$0	\$43,021,740
Grand Total:				\$0	\$46,004,814	\$0	\$0	\$0	\$46,004,814

TIP Code: 54119.9	Facility: SL 9	Location/Limits From: US 67	Modification #: 2023-0790
Implementing Agency: TXDOT-DALLAS		Location/Limits To: EAST OF TAR RD/ DALLAS COUNTY LINE	
County: ELLIS	CSJ: 2964-12-006		
City: CEDAR HILL	Desc:	CONSTRUCT 0 TO 2 (ULTIMATE 6) LANES CONTINUOUS FRONTAGE ROADS	
	Request:	SPLIT PROJECT FROM TIP 54119/CSJ 2964-10-005 AND ADD TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	2964-12-006	SW PE:	\$0	\$3,426,195	\$0	\$0	\$0	\$3,426,195
2024	ROW	2964-12-006	SW ROW:	\$0	\$29,395,400	\$0	\$0	\$0	\$29,395,400
Grand Total:				\$0	\$32,821,595	\$0	\$0	\$0	\$32,821,595

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13076	Facility: SS 394	Location/Limits From: IH 35E	Modification #: 2023-0791
Implementing Agency: TXDOT-DALLAS		Location/Limits To: FM 877	
County: ELLIS	CSJ: 2921-01-010		
City: WAXAHACHIE	Desc: CONSTRUCT 0 TO 4 LANE ROADWAY ON NEW LOCATION		
	Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	2921-01-010	SW PE:	\$0	\$1,350,000	\$0	\$0	\$0	\$1,350,000
2024	ROW	2921-01-010	SW ROW:	\$0	\$9,000,000	\$0	\$0	\$0	\$9,000,000
Grand Total:				\$0	\$10,350,000	\$0	\$0	\$0	\$10,350,000

TIP Code: 13074.1	Facility: FM 429	Location/Limits From: US 80	Modification #: 2023-0792
Implementing Agency: TXDOT-DALLAS		Location/Limits To: SOUTH OF US 80	
County: KAUFMAN	CSJ: 0697-07-002		
City: TERRELL	Desc: REALIGN EXISTING 2 LANE UNDIVIDED RURAL TO 2 LANE (ULTIMATE 4 LANE) DIVIDED URBAN		
	Request: REVISE CSJ FROM 0697-03-033 TO 0697-07-002; CHANGE ROW TO 100% STATE FUNDING; INCREASE ENGINEERING, ROW, AND CONSTRUCTION FUNDING; REVISE SCOPE TO RECONSTRUCT, WIDEN, AND REALIGN 2 LANE TO 4 LANE ROADWAY WITH SHOULDERS		
	Comment: REGIONAL 10 YEAR PLAN PROJECT; PROJECT RELATED TO TIP 13074.2/CSJ 1089-04-002; PART OF THE LOOP 9 CAT 2/STBG EXCHANGE APPROVED BY THE RTC ON OCTOBER 14, 2021		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0697-03-033	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2024	ROW	0697-03-033	SW ROW:	\$4,800,000	\$600,000	\$0	\$600,000	\$0	\$6,000,000
2028	CON	0697-03-033	Cat 2M:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Grand Total:				\$8,800,000	\$2,600,000	\$0	\$600,000	\$0	\$12,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0697-07-002	SW PE:	\$0	\$2,053,237	\$0	\$0	\$0	\$2,053,237
2024	ROW	0697-07-002	SW ROW:	\$0	\$7,887,586	\$0	\$0	\$0	\$7,887,586
2028	CON	0697-07-002	Cat 2M:	\$8,634,984	\$2,158,746	\$0	\$0	\$0	\$10,793,730
Grand Total:				\$8,634,984	\$12,099,569	\$0	\$0	\$0	\$20,734,553

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13074.2	Facility: FM 429	Location/Limits From: US 80	Modification #: 2023-0793
Implementing Agency: TXDOT-DALLAS	Location/Limits To: NORTH OF US 80		
County: KAUFMAN	CSJ: 1089-04-002		
City: TERRELL	Desc: REALIGN EXISTING 2 LANE UNDIVIDED RURAL TO 2 LANE (ULTIMATE 4 LANE) DIVIDED URBAN		
	Request: REVISE CSJ FROM 1089-02-019 TO 1089-04-002; DELAY ENGINEERING AND ROW TO FY2025; DECREASE ENGINEERING FUNDING; INCREASE ROW FUNDING AND CHANGE TO 100% STATE; DECREASE CONSTRUCTION FUNDING; REVISE SCOPE TO RECONSTRUCT, WIDEN, AND REALIGN 2 LANE TO 4 LANE ROADWAY WITH SHOULDERS		
	Comment: REGIONAL 10 YEAR PLAN PROJECT; PROJECT RELATED TO TIP 13074.1/CSJ 0697-07-002; PART OF THE LOOP 9 CAT 2/STBG EXCHANGE APPROVED BY THE RTC ON OCTOBER 14, 2021		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	1089-02-019	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2024	ROW	1089-02-019	SW ROW:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
2028	CON	1089-02-019	Cat 2M:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Grand Total:				\$4,800,000	\$2,100,000	\$0	\$100,000	\$0	\$7,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	1089-04-002	SW PE:	\$0	\$411,108	\$0	\$0	\$0	\$411,108
2025	ROW	1089-04-002	SW ROW:	\$0	\$1,578,694	\$0	\$0	\$0	\$1,578,694
2028	CON	1089-04-002	Cat 2M:	\$839,596	\$209,899	\$0	\$0	\$0	\$1,049,495
Grand Total:				\$839,596	\$2,199,701	\$0	\$0	\$0	\$3,039,297

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55259	Facility: IH 35W	Location/Limits From: DALE EARNHARDT WAY	Modification #: 2023-0796
Implementing Agency: TXDOT-DALLAS		Location/Limits To: FM 407	
County: DENTON	CSJ: 0081-13-065		
City: VARIOUS	Desc: CONSTRUCT 4/6 LANE CONTINUOUS FRONTAGE ROADS		
	Request: REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 LANE DISCONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS; DELAY CONSTRUCTION TO FY2027 THEREBY REMOVING FROM THE 2023-2026 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		
	Comment: REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 55254/CSJ 0081-13-050; PROJECT IS A PART OF A LONGER SECTION IN THE MTP THAT IS DISCONTINUOUS BUT THIS SECTION IS CONTINUOUS		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0081-13-065	SW PE:	\$0	\$9,319,800	\$0	\$0	\$0	\$9,319,800
2022	ROW	0081-13-065	SW ROW:	\$37,800,000	\$4,200,000	\$0	\$0	\$0	\$42,000,000
2025	CON	0081-13-065	Cat 12:	\$150,789,402	\$37,697,351	\$0	\$0	\$0	\$188,486,753
2025	CON	0081-13-065	Cat 2M:	\$19,629,798	\$4,907,449	\$0	\$0	\$0	\$24,537,247
Phase Subtotal:				\$170,419,200	\$42,604,800	\$0	\$0	\$0	\$213,024,000
Grand Total:				\$208,219,200	\$56,124,600	\$0	\$0	\$0	\$264,343,800

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0081-13-065	SW PE:	\$0	\$9,319,800	\$0	\$0	\$0	\$9,319,800
2022	ROW	0081-13-065	SW ROW:	\$37,800,000	\$4,200,000	\$0	\$0	\$0	\$42,000,000
2025	CON	0081-13-065	Cat 12:	\$0	\$0	\$0	\$0	\$0	\$0
2025	CON	0081-13-065	Cat 2M:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
2027	CON	0081-13-065	Cat 12:	\$150,789,402	\$37,697,351	\$0	\$0	\$0	\$188,486,753
2027	CON	0081-13-065	Cat 2M:	\$19,629,798	\$4,907,449	\$0	\$0	\$0	\$24,537,247
Phase Subtotal:				\$170,419,200	\$42,604,800	\$0	\$0	\$0	\$213,024,000
Grand Total:				\$208,219,200	\$56,124,600	\$0	\$0	\$0	\$264,343,800

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53119	Facility: US 287	Location/Limits From: WEST OF BOYCE RD	Modification #: 2023-0797
Implementing Agency: TXDOT-DALLAS		Location/Limits To: EAST OF COOKE RD	
County: ELLIS	CSJ: 0172-08-103		
City: ENNIS	Desc:	CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROAD AND INTERCHANGE AT BOYCE AND COOKE RD	
	Request:	REVISE SCOPE TO RECONSTRUCT 4 LANE ARTERIAL TO 4 LANE FREEWAY, CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROADS AND INTERCHANGES AT BOYCE RD AND COOKE RD; DECREASE ENGINEERING AND ROW FUNDING	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0172-08-103	SW PE:	\$0	\$10,336,270	\$0	\$0	\$0	\$10,336,270
2025	ROW	0172-08-103	SW ROW:	\$33,076,062	\$4,134,508	\$0	\$4,134,508	\$0	\$41,345,078
2033	CON	0172-08-103	Cat 2M:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
Grand Total:				\$41,076,062	\$16,470,778	\$0	\$4,134,508	\$0	\$61,681,348

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0172-08-103	SW PE:	\$0	\$8,011,000	\$0	\$0	\$0	\$8,011,000
2025	ROW	0172-08-103	SW ROW:	\$29,741,302	\$7,435,325	\$0	\$0	\$0	\$37,176,627
2033	CON	0172-08-103	Cat 2M:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
Grand Total:				\$37,741,302	\$17,446,325	\$0	\$0	\$0	\$55,187,627

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13073	Facility: SH 5	Location/Limits From: SS 399	Modification #: 2023-0800
Implementing Agency: TXDOT-DALLAS	Location/Limits To: POWER HOUSE STREET		
County: COLLIN	CSJ: 0047-05-057		
City: MCKINNEY	Desc: RECONSTRUCT AND WIDEN 2/4 LANE UNDIVIDED ROADWAY TO 4/6 LANE DIVIDED URBAN ROADWAY		
	Request: REVISE LIMITS TO SH 5 FROM STEWART RD TO ELDORADO PARKWAY; REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 LANE UNDIVIDED ROADWAY TO 6 LANE DIVIDED ROADWAY; ADVANCE CONSTRUCTION TO FY2025 AND DECREASE FUNDING		
	Comment: REGIONAL 10-YEAR PLAN PROJECT		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0047-05-057	SW PE:	\$0	\$3,600,000	\$0	\$0	\$0	\$3,600,000
2023	ROW	0047-05-057	SW ROW:	\$11,520,000	\$1,440,000	\$0	\$1,440,000	\$0	\$14,400,000
2026	CON	0047-05-057	Cat 2M:	\$69,400,502	\$17,350,125	\$0	\$0	\$0	\$86,750,627
Grand Total:				\$80,920,502	\$22,390,125	\$0	\$1,440,000	\$0	\$104,750,627

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0047-05-057	SW PE:	\$0	\$3,600,000	\$0	\$0	\$0	\$3,600,000
2023	ROW	0047-05-057	SW ROW:	\$11,520,000	\$1,440,000	\$0	\$1,440,000	\$0	\$14,400,000
2025	CON	0047-05-057	Cat 2M:	\$59,702,658	\$14,925,664	\$0	\$0	\$0	\$74,628,322
Grand Total:				\$71,222,658	\$19,965,664	\$0	\$1,440,000	\$0	\$92,628,322

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0047-05-057	SW PE:	\$0	\$3,600,000	\$0	\$0	\$0	\$3,600,000
2023	ROW	0047-05-057	SW ROW:	\$11,520,000	\$1,440,000	\$0	\$1,440,000	\$0	\$14,400,000
2025	CON	0047-05-057	Cat 2M:	\$59,688,258	\$14,922,064	\$0	\$0	\$0	\$74,610,322
Grand Total:				\$71,208,258	\$19,962,064	\$0	\$1,440,000	\$0	\$92,610,322

Revisions since STTC Meeting: DECREASE CONSTRUCTION FUNDING.

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13071	Facility: SS 399	Location/Limits From: US 75	Modification #: 2023-0801
Implementing Agency: TXDOT-DALLAS		Location/Limits To: SH 5	
County: COLLIN	CSJ: 0364-04-051		
City: MCKINNEY	Desc:	RECONSTRUCT AND WIDEN 4 LANE FREEWAY TO 8 LANE FREEWAY AND CONSTRUCT 4/8 DISCONTINUOUS TO 4/8 CONTINUOUS LANE FRONTAGE ROADS	
	Request:	ADVANCE CONSTRUCTION TO FY2025 THEREBY ADDING TO THE 2023-2026 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AND INCREASE CONSTRUCTION FUNDING AS APPROVED BY THE RTC ON JULY 13, 2023; REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 LANE FREEWAY TO 8 LANE FREEWAY AND CONSTRUCT 4/8 CONTINUOUS TO 4/8 CONTINUOUS LANE FRONTAGE ROADS	
	Comment:	REGIONAL 10 YEAR PLAN PROJECT	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0364-04-051	SW PE:	\$0	\$450,000	\$0	\$0	\$0	\$450,000
2023	ROW	0364-04-051	SW ROW:	\$2,400,000	\$300,000	\$0	\$300,000	\$0	\$3,000,000
2027	CON	0364-04-051	Cat 2M:	\$7,974,400	\$1,993,600	\$0	\$0	\$0	\$9,968,000
Grand Total:				\$10,374,400	\$2,743,600	\$0	\$300,000	\$0	\$13,418,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0364-04-051	SW PE:	\$0	\$450,000	\$0	\$0	\$0	\$450,000
2023	ROW	0364-04-051	SW ROW:	\$2,400,000	\$300,000	\$0	\$300,000	\$0	\$3,000,000
2025	CON	0364-04-051	Cat 2M:	\$34,038,142	\$8,509,535	\$0	\$0	\$0	\$42,547,677
Grand Total:				\$36,438,142	\$9,259,535	\$0	\$300,000	\$0	\$45,997,677

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13072	Facility: SH 5	Location/Limits From: SH 5/SPUR 399	Modification #: 2023-0802
Implementing Agency: TXDOT-DALLAS		Location/Limits To: SPUR 399 EXTENSION	
County: COLLIN	CSJ: 0047-05-058		
City: MCKINNEY	Desc:	RECONSTRUCT AND WIDEN 4 LANE ARTERIAL TO 6 LANE ARTERIAL (ULTIMATE 8 LANE FREEWAY) AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS	
	Request:	ADVANCE CONSTRUCTION TO FY2025 THEREBY ADDING TO THE 2023-2026 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AND INCREASE FUNDING TO MATCH LATEST 10-YEAR PLAN ACTION; REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 LANE ARTERIAL TO 8 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE CONTINUOUS FRONTAGE ROADS; REVISE LIMITS TO SH 5 FROM SH 5/SS 399 INTERSECTION TO STEWART RD	
	Comment:	REGIONAL 10 YEAR PLAN PROJECT; SH 5 AND SS 399 ARE DUALY DESIGNATED IN THIS SEGMENT	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0047-05-058	SW PE:	\$0	\$990,000	\$0	\$0	\$0	\$990,000
2023	ROW	0047-05-058	SW ROW:	\$5,280,000	\$660,000	\$0	\$660,000	\$0	\$6,600,000
2030	CON	0047-05-058	Cat 2M:	\$17,561,600	\$4,390,400	\$0	\$0	\$0	\$21,952,000
Grand Total:				\$22,841,600	\$6,040,400	\$0	\$660,000	\$0	\$29,542,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0047-05-058	SW PE:	\$0	\$990,000	\$0	\$0	\$0	\$990,000
2023	ROW	0047-05-058	SW ROW:	\$5,280,000	\$660,000	\$0	\$660,000	\$0	\$6,600,000
2025	CON	0047-05-058	Cat 4:	\$19,359,496	\$4,839,874	\$0	\$0	\$0	\$24,199,370
Grand Total:				\$24,639,496	\$6,489,874	\$0	\$660,000	\$0	\$31,789,370

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55156	Facility: SS 399	Location/Limits From: AT SH 5	Modification #: 2023-0803
Implementing Agency: TXDOT-DALLAS			
County: COLLIN	CSJ: 0364-04-049		
City: MCKINNEY	Desc: CONSTRUCT INTERCHANGE		
	Request: ADVANCE CONSTRUCTION TO FY2025 THEREBY ADDING TO THE 2023-2026 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AND INCREASE CAT 2 FUNDING		
	Comment: REGIONAL 10 YEAR PLAN PROJECT		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0364-04-049	SW PE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2023	ROW	0364-04-049	SW ROW:	\$2,496,000	\$312,000	\$0	\$312,000	\$0	\$3,120,000
2028	CON	0364-04-049	Cat 1:	\$3,200,000	\$800,000	\$0	\$0	\$0	\$4,000,000
2028	CON	0364-04-049	Cat 2M:	\$15,418,843	\$3,854,711	\$0	\$0	\$0	\$19,273,554
Phase Subtotal:				\$18,618,843	\$4,654,711	\$0	\$0	\$0	\$23,273,554
Grand Total:				<u>\$21,114,843</u>	<u>\$6,966,711</u>	<u>\$0</u>	<u>\$312,000</u>	<u>\$0</u>	<u>\$28,393,554</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0364-04-049	SW PE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2023	ROW	0364-04-049	SW ROW:	\$2,496,000	\$312,000	\$0	\$312,000	\$0	\$3,120,000
2025	CON	0364-04-049	Cat 1:	\$80,000	\$20,000	\$0	\$0	\$0	\$100,000
2025	CON	0364-04-049	Cat 2M:	\$32,496,377	\$8,124,094	\$0	\$0	\$0	\$40,620,471
Phase Subtotal:				\$32,576,377	\$8,144,094	\$0	\$0	\$0	\$40,720,471
Grand Total:				<u>\$35,072,377</u>	<u>\$10,456,094</u>	<u>\$0</u>	<u>\$312,000</u>	<u>\$0</u>	<u>\$45,840,471</u>

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55309	Facility: FM 546	Location/Limits From: AIRPORT ROAD	Modification #: 2023-0804
Implementing Agency: TXDOT-DALLAS		Location/Limits To: COUNTY RD 393	
County: COLLIN	CSJ: 1013-01-040		
City: MCKINNEY	Desc:	RECONSTRUCT AND WIDEN 2 LANE RURAL ROAD TO 4 LANE URBAN ROAD	
	Request:	REVISE LIMITS TO FM 546 FROM JCT 546 TO COUNTY RD 393; REVISE SCOPE TO RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE (ULTIMATE 6 LANE); CHANGE ROW TO 100% STATE AND DECREASE FUNDING; BREAKOUT PROJECT WITH TIP 55309.1/CSJ 1013-03-002	
	Comment:	RELATED TO TIP 55309.1/CSJ 1013-03-002	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	1013-01-040	SW PE:	\$287,500	\$0	\$0	\$0	\$0	\$287,500
2025	ROW	1013-01-040	SW ROW:	\$10,736,966	\$1,342,121	\$0	\$1,342,121	\$0	\$13,421,208
Grand Total:				\$11,024,466	\$1,342,121	\$0	\$1,342,121	\$0	\$13,708,708

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	1013-01-040	SW PE:	\$0	\$287,500	\$0	\$0	\$0	\$287,500
2025	ROW	1013-01-040	SW ROW:	\$0	\$11,677,907	\$0	\$0	\$0	\$11,677,907
Grand Total:				\$0	\$11,965,407	\$0	\$0	\$0	\$11,965,407

TIP Code: 50001	Facility: IH 345	Location/Limits From: IH 30	Modification #: 2023-0805
Implementing Agency: TXDOT-DALLAS		Location/Limits To: SPUR 366	
County: DALLAS	CSJ: 0092-14-094		
City: DALLAS	Desc:	RECONSTRUCT 6 LANE FREEWAY TO 6 LANE FREEWAY, RECONSTRUCT 4/6 LANE DISCONTINUOUS TO 2/6 LANE DISCONTINUOUS FRONTAGE ROADS AND RECONSTRUCT INTERCHANGES AT IH 30 AND SP 366	
	Request:	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0092-14-094	SW PE:	\$0	\$62,977,337	\$0	\$0	\$0	\$62,977,337
2025	UTIL	0092-14-094	SW ROW:	\$0	\$2,570,504	\$0	\$0	\$0	\$2,570,504
Grand Total:				\$0	\$65,547,841	\$0	\$0	\$0	\$65,547,841

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13044	Facility: US 75	Location/Limits From: AT RIDGEVIEW DRIVE	Modification #: 2023-0806
Implementing Agency: TXDOT-DALLAS			
County: COLLIN	CSJ: 0047-06-161		
City: ALLEN	Desc: RECONSTRUCT INTERCHANGE		
	Request: INCREASE CAT 1 FUNDING TO MATCH LOW BID AMOUNT AND INCREASE CAT 2 FUNDING TO COVER CHANGE ORDERS		
	Comment: REGIONAL 10-YEAR PLAN PROJECT		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0047-06-161	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2019	ROW	0047-06-161	SW ROW:	\$4,000,000	\$500,000	\$0	\$500,000	\$0	\$5,000,000
2022	CON	0047-06-161	Cat 1:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
2022	CON	0047-06-161	Cat 2M:	\$20,924,082	\$5,231,020	\$0	\$0	\$0	\$26,155,102
2022	CON	0047-06-161	STBG:	\$7,156,475	\$1,789,119	\$0	\$0	\$0	\$8,945,594
Phase Subtotal:				\$30,080,557	\$7,520,139	\$0	\$0	\$0	\$37,600,696
Grand Total:				\$34,080,557	\$9,520,139	\$0	\$500,000	\$0	\$44,100,696

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0047-06-161	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2019	ROW	0047-06-161	SW ROW:	\$4,000,000	\$500,000	\$0	\$500,000	\$0	\$5,000,000
2022	CON	0047-06-161	Cat 1:	\$6,758,302	\$1,689,576	\$0	\$0	\$0	\$8,447,878
2022	CON	0047-06-161	Cat 2M:	\$21,840,054	\$5,460,013	\$0	\$0	\$0	\$27,300,067
2022	CON	0047-06-161	STBG:	\$7,156,475	\$1,789,119	\$0	\$0	\$0	\$8,945,594
Phase Subtotal:				\$35,754,831	\$8,938,708	\$0	\$0	\$0	\$44,693,539
Grand Total:				\$39,754,831	\$10,938,708	\$0	\$500,000	\$0	\$51,193,539

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55309.1

Implementing Agency: TXDOT-DALLAS

County: COLLIN

City: MCKINNEY

Facility: FM 546

CSJ: 1013-03-002

Desc: REALIGN, RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE (ULTIMATE 6 LANE)

Request: SPLIT PROJECT FROM TIP 55309/CSJ 1013-01-040 AND ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Comment: RELATED TO TIP 55309/CSJ 1013-01-040

Location/Limits From: EAST OF AIRPORT DR

Location/Limits To: JCT FM 546

Modification #: 2023-0807

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	1013-03-002	SW PE:	\$0	\$2,213,310	\$0	\$0	\$0	\$2,213,310
2025	ROW	1013-03-002	SW ROW:	\$0	\$18,282,167	\$0	\$0	\$0	\$18,282,167
Grand Total:				\$0	\$20,495,477	\$0	\$0	\$0	\$20,495,477

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53110	Facility: US 80	Location/Limits From: EAST OF BELT LINE RD	Modification #: 2023-0810
Implementing Agency: TXDOT-DALLAS		Location/Limits To: LAWSON RD	
County: DALLAS	CSJ: 0095-02-096		
City: SUNNYVALE	Desc:	RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND 2/4 LANE CONTINUOUS FRONTAGE ROAD TO 4/6 LANE CONTINUOUS FRONTAGE ROADS	
	Request:	DELAY CONSTRUCTION TO FY2027 THEREBY REMOVING FROM THE 2023-2026 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	Comment:	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 53110.2/CSJ 2374-02-162; PROJECT IS A PORTION OF A LONGER MTP SECTION THAT HAS DISCONTINUOUS FRONTAGE ROADS, BUT FRONTAGE ROADS ARE CONTINUOUS IN THIS SECTION	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2004	ENG	0095-02-096	SW PE:	\$0	\$12,916,409	\$0	\$0	\$0	\$12,916,409
2020	ROW	0095-02-096	SW ROW:	\$4,602,585	\$575,323	\$0	\$575,323	\$0	\$5,753,231
2024	CON	0095-02-096	Cat 12:	\$207,626,886	\$51,906,722	\$0	\$0	\$0	\$259,533,608
2024	CON	0095-02-096	Cat 4:	\$39,253,253	\$9,813,313	\$0	\$0	\$0	\$49,066,566
Phase Subtotal:				\$246,880,139	\$61,720,035	\$0	\$0	\$0	\$308,600,174
Grand Total:				\$251,482,724	\$75,211,767	\$0	\$575,323	\$0	\$327,269,814

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2004	ENG	0095-02-096	SW PE:	\$0	\$12,916,409	\$0	\$0	\$0	\$12,916,409
2020	ROW	0095-02-096	SW ROW:	\$4,602,585	\$575,323	\$0	\$575,323	\$0	\$5,753,231
2024	CON	0095-02-096	Cat 12:	\$0	\$0	\$0	\$0	\$0	\$0
2024	CON	0095-02-096	Cat 4:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
2027	CON	0095-02-096	Cat 12:	\$207,626,886	\$51,906,722	\$0	\$0	\$0	\$259,533,608
2027	CON	0095-02-096	Cat 4:	\$39,253,253	\$9,813,313	\$0	\$0	\$0	\$49,066,566
Phase Subtotal:				\$246,880,139	\$61,720,035	\$0	\$0	\$0	\$308,600,174
Grand Total:				\$251,482,724	\$75,211,767	\$0	\$575,323	\$0	\$327,269,814

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55074.1	Facility: SH 205	Location/Limits From: JCT SH 205/JOHN KING (N. GOLIAD ST)	Modification #: 2023-0814
Implementing Agency: TXDOT-DALLAS		Location/Limits To: NORTH OF JOHN KING (COLLIN COUNTY LINE)	
County: ROCKWALL	CSJ: 0451-04-025		
City: ROCKWALL	Desc:	RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE ROADWAY (6 LANE ULTIMATE)	
	Request:	DELAY CONSTRUCTION TO FY2027 THEREBY REMOVING FROM THE 2023-2026 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	Comment:	REGIONAL 10 YEAR PLAN PROJECT; PROJECT LETTING WITH TIP 13038.1/CSJ 0451-05-003	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0451-04-025	SW PE:	\$0	\$481,687	\$0	\$0	\$0	\$481,687
2024	CON	0451-04-025	Cat 1:	\$320,000	\$80,000	\$0	\$0	\$0	\$400,000
2024	CON	0451-04-025	Cat 2M:	\$7,990,792	\$1,997,698	\$0	\$0	\$0	\$9,988,490
Phase Subtotal:				\$8,310,792	\$2,077,698	\$0	\$0	\$0	\$10,388,490
Grand Total:				\$8,310,792	\$2,559,385	\$0	\$0	\$0	\$10,870,177

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0451-04-025	SW PE:	\$0	\$481,687	\$0	\$0	\$0	\$481,687
2024	CON	0451-04-025	Cat 1:	\$0	\$0	\$0	\$0	\$0	\$0
2024	CON	0451-04-025	Cat 2M:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
2027	CON	0451-04-025	Cat 1:	\$320,000	\$80,000	\$0	\$0	\$0	\$400,000
2027	CON	0451-04-025	Cat 2M:	\$7,990,792	\$1,997,698	\$0	\$0	\$0	\$9,988,490
Phase Subtotal:				\$8,310,792	\$2,077,698	\$0	\$0	\$0	\$10,388,490
Grand Total:				\$8,310,792	\$2,559,385	\$0	\$0	\$0	\$10,870,177

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55297.1	Facility: FM 407	Location/Limits From: FM 156	Modification #: 2023-0815
Implementing Agency: TXDOT-DALLAS	Location/Limits To: WEST OF IH 35W		
County: DENTON	CSJ: 1310-01-048		
City: ARGYLE, NORTHLAKE	Desc: RECONSTRUCT AND WIDEN 2 TO 4 LANE ROADWAY (6 LANE ULTIMATE)		
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)			

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	1310-01-048	SW PE:	\$0	\$6,178,662	\$0	\$0	\$0	\$6,178,662
2025	ROW	1310-01-048	SW ROW:	\$0	\$13,356,089	\$0	\$0	\$0	\$13,356,089
Grand Total:				\$0	\$19,534,751	\$0	\$0	\$0	\$19,534,751

TIP Code: 55297.2	Facility: FM 407	Location/Limits From: EAST OF IH 35W	Modification #: 2023-0816
Implementing Agency: TXDOT-DALLAS	Location/Limits To: FM 1830		
County: DENTON	CSJ: 1310-01-049		
City: ARGYLE, NORTHLAKE	Desc: RECONSTRUCT AND WIDEN 2 TO 4 LANE ROADWAY (6 LANE ULTIMATE)		
Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)			

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	1310-01-049	SW PE:	\$0	\$3,886,897	\$0	\$0	\$0	\$3,886,897
2025	ROW	1310-01-049	SW ROW:	\$0	\$12,156,000	\$0	\$0	\$0	\$12,156,000
Grand Total:				\$0	\$16,042,897	\$0	\$0	\$0	\$16,042,897

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55297.3	Facility: FM 407	Location/Limits From: BILL COOK ROAD	Modification #: 2023-0818
Implementing Agency: TXDOT-DALLAS		Location/Limits To: FM 156	
County: DENTON	CSJ: 1568-02-016		
City: ARGYLE, NORTHLAKE	Desc:	RECONSTRUCT AND WIDEN 2 TO 4 LANE ROADWAY (6 LANE ULTIMATE)	
	Request:	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	1568-02-016	SW PE:	\$0	\$4,876,052	\$0	\$0	\$0	\$4,876,052
2025	ROW	1568-02-016	SW ROW:	\$0	\$20,466,180	\$0	\$0	\$0	\$20,466,180
Grand Total:				\$0	\$25,342,232	\$0	\$0	\$0	\$25,342,232

TIP Code: 50006	Facility: IH 30	Location/Limits From: FERGUSON RD	Modification #: 2023-0820
Implementing Agency: TXDOT-DALLAS		Location/Limits To: US 80	
County: DALLAS	CSJ: 0009-11-263		
City: DALLAS	Desc:	RECONSTRUCT AND WIDEN 1 REVERSIBLE HOV TO 2 REVERSIBLE MANAGED LANES	
	Request:	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0009-11-263	SW PE:	\$0	\$2,677,981	\$0	\$0	\$0	\$2,677,981
Grand Total:				\$0	\$2,677,981	\$0	\$0	\$0	\$2,677,981

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 50006.1	Facility: IH 30	Location/Limits From: FERGUSON RD	Modification #: 2023-0821
Implementing Agency: TXDOT-DALLAS		Location/Limits To: US 80	
County: DALLAS	CSJ: 0009-11-262		
City: DALLAS	Desc:	RECONSTRUCT AND WIDEN 8 TO 10 GENERAL PURPOSE LANES AND RECONSTRUCT 4/6 DISCONTINUOUS TO 4/6 CONTINUOUS FRTG ROADS	
	Request:	ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0009-11-262	SW PE:	\$0	\$14,663,484	\$0	\$0	\$0	\$14,663,484
2025	ROW	0009-11-262	SW ROW:	\$0	\$68,098,979	\$0	\$0	\$0	\$68,098,979
Grand Total:				\$0	\$82,762,463	\$0	\$0	\$0	\$82,762,463

TIP Code: 55305	Facility: US 287	Location/Limits From: EAST OF SH 360	Modification #: 2023-0822
Implementing Agency: TXDOT-DALLAS		Location/Limits To: WEST OLD FORT WORTH ROAD	
County: ELLIS	CSJ: 0172-04-049		
City: VARIOUS	Desc:	CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROAD AND INTERCHANGES AT ST PAUL RD, LAKEVIEW DR & PRAIRIE RIDGE BLVD, KIMBLE DR, AND WARD RD	
	Request:	INCREASE ENGINEERING FUNDING; ADD ROW TO FY2025; REVISE SCOPE TO RECONSTRUCT 4 LANE ARTERIAL TO 4 LANE FREEWAY, CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROADS AND INTERCHANGES AT ST PAUL RD, LAKEVIEW DR & PRAIRIE RIDGE BLVD, KIMBLE DR, AND WARD RD	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0172-04-049	SW PE:	\$0	\$8,028,961	\$0	\$0	\$0	\$8,028,961
Grand Total:				\$0	\$8,028,961	\$0	\$0	\$0	\$8,028,961

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0172-04-049	SW PE:	\$0	\$38,649,838	\$0	\$0	\$0	\$38,649,838
2025	ROW	0172-04-049	SW ROW:	\$0	\$22,945,460	\$0	\$0	\$0	\$22,945,460
Grand Total:				\$0	\$61,595,298	\$0	\$0	\$0	\$61,595,298

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55308	Facility: US 287	Location/Limits From: SOUTH MIDLOTHIAN PKWY	Modification #: 2023-0823
Implementing Agency: TXDOT-DALLAS		Location/Limits To: BUS 287R NORTH IN WAXAHACHIE	
County: ELLIS	CSJ: 0172-05-127		
City: VARIOUS	Desc:	CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROAD AND INTERCHANGES AT ONWARD RD, PRESIDENTIAL PKWY, STOUT RD, REX ODOM DR, SARDIS ST, AND BUS 287R	
	Request:	ADD ROW TO FY2025; REVISE SCOPE TO RECONSTRUCT 4 LANE ARTERIAL TO 4 LANE FREEWAY, CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROAD AND INTERCHANGES AT ONWARD RD, PRESIDENTIAL PKWY, STOUT RD, REX ODOM DR, SARDIS ST, AND BUS 287R	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0172-05-127	SW PE:	\$0	\$10,052,063	\$0	\$0	\$0	\$10,052,063
Grand Total:				\$0	\$10,052,063	\$0	\$0	\$0	\$10,052,063

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0172-05-127	SW PE:	\$0	\$10,052,063	\$0	\$0	\$0	\$10,052,063
2025	ROW	0172-05-127	SW ROW:	\$0	\$38,890,276	\$0	\$0	\$0	\$38,890,276
Grand Total:				\$0	\$48,942,339	\$0	\$0	\$0	\$48,942,339

TIP Code: 55306	Facility: US 287	Location/Limits From: WEST OF OLD FORT WORTH ROAD	Modification #: 2023-0824
Implementing Agency: TXDOT-DALLAS		Location/Limits To: WEST OF US 67	
County: ELLIS	CSJ: 0172-13-009		
City: MIDLOTHIAN	Desc:	CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROAD	
	Request:	INCREASE ENGINEERING FUNDING; ADD ROW TO FY2025; REVISE SCOPE TO RECONSTRUCT 4 LANE ARTERIAL TO 4 LANE FREEWAY AND CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROADS	
	Comment:	PART OF A LARGER SEGMENT OF DISCONTINUOUS FRONTAGE ROADS IN THE MTP BUT THIS SEGMENT IS CONTINUOUS	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0172-13-009	SW PE:	\$0	\$493,721	\$0	\$0	\$0	\$493,721
Grand Total:				\$0	\$493,721	\$0	\$0	\$0	\$493,721

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0172-13-009	SW PE:	\$0	\$952,360	\$0	\$0	\$0	\$952,360
2025	ROW	0172-13-009	SW ROW:	\$0	\$519,920	\$0	\$0	\$0	\$519,920
Grand Total:				\$0	\$1,472,280	\$0	\$0	\$0	\$1,472,280

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55307	Facility: US 287	Location/Limits From: US 67	Modification #: 2023-0825
Implementing Agency: TXDOT-DALLAS	Location/Limits To: SOUTH MIDLOTHIAN PKWY		
County: ELLIS	CSJ: 0172-13-008		
City: MIDLOTHIAN	Desc: CONSTRUCT 0 TO 4 LANE DISCONTINUOUS FRONTAGE ROAD AND INTERCHANGES AT FM 663, 14TH ST, AND MIDLOTHIAN PKWY		
	Request: INCREASE ENGINEERING FUNDING; ADD ROW TO FY2025; REVISE SCOPE TO CONSTRUCT 0 TO 4 LANE DISCONTINUOUS FRONTAGE ROAD AND IMPROVE INTERCHANGES AT FM 663, 14TH ST, AND MIDLOTHIAN PKWY		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0172-13-008	SW PE:	\$0	\$3,620,597	\$0	\$0	\$0	\$3,620,597
Grand Total:				\$0	\$3,620,597	\$0	\$0	\$0	\$3,620,597

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0172-13-008	SW PE:	\$0	\$11,641,707	\$0	\$0	\$0	\$11,641,707
2025	ROW	0172-13-008	SW ROW:	\$0	\$8,448,108	\$0	\$0	\$0	\$8,448,108
Grand Total:				\$0	\$20,089,815	\$0	\$0	\$0	\$20,089,815

TIP Code: 50003	Facility: US 175	Location/Limits From: NORTH OF BUS 175	Modification #: 2023-0826
Implementing Agency: TXDOT-DALLAS	Location/Limits To: EAST OF FM 1895		
County: KAUFMAN	CSJ: 0197-05-063		
City: KEMP	Desc: CONSTRUCT GRADE SEPARATIONS AT BUS 175 AND FM 1895		
	Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0197-05-063	SW PE:	\$0	\$5,208,097	\$0	\$0	\$0	\$5,208,097
2025	UTIL	0197-05-063	SW ROW:	\$0	\$2,225,000	\$0	\$0	\$0	\$2,225,000
Grand Total:				\$0	\$7,433,097	\$0	\$0	\$0	\$7,433,097

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11538	Facility: VA	Location/Limits From: TRINITY PARKWAY FROM IH 35E/SH 183 SPLIT	Modification #: 2023-0830
Implementing Agency: NTTA		Location/Limits To: SH 310/US 175	
County: DALLAS	CSJ: 0918-45-862		
City: DALLAS	Desc:	ENGINEERING AND TRAFFIC AND REVENUE STUDY FOR NEW LOCATION 6 LANE TOLLWAY (TOLL)	
	Request:	INCREASE RTR 121-DA2 BY \$6,640,273 AND REMOVE CAT 11 AS FEDERAL FUNDS HAD TO BE REPAID GIVEN THAT PROJECT DID NOT PROCEED TO CONSTRUCTION	
	Comment:	LEAVE EXPENDED FUNDS ON PREVIOUSLY CANCELLED PROJECT (CANCELLED BY CITY ACTION IN 08/2017 AND BY THE RTC IN 05/2018)	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-45-862	Cat 11:	\$6,600,000	\$0	\$0	\$0	\$0	\$6,600,000
2017	ENG	0918-45-862	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$25,291,839	\$0	\$0	\$25,291,839
Phase Subtotal:				\$6,600,000	\$0	\$25,291,839	\$0	\$0	\$31,891,839
Grand Total:				\$6,600,000	\$0	\$25,291,839	\$0	\$0	\$31,891,839

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0918-45-862	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$31,932,112	\$0	\$0	\$31,932,112
Grand Total:				\$0	\$0	\$31,932,112	\$0	\$0	\$31,932,112

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13000	Facility: IH 30	Location/Limits From: DALLAS COUNTY LINE	Modification #: 2023-0833
Implementing Agency: TXDOT-FORT WORTH		Location/Limits To: SH 161	
County: DALLAS	CSJ: 1068-04-170		
City: GRAND PRAIRIE	Desc:	RECONSTRUCT AND WIDEN FROM 6 TO 8 MAINLANES WITH 2 TO 2 REVERSIBLE MANAGED LANES AND CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROADS; MODIFICATIONS TO SH 161 CONNECTIONS	
	Request:	DELAY CONSTRUCTION TO FY2027 THEREBY REMOVING CONSTRUCTION PHASE FROM THE 2023-2026 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	Comment:	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 13001/CSJ 1068-02-147	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	1068-04-170	SW PE:	\$0	\$530,000	\$0	\$0	\$0	\$530,000
2023	ROW	1068-04-170	SW ROW:	\$7,128,000	\$1,782,000	\$0	\$0	\$0	\$8,910,000
2024	CON	1068-04-170	Cat 2M:	\$8,800,000	\$2,200,000	\$0	\$0	\$0	\$11,000,000
2024	CON	1068-04-170	Cat 4:	\$8,800,000	\$2,200,000	\$0	\$0	\$0	\$11,000,000
Phase Subtotal:				\$17,600,000	\$4,400,000	\$0	\$0	\$0	\$22,000,000
Grand Total:				\$24,728,000	\$6,712,000	\$0	\$0	\$0	\$31,440,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	1068-04-170	SW PE:	\$0	\$530,000	\$0	\$0	\$0	\$530,000
2023	ROW	1068-04-170	SW ROW:	\$7,128,000	\$1,782,000	\$0	\$0	\$0	\$8,910,000
2024	CON	1068-04-170	Cat 2M:	\$0	\$0	\$0	\$0	\$0	\$0
2024	CON	1068-04-170	Cat 4:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
2027	CON	1068-04-170	Cat 2M:	\$8,800,000	\$2,200,000	\$0	\$0	\$0	\$11,000,000
2027	CON	1068-04-170	Cat 4:	\$8,800,000	\$2,200,000	\$0	\$0	\$0	\$11,000,000
Phase Subtotal:				\$17,600,000	\$4,400,000	\$0	\$0	\$0	\$22,000,000
Grand Total:				\$24,728,000	\$6,712,000	\$0	\$0	\$0	\$31,440,000

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14080	Facility: VA	Location/Limits From: REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	Modification #: 2023-0834
Implementing Agency: GRAND PRAIRIE		Location/Limits To: MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	
County: VARIOUS	CSJ: 0902-90-163		
City: GRAND PRAIRIE	Desc: CONSTRUCT SHARED-USE PATH		
	Request: DELAY ENVIRONMENTAL AND ENGINEERING TO FY2024; INCREASE ENGINEERING FUNDING; DELAY ROW AND UTILITIES TO FY2025; DELAY CONSTRUCTION TO FY2027 AND INCREASE FUNDING TO COVER INCREASED COSTS		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENV	0902-90-163	Cat 5:	\$22,000	\$0	\$0	\$5,500	\$0	\$27,500
2020	ENG	0902-90-163	Cat 5:	\$220,508	\$0	\$0	\$55,127	\$0	\$275,635
2023	ROW	0902-90-163	Cat 5:	\$508,880	\$0	\$0	\$127,220	\$0	\$636,100
2023	UTIL	0902-90-163	Cat 5:	\$60,000	\$0	\$0	\$15,000	\$0	\$75,000
2024	CON	0902-90-163	Cat 5:	\$2,868,612	\$0	\$0	\$717,153	\$0	\$3,585,765
Grand Total:				\$3,680,000	\$0	\$0	\$920,000	\$0	\$4,600,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENV	0902-90-163	Cat 5:	\$22,000	\$0	\$0	\$5,500	\$0	\$27,500
2024	ENG	0902-90-163	Cat 5:	\$393,600	\$0	\$0	\$98,400	\$0	\$492,000
2025	ROW	0902-90-163	Cat 5:	\$508,880	\$0	\$0	\$127,220	\$0	\$636,100
2025	UTIL	0902-90-163	Cat 5:	\$60,000	\$0	\$0	\$15,000	\$0	\$75,000
2027	CON	0902-90-163	Cat 5:	\$12,001,070	\$0	\$0	\$3,000,267	\$0	\$15,001,337
Grand Total:				\$12,985,550	\$0	\$0	\$3,246,387	\$0	\$16,231,937

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25104.1	Facility: VA	Location/Limits From: SOUTH DALLAS IMPROVED BICYCLE/PEDESTRIAN ROUTES TO RAIL AND TRANSIT TECHNOLOGY UPGRADES	Modification #: 2023-0835
Implementing Agency: DALLAS		Location/Limits To: BOUNDED BY BOTHAM JEAN BLVD TO THE NORTH, IH 45 TO THE EAST, IH 20 TO THE SOUTH, IH 35E TO THE WEST	
County: DALLAS	CSJ: 0000-02-045, 0918-47-475, 0918-47-476		
City: DALLAS	Desc: CONSTRUCT NEW SIDEWALKS, BIKE TRAIL, PEDESTRIAN SAFETY COUNTERMEASURES, AND LANDSCAPING NEAR DART BUS STOPS AND EAST OAK CLIFF BLUE LINE STATIONS INCLUDES NCTCOG STAFF TIME AND CONST MANAGEMENT FEES		
	Request: COMBINE WITH TIP 25104.2/CSJ 0918-47-486; INCREASE AND REVISE FUNDING TO INCLUDE 20% MATCH PREVIOUSLY LISTED AS LOCAL CONTRIBUTION ON TIP 25104.2/CSJ 0918-47-486; TOTAL PROJECT FUNDING AMOUNT REMAINS THE SAME; CHANGE IMPLEMENTING AGENCY TO NCTCOG; REMOVE ROW & UTILITIES FUNDING AND MOVE TO ENGINEERING; CHANGE CSJ 0918-47-475 FROM CONSTRUCTION TO TRANSFER		
	Comment: 2022 RAISE GRANT; RTR 121-ESD FUNDS PROVIDE MATCH TO CMAQ AND PARTIAL MATCH TO ENGINEERING RAISE GRANT; RELATED TO TIP 25104.2/CSJ 0918-47-486; CITY TO REPORT DIRECTLY TO FHWA FOR RAISE GRANT WITHOUT TXDOT OVERSIGHT; \$5M CMAQ TRANSFER FROM FHWA TO FTA FOR CONSTRUCTION FUNDS		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0000-02-045	Cat 10 - RAISE Grant:	\$3,500,000	\$0	\$0	\$375,000	\$0	\$3,875,000
2024	ROW	0000-02-045	Cat 10 - RAISE Grant:	\$80,000	\$0	\$0	\$20,000	\$0	\$100,000
2024	UTIL	0000-02-045	Cat 10 - RAISE Grant:	\$80,000	\$0	\$0	\$20,000	\$0	\$100,000
2025	CON	0000-02-045	Cat 10 - RAISE Grant:	\$21,340,000	\$0	\$0	\$5,335,000	\$0	\$26,675,000
2025	CON	0918-47-475	Cat 5:	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
2025	CON	0918-47-476	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$5,000,000	\$0	\$0	\$5,000,000
Phase Subtotal:				\$23,340,000	\$0	\$5,000,000	\$5,335,000	\$0	\$33,675,000
Grand Total:				\$27,000,000	\$0	\$5,000,000	\$5,750,000	\$0	\$37,750,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0000-02-045	Cat 10 - RAISE Grant:	\$3,660,000	\$0	\$0	\$915,000	\$0	\$4,575,000
2025	CON	0000-02-045	Cat 10 - RAISE Grant:	\$21,340,000	\$0	\$0	\$5,335,000	\$0	\$26,675,000
2025	CON	0918-47-476	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$5,000,000	\$1,250,000	\$0	\$6,250,000
Phase Subtotal:				\$21,340,000	\$0	\$5,000,000	\$6,585,000	\$0	\$32,925,000
2025	TRANS	0918-47-475	Cat 5:	\$5,000,000	\$0	\$0	\$1,250,000	\$0	\$6,250,000
Grand Total:				\$30,000,000	\$0	\$5,000,000	\$8,750,000	\$0	\$43,750,000

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENG	0000-02-045	Cat 10 - RAISE Grant:	\$3,280,000	\$0	\$0	\$820,000	\$0	\$4,100,000
2024	ENG	0000-02-045	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$475,000	\$475,000
Phase Subtotal:				\$3,280,000	\$0	\$0	\$820,000	\$475,000	\$4,575,000
2025	CON	0000-02-045	Cat 10 - RAISE Grant:	\$21,720,000	\$0	\$0	\$0	\$0	\$21,720,000
2025	CON	0000-02-045	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,205,000	\$3,205,000
2025	CON	0918-47-476	Cat 3 - RTR 121 - East Sustainable Dev:	\$0	\$0	\$5,000,000	\$1,250,000	\$0	\$6,250,000
Phase Subtotal:				\$21,720,000	\$0	\$5,000,000	\$1,250,000	\$3,205,000	\$31,175,000
2025	TRANS	0918-47-475	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,750,000	\$1,750,000
2025	TRANS	0918-47-475	Cat 5:	\$5,000,000	\$0	\$0	\$1,250,000	\$0	\$6,250,000
Phase Subtotal:				\$5,000,000	\$0	\$0	\$1,250,000	\$1,750,000	\$8,000,000
Grand Total:				\$30,000,000	\$0	\$5,000,000	\$3,320,000	\$5,430,000	\$43,750,000

Revisions since STTC Meeting: REVISE FUNDING TO ENSURE LOCAL MATCH IS CONSISTENT WITH THE REQUIREMENTS OUTLINED IN THE AGREEMENT.

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25104.2	Facility: VA	Location/Limits From: SOUTH DALLAS IMPROVED BICYCLE/PEDESTRIAN ROUTES TO RAIL AND TRANSIT TECHNOLOGY UPGRADES	Modification #: 2023-0836
Implementing Agency: DART		Location/Limits To: BOUNDED BY BOTHAM JEAN BLVD TO THE NORTH, IH 45 TO THE EAST, IH 20 TO THE SOUTH, IH 35E TO THE WEST	
County: DALLAS	CSJ: 0918-47-486		
City: DALLAS	Desc:	CONSTRUCT NEW SIDEWALKS, BIKE TRAIL, PEDESTRIAN SAFETY COUNTERMEASURES, AND LANDSCAPING NEAR DART BUS STOPS AND EAST OAK CLIFF BLUE LINE STATIONS INCLUDES NCTCOG STAFF TIME AND CONST MANAGEMENT FEES	
	Request:	CANCEL PROJECT AND REPROGRAM FUNDS TO TIP 25104.1 IN ORDER TO SATISFY USDOT IMPLEMENTATION RECOMMENDATIONS	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	TRANS	0918-47-486	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,250,000	\$2,250,000
2025	TRANS	0918-47-486	Cat 5:	\$3,000,000	\$0	\$0	\$750,000	\$0	\$3,750,000
Phase Subtotal:				\$3,000,000	\$0	\$0	\$750,000	\$2,250,000	\$6,000,000
Grand Total:				\$3,000,000	\$0	\$0	\$750,000	\$2,250,000	\$6,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	TRANS	0918-47-486	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
2025	TRANS	0918-47-486	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	84161	Facility:	CS	Location/Limits From:	ON SUNRISE/FERRIS RD FROM LOOP 9 INTERCHANGE	Modification #:	2023-0859
Implementing Agency:	DALLAS CO	Location/Limits To:	SOUTH OF BELT LINE RD				
County:	DALLAS	CSJ:	0000-08-122				
City:	LANCASTER	Desc:	RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE DIVIDED CONCRETE SECTION WITH DRAINAGE AND REPLACE BRIDGE OVER TEN MILE CREEK				
		Request:	CANCEL PROJECT AND REMOVE IT FROM THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); TRANSFER FUNDING TO TIP 21023.3				

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0000-08-122	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,200,000	\$2,200,000
2023	ENV	0000-08-122	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
Grand Total:				\$0	\$0	\$0	\$0	\$2,700,000	\$2,700,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0000-08-122	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
2023	ENV	0000-08-122	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED MAY 2024 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21049	Facility: VA	Location/Limits From: VARIOUS LOCATIONS IN DALLAS COUNTY; IH 20 AT DALLAS/TARRANT COUNTY LINE (EB)	Modification #: 2023-0860
Implementing Agency: TXDOT-DALLAS		Location/Limits To: IH 30 AT DALLAS/TARRANT COUNTY LINE (EB), IH 30 AT SYLVAN (WB), SH 183 AT COUNTY LINE ROAD (EB), US 75 AT HASKELL (NB & SB)	
County: DALLAS	CSJ: 0918-47-333		
City: VARIOUS	Desc: INSTALLATION OF DYNAMIC MESSAGE SIGNS		
	Request: INCREASE CMAQ AND ADD CAT 1 FUNDING FOR CONSTRUCTION IN FY2024		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0918-47-333	SW PE:	\$0	\$53,971	\$0	\$0	\$0	\$53,971
2024	CON	0918-47-333	Cat 5:	\$700,000	\$175,000	\$0	\$0	\$0	\$875,000
Grand Total:				\$700,000	\$228,971	\$0	\$0	\$0	\$928,971

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0918-47-333	SW PE:	\$0	\$53,971	\$0	\$0	\$0	\$53,971
2024	CON	0918-47-333	Cat 1:	\$0	\$452,500	\$0	\$0	\$0	\$452,500
2024	CON	0918-47-333	Cat 5:	\$1,043,000	\$260,750	\$0	\$0	\$0	\$1,303,750
Phase Subtotal:				\$1,043,000	\$713,250	\$0	\$0	\$0	\$1,756,250
Grand Total:				\$1,043,000	\$767,221	\$0	\$0	\$0	\$1,810,221

How to Read the Project Modification Listings – Transit Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing for transit projects. The fields are described below.

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2015 PROGRAM OF PROJECTS

Modification #: 2015-0695

Request: REFINE FY2015 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 20,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

FUNDING TABLE:									
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2015	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783
12678.15	PROGRAM ADMINISTRATION	2015	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885
12752.15	MOBILITY MANAGEMENT	2015	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000
12765.15	OPERATING ASSISTANCE	2015	OPERATING	\$72,000	\$0	\$0	\$72,000	0	\$144,000
TOTAL:				\$599,311	\$0	\$0	\$98,357	20,000	\$697,668

Revision Requested:

FUNDING TABLE:										REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2016	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783	NO CHANGE
12678.15	PROGRAM ADMINISTRATION	2016	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885	NO CHANGE
12752.15	MOBILITY MANAGEMENT	2016	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE
12765.15	OPERATING ASSISTANCE	2016	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$527,311	\$0	\$0	\$26,357	20,000	\$553,668	

IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
APPORTIONMENT YEAR:	Identifies the apportionment year in which funds were committed to the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
REQUEST:	Describes the action being requested through the modification.
UZA:	Identifies the Urbanized Area in which the project is located.
COMMENT:	States any comments related to the project.
FUNDING SOURCE:	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides descriptions of the different funding categories and outlines abbreviations commonly used for the categories: www.nctcog.org/trans/funds/transportation-improvement-program
CURRENTLY APPROVED FUNDING TABLE:	Provides the total funding currently approved for a program of projects; incorporates total funding for projects in the program. This table will not appear for a modification that is adding a new program of projects to the TIP/STIP.
REVISION REQUESTED FUNDING TABLE:	Provides the total proposed funding for a program of projects as a result of the requested change; incorporates total funding for all projects in the program.

TIP CODE:	The number assigned to a TIP project, which is how NCTCOG identifies a project.
DESCRIPTION:	Identifies the scope of work that will be completed in the project.
FY:	Identifies the fiscal years in which the project occurs.
PROJECT TYPE:	Identifies if the project is a capital, operating, or planning project.
FUNDING TABLE:	Provides funding breakdown for funds associated with that program of projects.
REQUESTED REVISION BY PROJECT:	Identifies the request at the TIP Code level.

PROPOSED MAY 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF ARLINGTON

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2023-0837

Request: REMOVE PROJECT FROM THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 170,00 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) ARE BEING REMOVED

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12904.18	CAPITAL COST OF CONTRACTING-VIA	2020	CAPITAL	\$850,000	\$0	\$0	\$0	170,000	\$850,000		
TOTAL:				\$850,000	\$0	\$0	\$0	170,000	\$850,000		

Revision Requested:

				FUNDING TABLE:						REVISION REQUESTED BY PROJECT	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12904.18	CAPITAL COST OF CONTRACTING-VIA	2020	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
TOTAL:				\$0	\$0	\$0	\$0	0	\$0		

Implementing Agency: CITY OF ARLINGTON

Apportionment Year FY2021 PROGRAM OF PROJECTS

Modification #: 2023-0838

Request: REVISE FY2021 PROGRAM OF PROJECTS; PROJECT GROUPED UNDER CSJ 5000-00-918

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 950,556 TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) WERE UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; TIP 12904.21 GROUPED UNDER CSJ 5000-00-918

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12904.21	CAPITAL COST OF CONTRACTING - VIA	2022	CAPITAL	\$3,000,000	\$0	\$0	\$0	600,000	\$3,000,000		
12906.21	CAPITAL COST OF CONTRACTING - HANDITRAN	2022	CAPITAL	\$480,000	\$0	\$0	\$0	96,000	\$480,000		
12973.21	OPERATING ASSISTANCE - HANDITRAN	2022	OPERATING	\$1,087,777	\$0	\$0	\$1,087,777	0	\$2,175,554		
12975.21	PREVENTIVE MAINTENANCE - HANDITRAN	2022	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000		
TOTAL:				\$4,752,777	\$0	\$0	\$1,087,777	733,000	\$5,840,554		

Revision Requested:

				FUNDING TABLE:						REVISION REQUESTED BY PROJECT	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12904.21	CAPITAL COST OF CONTRACTING - VIA	2024	CAPITAL	\$4,087,777	\$0	\$0	\$0	817,556	\$4,087,777	INCREASE FUNDING; GROUP PROJECT	
12906.21	CAPITAL COST OF CONTRACTING - HANDITRAN	2022	CAPITAL	\$480,000	\$0	\$0	\$0	96,000	\$480,000	NO CHANGE	
12973.21	OPERATING ASSISTANCE - HANDITRAN	2022	OPERATING	\$1,087,777	\$0	\$0	\$1,087,777	0	\$2,175,554	NO CHANGE	
12975.21	PREVENTIVE MAINTENANCE - HANDITRAN	2022	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000	NO CHANGE	
TOTAL:				\$5,840,554	\$0	\$0	\$1,087,777	950,556	\$6,928,331		

PROPOSED MAY 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF ARLINGTON

Apportionment Year FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0840

Request: REVISE FY2024 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 266,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12022.23	CAPITAL COST OF CONTRACTING - HANDITRAN	2024	CAPITAL	\$960,000	\$0	\$0	\$0	192,000	\$960,000
12027.23	CAPITAL COST OF CONTRACTING - VIA RIDESHARE	2024	CAPITAL	\$3,689,305	\$0	\$0	\$0	737,861	\$3,689,305
12037.23	OPERATING ASSISTANCE (SPECIAL RULE)	2024	OPERATING	\$1,824,435	\$341,663	\$0	\$1,482,772	0	\$3,648,870
12907.23	PREVENTIVE MAINTENANCE	2024	CAPITAL	\$370,000	\$0	\$0	\$0	74,000	\$370,000
TOTAL:				\$6,843,740	\$341,663	\$0	\$1,482,772	1,003,861	\$8,668,175

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12022.23	CAPITAL COST OF CONTRACTING - HANDITRAN	2024	CAPITAL	\$960,000	\$0	\$0	\$0	192,000	\$960,000	NO CHANGE
12027.23	CAPITAL COST OF CONTRACTING - VIA RIDESHARE	2024	CAPITAL	\$3,689,305	\$0	\$0	\$0	0	\$3,689,305	REMOVE TDCs; ADD LOCAL SHARE
12037.23	OPERATING ASSISTANCE (SPECIAL RULE)	2024	OPERATING	\$1,824,435	\$341,663	\$0	\$1,482,772	0	\$3,648,870	NO CHANGE
12907.23	PREVENTIVE MAINTENANCE	2024	CAPITAL	\$370,000	\$0	\$0	\$0	74,000	\$370,000	NO CHANGE
TOTAL:				\$6,843,740	\$341,663	\$0	\$1,482,772	266,000	\$8,668,175	

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2023-0841

Request: REVISE FY2018 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12028.18	SYSTEM PREVENTIVE MAINTENANCE	2019	CAPITAL	\$42,799,311	\$0	\$0	\$10,699,828	0	\$53,499,139
12515.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2019	CAPITAL	\$3,582,965	\$0	\$0	\$895,742	0	\$4,478,707
12846.18	VARIOUS PROJECTS (RAIL)	2019	CAPITAL	\$4,324,204	\$0	\$0	\$1,081,051	0	\$5,405,255
TOTAL:				\$50,706,480	\$0	\$0	\$12,676,621	0	\$63,383,101

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12028.18	SYSTEM PREVENTIVE MAINTENANCE	2019	CAPITAL	\$42,799,311	\$0	\$0	\$10,699,828	0	\$53,499,139	NO CHANGE
12515.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2019	CAPITAL	\$3,582,965	\$0	\$0	\$895,742	0	\$4,478,707	NO CHANGE
12846.18	VARIOUS PROJECTS (RAIL)	2024	CAPITAL	\$15,156,957	\$0	\$0	\$3,789,240	0	\$18,946,197	INCREASE FUNDING
TOTAL:				\$61,539,233	\$0	\$0	\$15,384,810	0	\$76,924,043	

PROPOSED MAY 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2023-0842

Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); PROJECT GROUPED UNDER CSJ 5000-00-918

UZA: DENTON-LEWISVILLE

Comment: 11,223 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; PROJECT GROUPED UNDER CSJ 5000-00-918

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

			FUNDING TABLE:							REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12123.19	MOBILITY MANAGEMENT	2024	CAPITAL	\$56,115	\$0	\$0	\$0	11,223	\$56,115	ADD PROJECT (MPO TDCS); GROUPED PROJECT
			TOTAL:	\$56,115	\$0	\$0	\$0	11,223	\$56,115	

Implementing Agency: CITY OF MESQUITE

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2023-0845

Request: REMOVE PROJECTS FROM THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 14,400 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) ARE BEING REMOVED

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

			FUNDING TABLE:						
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12013.18	OPERATING ASSISTANCE - JARC	2019	OPERATING	\$910,000	\$0	\$0	\$910,000	0	\$1,820,000
12865.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$262,000	\$0	\$0	\$0	14,400	\$262,000
			TOTAL:	\$1,172,000	\$0	\$0	\$910,000	14,400	\$2,082,000

Revision Requested:

			FUNDING TABLE:							REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12013.18	OPERATING ASSISTANCE - JARC	2019	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12865.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
			TOTAL:	\$0	\$0	\$0	\$0	0	\$0	

PROPOSED MAY 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: PUBLIC TRANSIT SERVICES

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2023-0848

Request: REVISE FY2018 PROGRAM OF PROJECTS AND REMOVE PROJECT FROM THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); PROJECT GROUPED UNDER CSJ 5000-00-918

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 42,800 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12122.18	BUS PREVENTIVE MAINTENANCE	2019	CAPITAL	\$96,000	\$0	\$0	\$0	19,200	\$96,000
12246.18	OPERATING ASSISTANCE	2019	OPERATING	\$87,224	\$0	\$0	\$87,224	0	\$174,448
12247.18	PROJECT ADMINISTRATION	2022	CAPITAL	\$26,000	\$0	\$0	\$0	5,200	\$26,000
12664.18	ACQUISITION OF HARDWARE	2019	CAPITAL	\$20,000	\$0	\$0	\$0	4,000	\$20,000
12666.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$72,000	\$0	\$0	\$0	14,400	\$72,000
12917.18	ACQUISITION OF BUS SHELTERS	2022	CAPITAL	\$275,000	\$0	\$0	\$0	55,000	\$275,000
TOTAL:				\$576,224	\$0	\$0	\$87,224	97,800	\$663,448

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12122.18	BUS PREVENTIVE MAINTENANCE	2024	CAPITAL	\$116,000	\$0	\$0	\$0	23,200	\$116,000	INCREASE FUNDING; GROUP PROJECT
12246.18	OPERATING ASSISTANCE	2019	OPERATING	\$87,224	\$0	\$0	\$87,224	0	\$174,448	NO CHANGE
12247.18	PROJECT ADMINISTRATION	2022	CAPITAL	\$26,000	\$0	\$0	\$0	5,200	\$26,000	NO CHANGE
12664.18	ACQUISITION OF HARDWARE	2019	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12666.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$72,000	\$0	\$0	\$0	14,400	\$72,000	NO CHANGE
12917.18	ACQUISITION OF BUS SHELTERS	2022	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$301,224	\$0	\$0	\$87,224	42,800	\$388,448	

PROPOSED MAY 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: PUBLIC TRANSIT SERVICES

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2023-0849

Request: REVISE FY2019 PROGRAM OF PROJECTS AND REMOVE PROJECT FROM THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); PROJECT GROUPED UNDER CSJ 5000-00-918

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 45,834 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12246.19	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$83,079	\$0	\$0	\$83,079	0	\$166,158
12247.19	PROJECT ADMINISTRATION	2020	CAPITAL	\$67,356	\$0	\$0	\$0	13,472	\$67,356
12664.19	ACQUISITION OF HARDWARE	2020	CAPITAL	\$20,000	\$0	\$0	\$0	4,000	\$20,000
12666.19	MOBILITY MANAGEMENT	2020	CAPITAL	\$42,016	\$0	\$0	\$0	8,404	\$42,016
12696.19	PREVENTIVE MAINTENANCE	2020	CAPITAL	\$70,000	\$0	\$0	\$0	14,000	\$70,000
12710.19	ACQUISITION OF SIGNAGE	2020	CAPITAL	\$29,628	\$0	\$0	\$0	5,926	\$29,628
12918.19	ACQUISITION OF COMMUNICATIONS EQUIPMENT	2020	CAPITAL	\$160	\$0	\$0	\$0	32	\$160
TOTAL:				\$312,239	\$0	\$0	\$83,079	45,834	\$395,318

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED BY PROJECT

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY PROJECT
12246.19	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$83,079	\$0	\$0	\$83,079	0	\$166,158	NO CHANGE
12247.19	PROJECT ADMINISTRATION	2020	CAPITAL	\$67,356	\$0	\$0	\$0	13,472	\$67,356	NO CHANGE
12664.19	ACQUISITION OF HARDWARE	2020	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12666.19	MOBILITY MANAGEMENT	2020	CAPITAL	\$42,016	\$0	\$0	\$0	8,404	\$42,016	NO CHANGE
12696.19	PREVENTIVE MAINTENANCE	2024	CAPITAL	\$90,000	\$0	\$0	\$0	18,000	\$90,000	INCREASE FUNDING; GROUP PROJECT
12710.19	ACQUISITION OF SIGNAGE	2020	CAPITAL	\$29,628	\$0	\$0	\$0	5,926	\$29,628	NO CHANGE
12918.19	ACQUISITION OF COMMUNICATIONS EQUIPMENT	2020	CAPITAL	\$160	\$0	\$0	\$0	32	\$160	NO CHANGE
TOTAL:				\$312,239	\$0	\$0	\$83,079	45,834	\$395,318	

PROPOSED MAY 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2023-0850

Request: REVISE FY2018 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 118,840 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12150.17	OPERATING ASSISTANCE	2018	OPERATING	\$315,454	\$0	\$0	\$315,454	0	\$630,908
12372.17	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$300,000	\$0	\$0	\$0	60,000	\$300,000
12632.17	GENERAL PLANNING	2023	PLANNING	\$40,000	\$0	\$0	\$0	8,000	\$40,000
12711.17	MOBILITY MANAGEMENT	2022	CAPITAL	\$79,200	\$0	\$0	\$0	15,840	\$79,200
12713.17	ACQUISITION OF SOFTWARE	2018	CAPITAL	\$175,000	\$0	\$0	\$0	35,000	\$175,000
TOTAL:				\$909,654	\$0	\$0	\$315,454	118,840	\$1,225,108

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12150.17	OPERATING ASSISTANCE	2018	OPERATING	\$315,454	\$0	\$0	\$315,454	0	\$630,908	NO CHANGE
12372.17	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$300,000	\$0	\$0	\$0	60,000	\$300,000	NO CHANGE
12632.17	GENERAL PLANNING	2023	PLANNING	\$40,000	\$0	\$0	\$0	8,000	\$40,000	NO CHANGE
12711.17	MOBILITY MANAGEMENT	2022	CAPITAL	\$79,200	\$0	\$0	\$0	15,840	\$79,200	NO CHANGE
12712.17	ACQUISITION OF SOFTWARE	2024	CAPITAL	\$20,000	\$0	\$0	\$0	4,000	\$20,000	ADD PROJECT
12713.17	ACQUISITION OF SOFTWARE	2018	CAPITAL	\$155,000	\$0	\$0	\$0	31,000	\$155,000	DECREASE FUNDING
TOTAL:				\$909,654	\$0	\$0	\$315,454	118,840	\$1,225,108	

PROPOSED MAY 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: STAR TRANSIT

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2023-0852

Request: REVISE FY2018 PROGRAM OF PROJECTS AND REMOVE PROJECT FROM THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); PROJECTS GROUPED UNDER CSJ 5000-00-918

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 305,253 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12151.18	OPERATING ASSISTANCE	2019	OPERATING	\$940,604	\$0	\$0	\$940,604	0	\$1,881,208
12241.18	PROJECT ADMINISTRATION	2019	CAPITAL	\$108,953	\$0	\$0	\$0	21,791	\$108,953
12483.18	ACQUISITION OF HARDWARE	2019	CAPITAL	\$27,100	\$0	\$0	\$0	5,420	\$27,100
12484.18	ACQUISITION OF SOFTWARE	2019	CAPITAL	\$74,000	\$0	\$0	\$0	14,800	\$74,000
12627.18	BUS PREVENTIVE MAINTENANCE	2019	CAPITAL	\$415,905	\$0	\$0	\$0	83,181	\$415,905
12716.18	ACQUISITION OF SIGNAGE	2019	CAPITAL	\$30,000	\$0	\$0	\$0	6,000	\$30,000
12717.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$870,303	\$0	\$0	\$0	174,061	\$870,303
12741.18	OPERATING ASSISTANCE-JARC	2019	OPERATING	\$138,000	\$0	\$0	\$138,000	0	\$276,000
12833.18	ACQUISITION OF BUS SHELTERS	2019	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000
TOTAL:				\$2,654,865	\$0	\$0	\$1,078,604	315,253	\$3,733,469

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12151.18	OPERATING ASSISTANCE	2019	OPERATING	\$940,604	\$0	\$0	\$940,604	0	\$1,881,208	NO CHANGE
12241.18	PROJECT ADMINISTRATION	2019	CAPITAL	\$108,953	\$0	\$0	\$0	21,791	\$108,953	NO CHANGE
12483.18	ACQUISITION OF HARDWARE	2019	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12484.18	ACQUISITION OF SOFTWARE	2024	CAPITAL	\$101,100	\$0	\$0	\$0	20,220	\$101,100	INCREASE FUNDING; GROUP PROJECT
12627.18	BUS PREVENTIVE MAINTENANCE	2024	CAPITAL	\$484,905	\$0	\$0	\$13,800	83,181	\$498,705	INCREASE FUNDING; ADD LOCAL SHARE; GROUP PROJECT
12716.18	ACQUISITION OF SIGNAGE	2019	CAPITAL	\$30,000	\$0	\$0	\$0	6,000	\$30,000	NO CHANGE
12717.18	MOBILITY MANAGEMENT	2024	CAPITAL	\$939,303	\$0	\$0	\$13,800	174,061	\$953,103	INCREASE FUNDING; ADD LOCAL SHARE; GROUP PROJECT
12741.18	OPERATING ASSISTANCE-JARC	2019	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12833.18	ACQUISITION OF BUS SHELTERS	2019	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$2,604,865	\$0	\$0	\$968,204	305,253	\$3,573,069	

PROPOSED MAY 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: STAR TRANSIT

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2023-0853

Request: REVISE FY2019 PROGRAM OF PROJECTS AND REMOVE PROJECT FROM THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); PROJECTS GROUPED UNDER CSJ 5000-00-918

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 333,821 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12024.19	CONSTRUCTION OF PARKING FACILITY	2023	CAPITAL	\$500,000	\$0	\$0	\$0	100,000	\$500,000
12151.19	OPERATING ASSISTANCE (SPECIAL RULE)	2019	OPERATING	\$1,005,944	\$0	\$0	\$1,005,944	0	\$2,011,888
12241.19	PROJECT ADMINISTRATION	2020	CAPITAL	\$268,000	\$0	\$0	\$0	53,600	\$268,000
12627.19	BUS PREVENTIVE MAINTENANCE	2020	CAPITAL	\$330,000	\$0	\$0	\$0	66,000	\$330,000
12717.19	MOBILITY MANAGEMENT	2020	CAPITAL	\$571,107	\$0	\$0	\$0	114,221	\$571,107
12741.19	OPERATING ASSISTANCE-JARC	2020	OPERATING	\$356,000	\$0	\$0	\$356,000	0	\$712,000
TOTAL:				\$3,031,051	\$0	\$0	\$1,361,944	333,821	\$4,392,995

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED BY PROJECT

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	
12024.19	CONSTRUCTION OF PARKING FACILITY	2023	CAPITAL	\$500,000	\$0	\$0	\$0	100,000	\$500,000	NO CHANGE
12151.19	OPERATING ASSISTANCE (SPECIAL RULE)	2019	OPERATING	\$1,005,944	\$0	\$0	\$1,005,944	0	\$2,011,888	NO CHANGE
12241.19	PROJECT ADMINISTRATION	2020	CAPITAL	\$268,000	\$0	\$0	\$0	53,600	\$268,000	NO CHANGE
12627.19	BUS PREVENTIVE MAINTENANCE	2024	CAPITAL	\$508,000	\$0	\$0	\$35,600	66,000	\$543,600	INCREASE FUNDING; ADD LOCAL SHARE; GROUP PROJECT
12717.19	MOBILITY MANAGEMENT	2024	CAPITAL	\$749,107	\$0	\$0	\$35,600	114,221	\$784,707	INCREASE FUNDING; ADD LOCAL SHARE; GROUP PROJECT
12741.19	OPERATING ASSISTANCE-JARC	2020	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$3,031,051	\$0	\$0	\$1,077,144	333,821	\$4,108,195	

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0854

Request: INCREASE FUNDING, REMOVE LOCAL MATCH, AND ADD TDCS

UZA: DENTON-LEWISVILLE

Comment: 65,545 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

FUNDING TABLE:

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12852.22	MOBILITY MANAGEMENT	2024	CAPITAL	\$42,169	\$0	\$0	\$10,542	0	\$52,711
TOTAL:				\$42,169	\$0	\$0	\$10,542	0	\$52,711

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED BY PROJECT

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	
12852.22	MOBILITY MANAGEMENT	2024	CAPITAL	\$327,726	\$0	\$0	\$0	65,545	\$327,726	INCREASE FUNDING, REMOVE LOCAL MATCH, AND ADD TDC
TOTAL:				\$327,726	\$0	\$0	\$0	65,545	\$327,726	

PROPOSED MAY 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0855

Request: ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); PORJECT GROUPED UNDER CSJ 5000-00-918

UZA: DENTON-LEWISVILLE

Comment: 16,974 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; PROJECT GROUPED UNDER CSJ 5000-00-918

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12852.23	MOBILITY MANAGEMENT	2024	CAPITAL	\$84,874	\$0	\$0	\$0	16,974	\$84,874	ADD PROJECT (MPO TDCs); GROUPED PROJECT
TOTAL:				\$84,874	\$0	\$0	\$0	16,974	\$84,874	

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2022 PROGRAM OF PROJECTS

Modification #: 2023-0857

Request: REVISE FY2022 PROGRAM OF PROJECTS AND REMOVE PROJECT FROM THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DENTON-LEWISVILLE

Comment: 57,111 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) ARE BEING REMOVED

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

				FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12677.22	PROGRAM ADMINISTRATION	2023	CAPITAL	\$36,414	\$0	\$0	\$0	0	\$36,414	
12737.22	MOBILITY MANAGEMENT - STRATEGIC PARTNERSHIP	2023	CAPITAL	\$285,557	\$0	\$0	\$0	57,111	\$285,557	
TOTAL:				\$321,971	\$0	\$0	\$0	57,111	\$321,971	

Revision Requested:

				FUNDING TABLE:						REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12677.22	PROGRAM ADMINISTRATION	2023	CAPITAL	\$36,414	\$0	\$0	\$0	0	\$36,414	NO CHANGE
12737.22	MOBILITY MANAGEMENT - STRATEGIC PARTNERSHIP	2023	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
TOTAL:				\$36,414	\$0	\$0	\$0	0	\$36,414	

PROPOSED MAY 2024 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF GRAND PRAIRIE

Apportionment Year FY2023 PROGRAM OF PROJECTS

Modification #: 2023-0858

Request: REVISE FY2023 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:

FUNDING TABLE:									
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12006.23	PREVENTIVE MAINTENANCE	2024	CAPITAL	\$96,000	\$0	\$0	\$24,000	0	\$120,000
12044.23	OPERATING ASSISTANCE (JARC)	2024	OPERATING	\$1,800,000	\$0	\$0	\$1,800,000	0	\$3,600,000
12078.23	REHAB/RENOVATION ADP HARDWARE	2024	CAPITAL	\$160,000	\$0	\$0	\$40,000	0	\$200,000
12858.23	PURCHASE EXPANSION VEHICLES	2024	CAPITAL	\$595,000	\$0	\$0	\$105,000	0	\$700,000
TOTAL:				\$2,651,000	\$0	\$0	\$1,969,000	0	\$4,620,000

Revision Requested:

FUNDING TABLE:										REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12006.23	PREVENTIVE MAINTENANCE	2024	CAPITAL	\$96,000	\$0	\$0	\$24,000	0	\$120,000	NO CHANGE
12044.23	OPERATING ASSISTANCE (JARC)	2024	OPERATING	\$1,800,000	\$0	\$0	\$1,800,000	0	\$3,600,000	NO CHANGE
12078.23	REHAB/RENOVATION ADP HARDWARE	2024	CAPITAL	\$160,000	\$0	\$0	\$40,000	0	\$200,000	NO CHANGE
12858.23	PURCHASE EXPANSION VEHICLES	2024	CAPITAL	\$595,000	\$0	\$0	\$105,000	0	\$700,000	NO CHANGE
12999.23	REHAB/RENOVATION ADP SOFTWARE	2024	CAPITAL	\$160,000	\$0	\$0	\$40,000	0	\$200,000	ADD PROJECT
TOTAL:				\$2,811,000	\$0	\$0	\$2,009,000	0	\$4,820,000	



MODIFICATION TO THE CRITICAL REGIONAL INFRASTRUCTURE LANDBANKING PROGRAM

Regional Transportation Council Meeting

March 21, 2024

BACKGROUND

- On March 10, 2022, the Regional Transportation Council (RTC) approved RTC Local funds in the amount of \$2,700,000 for landbanking to support critical regional infrastructure. These funds supplemented RTC's long-standing Landbanking Program.
- The funding was allocated as \$2,600,000 for parcel acquisition (three parcels) and \$100,000 for site improvements/maintenance.
- On March 24, 2022, the Executive Board authorized NCTCOG to enter into an Interlocal Agreement (ILA) with the City of White Settlement to support Landbanking for Critical Regional Infrastructure.
- Two of the three parcels authorized for acquisition by the RTC have been acquired by White Settlement.

BACKGROUND

- A portion of the remaining third parcel is within the Accident “Clear Zone”, which is proposed to be transferred to the Naval Air Station, Joint Reserve Base (NAS JRB) through a swap between the Knights of Columbus and White Settlement.
- There is no acquisition costs associated with the land swap; however site improvements (i.e., fencing) to separate the parcels and to protect the Accident “Clear Zone” is necessary to effectuate the land swap.
- The necessary fencing is estimated at approximately \$200,000.
- Staff is requesting reallocation of the funding to be \$2,400,000 in parcel acquisition and \$300,000 in site improvements/maintenance with the total funding remaining \$2,700,000 as originally approved.

NAS JRB Fort Worth

Existing Parcels Near Southern Clear Zone

 **Clear Zone**

Parcel Ownership (2022)

Private Property

 MSGR LANGENHORST COLUMBUS CLUB

 RPC STORAGE 13 PORTFOLIO LLC

Public Property

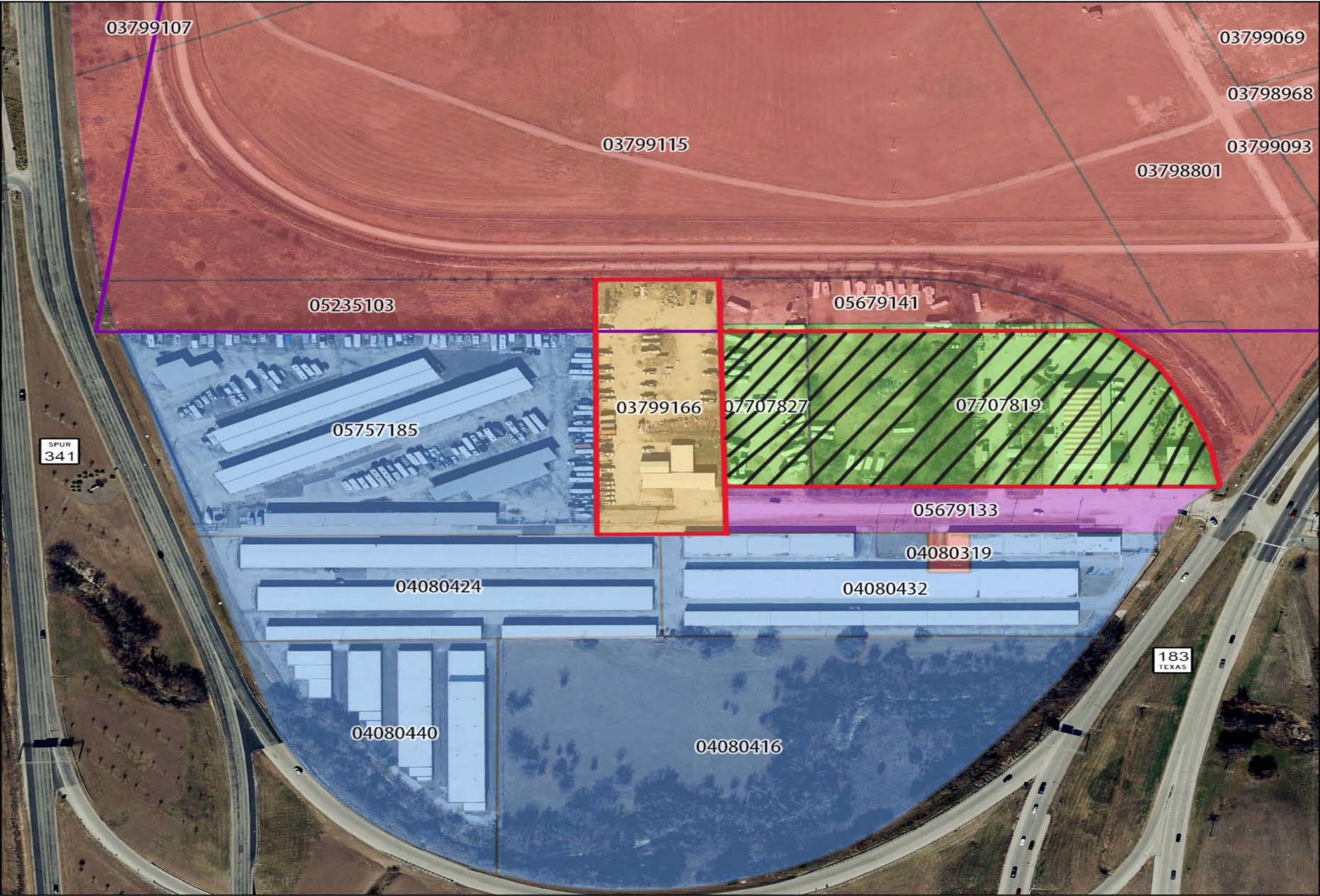
 City of White Settlement

 NAS JRB

 State of Texas

 RTC approved parcels for acquisition

 Parcels acquired by White Settlement



North Central Texas
Council of Governments

NAS JRB Fort Worth

Existing Parcels Near Southern Clear Zone With Potential Exchange

 **Clear Zone**

Potential Exchange Areas



-  City of White Settlement to Knights of Columbus
-  Knights of Columbus to NAS JRB

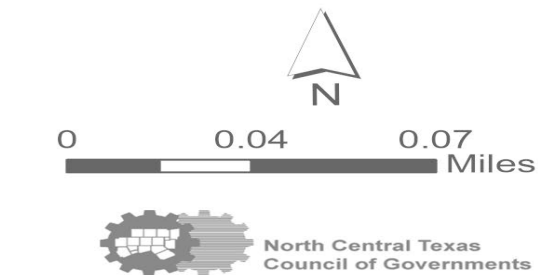
Parcel Ownership (2022)

Private Property

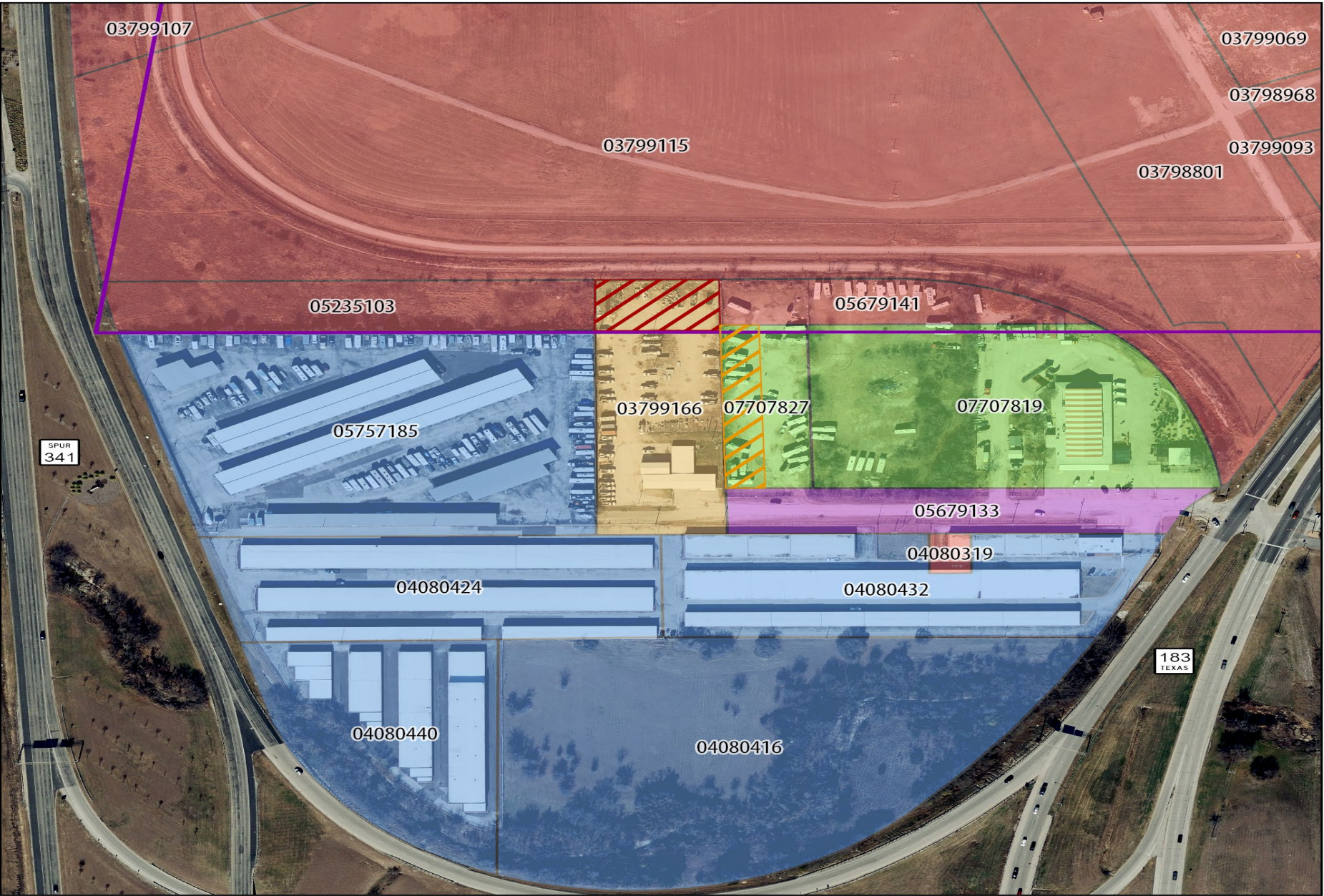
-  MSGR LANGENHORST COLUMBUS CLUB
-  RPC STORAGE 13 PORTFOLIO LLC

Public Property

-  City of White Settlement
-  NAS JRB
-  State of Texas



May 2023



NAS JRB Fort Worth


Parcels Near Southern
Clear Zone After
Potential Exchange

 **Clear Zone**

Ownership After Exchange

Private Property

 MSGR LANGENHORST COLUMBUS CLUB

 RPC STORAGE 13 PORTFOLIO LLC

Public Property

 City of White Settlement

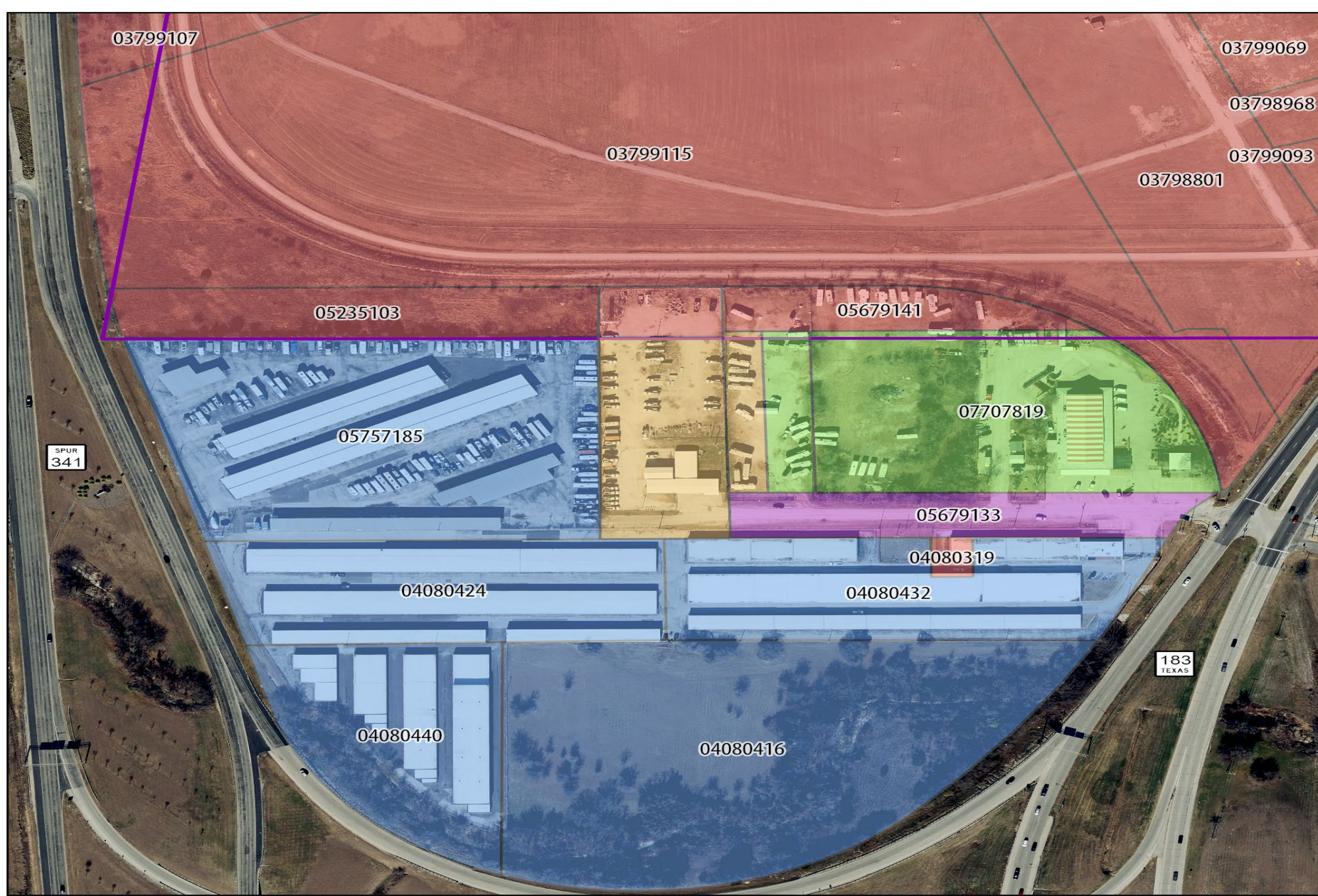
 NAS JRB

 State of Texas



North Central Texas
Council of Governments

May 2023



REGIONAL INFRASTRUCTURE LANDBANKING PROGRAM: RECOMMENDED ACTION

Funding Allocation	RTC Approval (March 10, 2022*)	Proposed Modification	Proposed Allocation
Parcel Acquisition	\$2,600,000	-\$200,000	\$2,400,000
Site Improvements/ Maintenance	\$100,000	+\$200,000	\$300,000
Total	\$2,700,000		\$2,700,000

*\$2,274,001 has been expended in parcel acquisitions and \$65,373 has been expended in site improvements and maintenance.



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	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																	
	Police	2										1		1									
	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															
	Public Works	8		1	1								3		1					1			1
	Exec. City Staff	3	1	1													1						2

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												1								
	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	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 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			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															2				
	FIM Instructor	5												1		1			1	1		
	Exec. City Staff	2					2															
City of Mesquite	Fire	4											1	1								2
	Police	2												1								
	Engineering	2																1				
	Emer. Mgt.	2										1		1						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				1									1										
	Police	2																						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-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	
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





U.S. Department
of Transportation

**Federal Transit
Administration**

Region VI
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

819 Taylor St. Suite 14A02
Fort Worth, TX 76102
(817) 978-0550
(817) 978-0575 (fax)

March 4, 2024

Michael Morris
Director of Transportation
North Central Texas Council of Governments
P.O. Box 5888
Arlington, TX 76005

**RE: NEPA Class of Action Determination for the Dallas-Fort Worth High-Speed
Passenger Service**

Dear Mr. Morris:

The Federal Transit Administration (FTA) received your letter requesting a National Environmental Policy Act (NEPA) class of action determination for the Dallas-Fort Worth High-Speed Passenger Service (the Project). In Phase 1 of the Project, the North Central Texas Council of Governments (NCTCOG) evaluated transportation options between Dallas and Fort Worth and proposed double-tracked, high-speed rail (HSR), with most of the rail to be constructed within the Interstate Highway 30 corridor and an underground station in Arlington. NCTCOG would now like to move the Project into Phase 2, which includes preliminary engineering needed to complete NEPA, and environmental review and analysis.

Phases 1 and 2 are partially funded with Federal Highway Administration Surface Transportation Block Grant funds that have been “flexed” to FTA pursuant to applicable Federal law, rules, policies, and procedures. While NCTCOG has not identified any Federal funding sources for the design and construction of the Project, it has proposed creating a public private partnership in order to seek Federal funding in conjunction with state and/or private sector participation.

On December 8, 2023, the Federal Railroad Administration (FRA) awarded NCTCOG a grant (\$500,000.00) under the Corridor Identification and Development (Corridor ID) Program to help implement planning of HSR from Fort Worth to Houston (which includes the Project). Under this award, NCTCOG would initiate entry into FRA’s Corridor ID Program and develop a scope, schedule, and cost estimate for preparing a service development plan (SDP) for the HSR corridor. FRA requires an updated SDP before advancing a corridor into preliminary engineering and environmental review.

Because Federal funding for Phase 2 of the Project has been flexed to FTA, FTA has agreed to serve as Federal lead agency and will be responsible for ensuring that environmental analysis for the Project is prepared and completed in accordance with NEPA, its implementing regulations (40 CFR Parts 1500-1508), FTA’s environmental regulations (23 CFR Part 771), Efficient

Environmental Reviews for Project Decisionmaking and One Federal Decision (23 U.S.C. 139), and other applicable Federal laws and regulations.

The significance of the Project's effect on the quality of the human environment is unknown, therefore FTA determines the class of action for Phase 2 of the Project under NEPA is an Environmental Assessment (EA). Please be aware that any final environmental determination made by FTA related to the Project is independent from any finding as to the Project's eligibility for or likelihood of future FTA funding or NCTCOG's eligibility to advance the Project through FRA's Corridor ID Program.

NCTCOG, serving as joint lead agency and project sponsor, is responsible for preparing the EA consistent with FTA's standard operating procedures as well as performing all appropriate analyses, drafting the EA, preparing all required documentation, conducting public involvement, ensuring that any required coordination with resource agencies is completed, managing the Project schedule, and ensuring the Project file is sufficient and complete. FRA has agreed to serve as a cooperating agency, as it has special expertise in assessing the environmental impacts of HSR projects. The roles and responsibilities of additional partner agencies will be determined as practicable in the review process.

We look forward to working with you on Phase 2 of the Project. If you have any questions, please contact Terence Plaskon, Environmental Protection Specialist, at (817) 978-0573 or via email at terence.plaskon@dot.gov.

Sincerely,

Gail Lyssy
Regional Administrator
Federal Transit Administration, Region VI

HIGH-SPEED



TRANSPORTATION

Dallas-Fort Worth

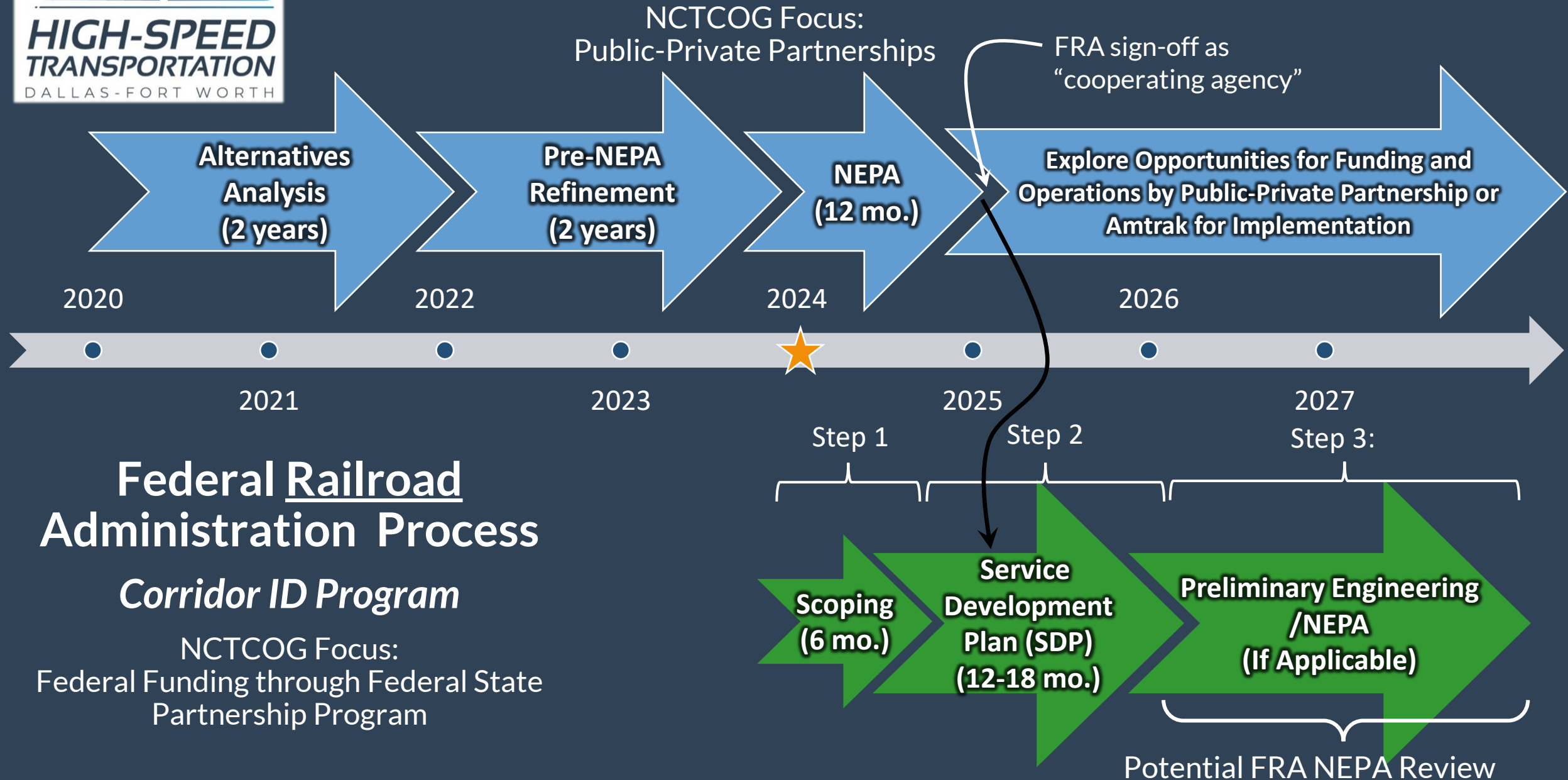
3-22-2024 | Surface Transportation Technical Committee
Brendon Wheeler, P.E.



North Central Texas
Council of Governments



Federal Transit Administration Process



*NEPA: National Environmental Policy Act

DFW High-Speed Rail Alignment to be Studied in NEPA*



PROPOSED STATIONS

TUNNEL

TRENCH / AT-GRADE

ELEVATED

*NEPA = National Environmental Policy Act



Parallel Efforts

FTA-Led NEPA

Preliminary Engineering

Environmental Documentation

Class of Action: Environmental
Assessment (EA)

Goal: Finding of No Significant Impact

Financial and Project
Management Plans

Public and Agency Engagement

Within 12 months of Initiation

FRA-Led Corridor ID Program

Step 1 – Develop:

- Scope
- Schedule
- Budget

For Service Development Plan
(Step 2)

Dallas High-Speed Rail (HSR) Questions (Alternative Alignments)

Were the Following Alignments Reviewed?

Yes

Alignments Previously Rejected; Requested to Review

3. Elevated – Use of Existing Rail Corridor East of Hotel Street

4. Subway – Coterminous with Approved Dallas HSR Station

5A. Elevated/5B. Subway – Different Station Location

6. At-Grade – Upgraded Trinity Railway Express (TRE)

7. Elevated – Trinity Railway Express (TRE) Corridor

Alignments Previously Recommended for NEPA

1. Elevated – West of Hyatt Regency Hotel

2A. Elevated – East of Hyatt Regency Hotel

New Alignments Recommended to Review

2B. Elevated – East of Hyatt Regency Hotel with Pedestrian Lobby

2C. Elevated – East of Hyatt Regency Hotel with Pedestrian Lobby and Pedestrian Cap

*Alignments recommended for advancement into NEPA

Alignments Previously Recommended for NEPA

1. Elevated – West of Hyatt Regency

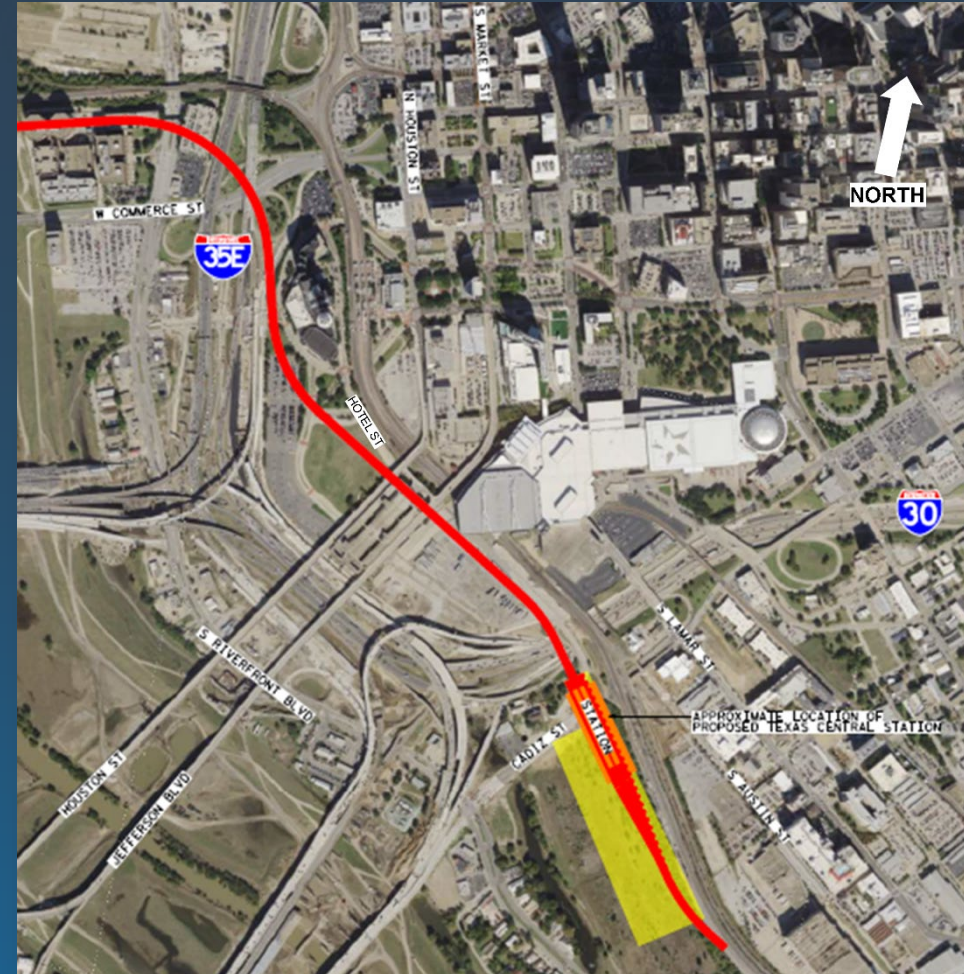
NO FATAL FLAW

Alignment recommended for
advancement into NEPA

Originally recommended for further
study (Fall 2022)

Requires no changes to approved
Dallas HSR Station location

Less favored than new eastern
alternatives

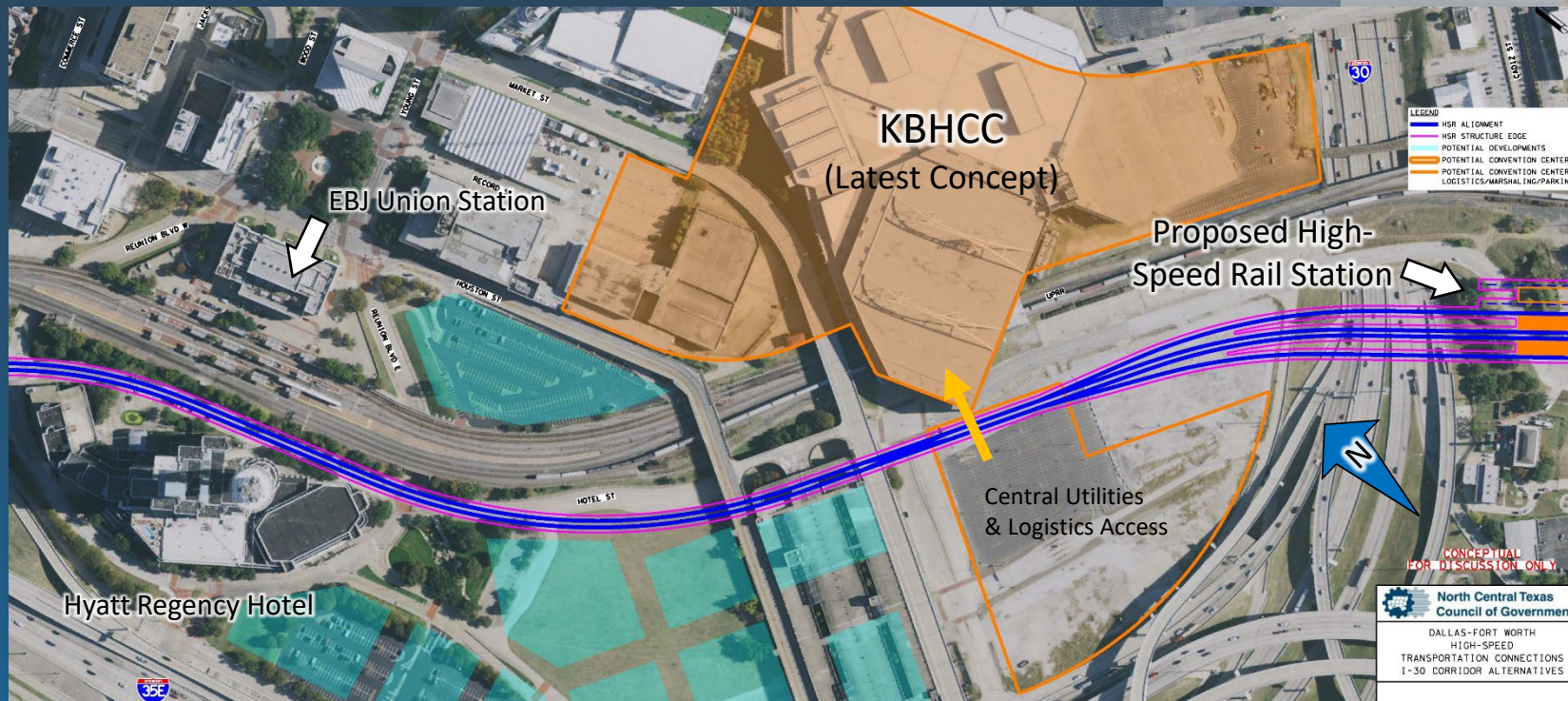
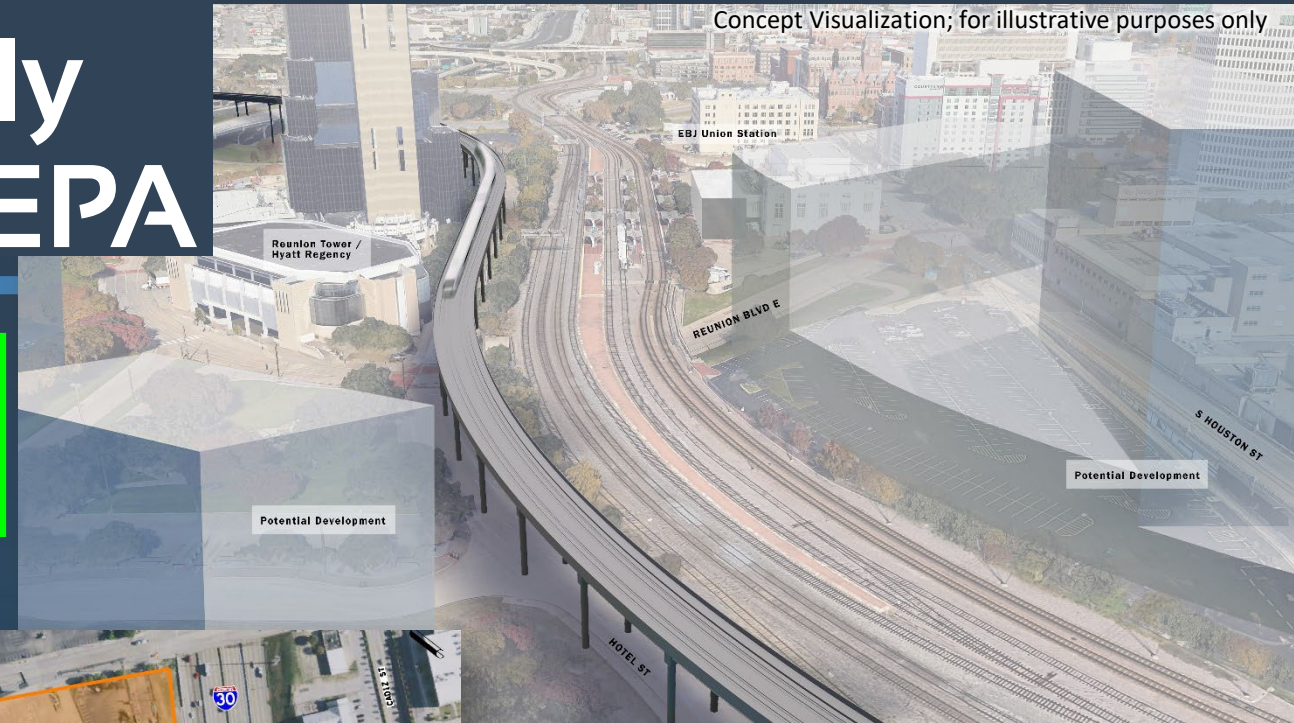


Alignments Previously Recommended for NEPA

2A. Elevated –
East of Hyatt Regency

NO FATAL FLAW

Alignment
recommended for
advancement into NEPA



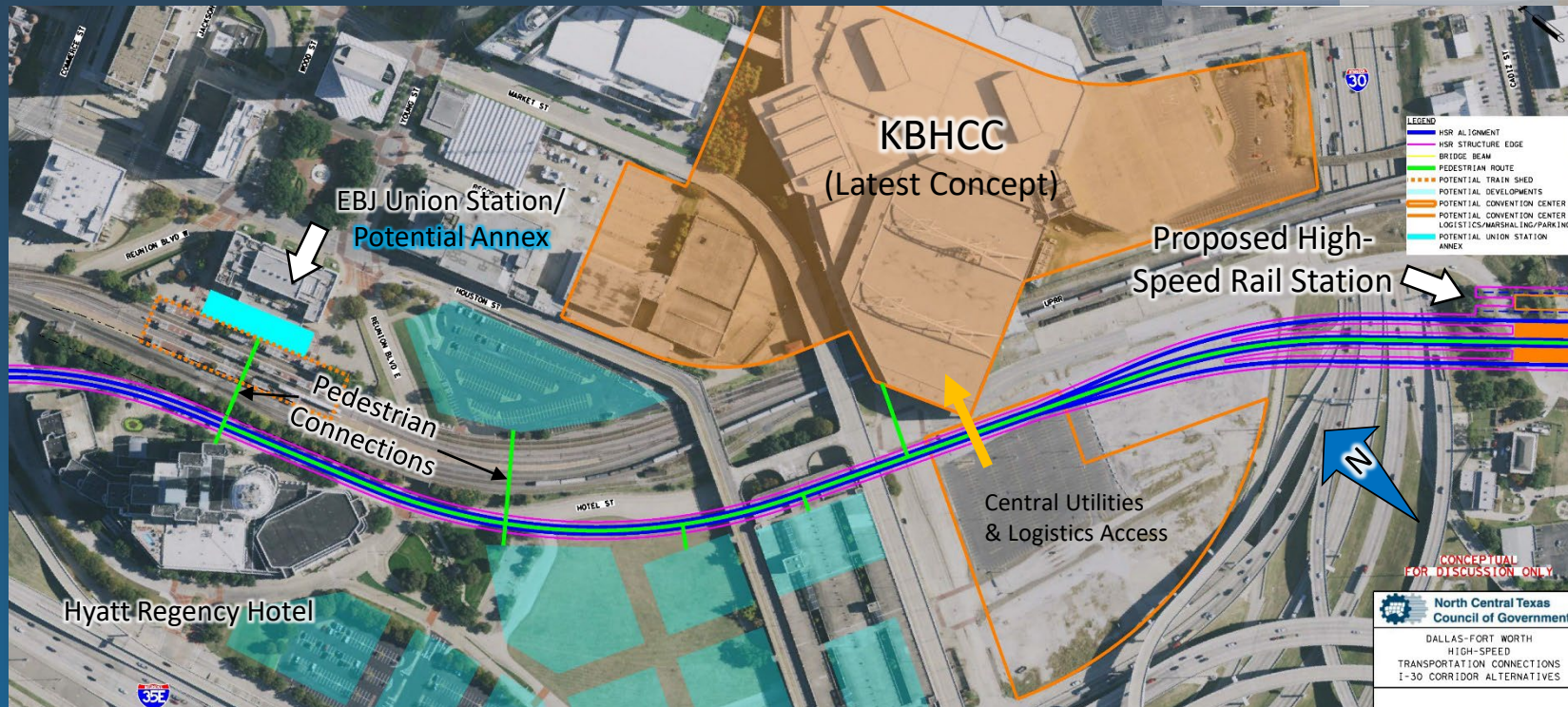
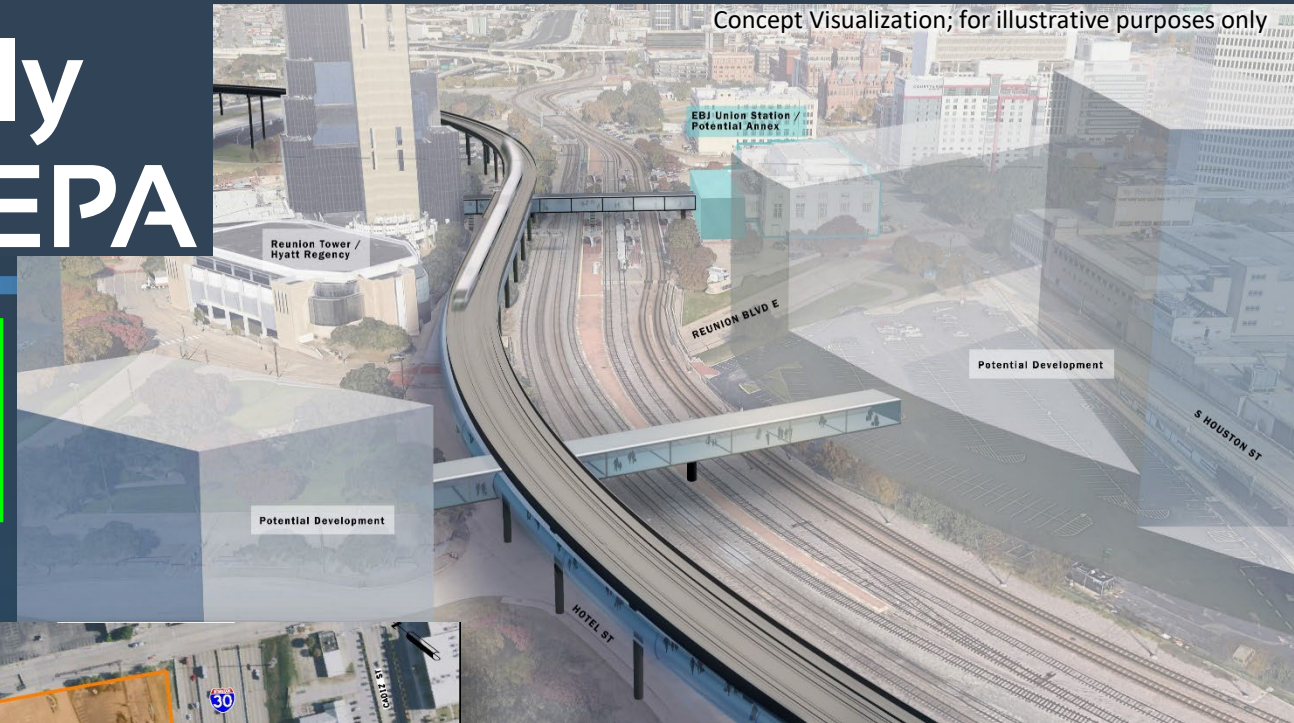
Requires no changes to approved
Dallas HSR Station location
Aligns along Hotel Street and
adjacent to existing rail corridor
Similar alignment to 2B and 2C
alternatives

Alignments Previously Recommended for NEPA

2B. Elevated – East of Hyatt Regency with Pedestrian Lobby

Alignment recommended for advancement into NEPA

NO FATAL FLAW; FAVORED OPTION

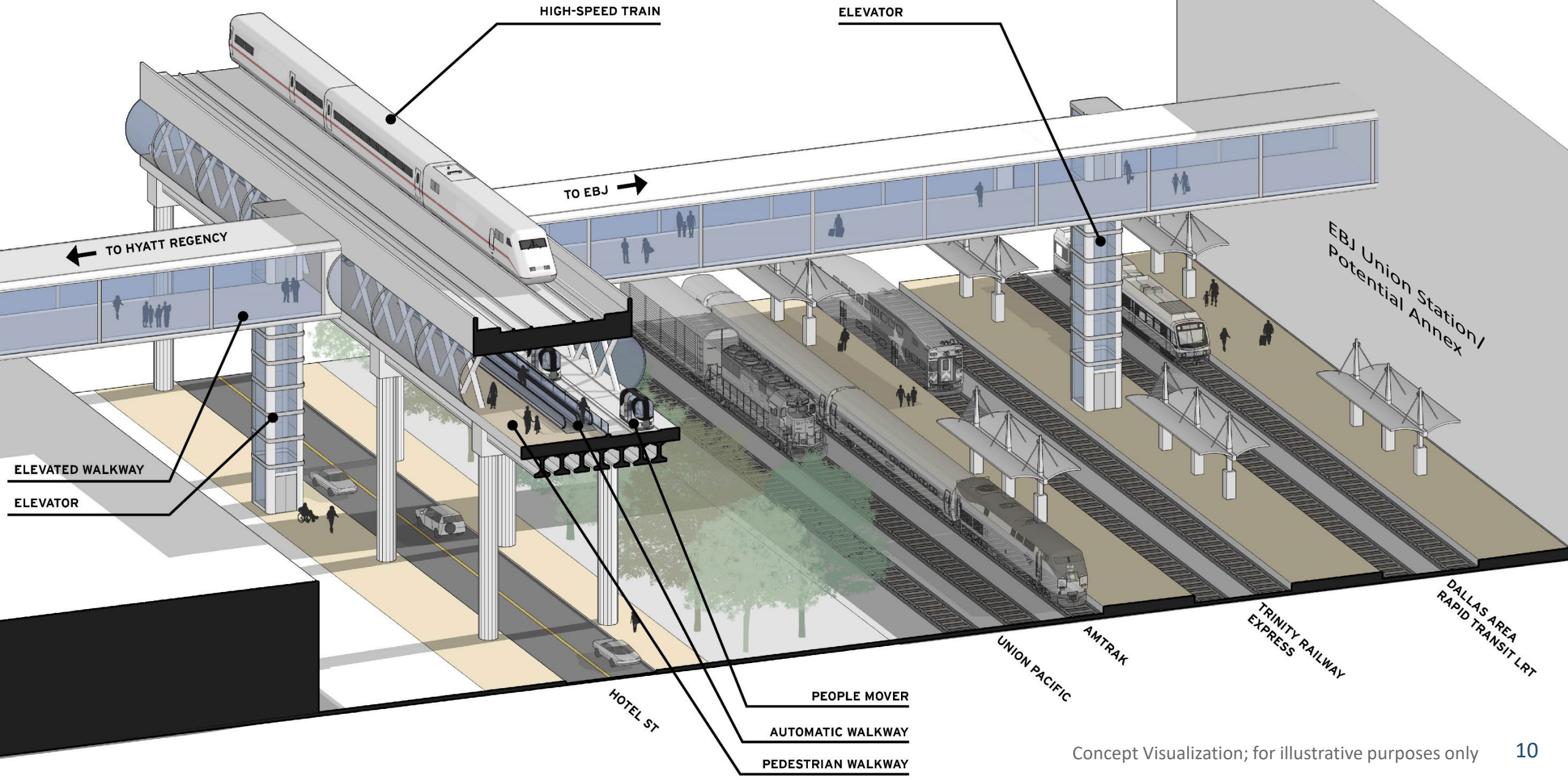


Aligns along Hotel Street and adjacent to existing rail corridor
Provides direct pedestrian connectivity opportunity between approved HSR station, EBJ Union Station, KBHCC, and other developments

Favored Option 2B for NEPA Advancement



Favored Option 2B for NEPA Advancement

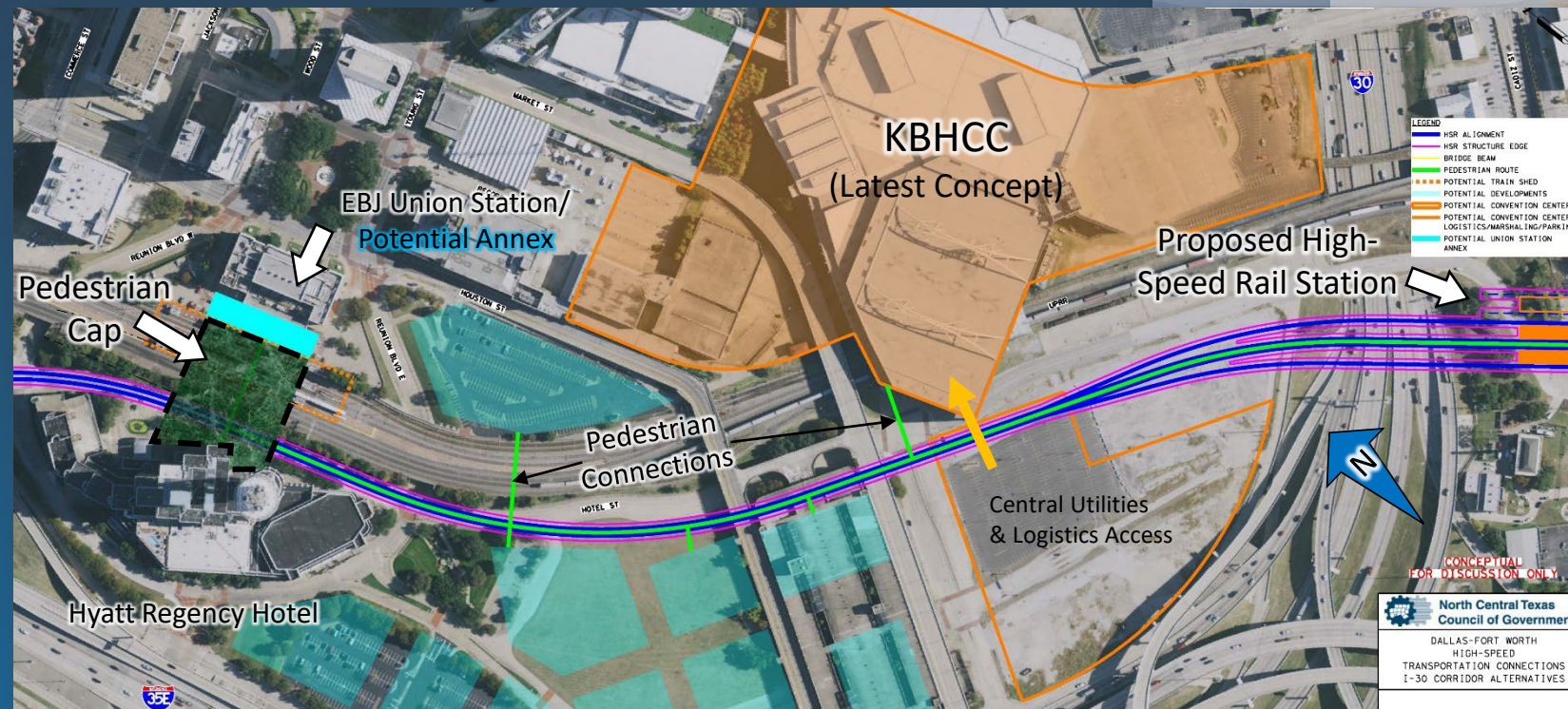
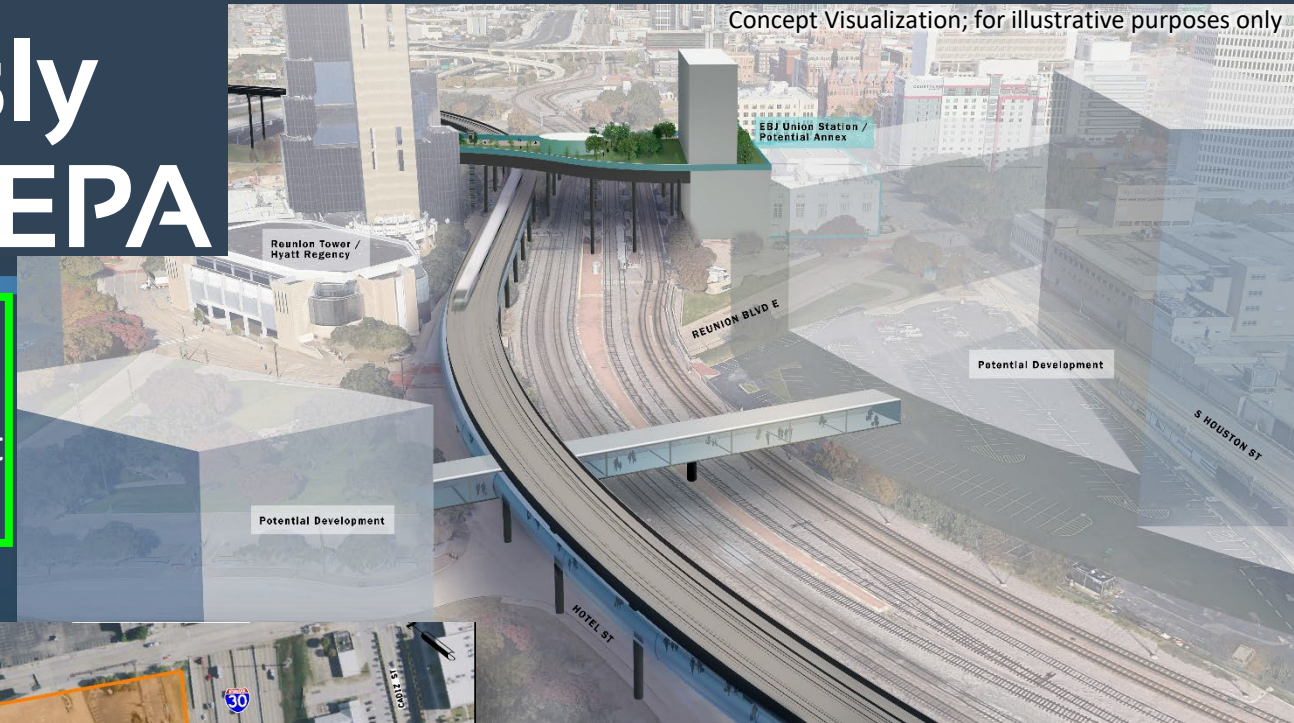


Alignments Previously Recommended for NEPA

2C. Elevated – East of Hyatt Regency with Pedestrian Lobby and Pedestrian Cap

Alignment recommended for advancement into NEPA

NO FATAL FLAW; FAVORED OPTION



Aligns along Hotel Street and adjacent to existing rail corridor

Provides direct pedestrian connectivity opportunity between approved HSR station, EBJ Union Station, KBHCC, and other developments

Provides Pedestrian Cap/Deck Plaza over HSR to improve viewshed

Favored Option 2C for NEPA Advancement





Contacts

Dan Lamers, PE
Senior Program Manager
817.695.9263
dlamers@nctcog.org

Rebekah Gongora
Communications Manager
682.433.0477
rgongora@nctcog.org

Brendon Wheeler, PE, CFM
Program Manager
682.433.0478
bwheeler@nctcog.org

www.nctcog.org/dfw-hstcs

Regional Transit 2.0: Policy Oversight ("Project Review Committee")

Task	Lead Local Entity	Oversight Members (RTC Members)		Lead NCTCOG Staff	Lead Consultant
		Primary	Secondary		
1 – Project Management	RTC Staff	N/A	N/A	Michael Morris April Leger	InfraStrategies McKinsey
2 – Develop Transit Legislative Program	RTC	RTC Committee of the Whole	-	Amanda Wilson Rebekah Gongora	InfraStrategies
3 – Develop Strategies to Increase Transit Authority Membership	Transportation Authorities	DART, DCTA, Trinity Metro Representatives	Cities/Counties	Shannon Stevenson	InfraStrategies
4 – Develop Collaborations Between Existing Transit Authorities	Transportation Authorities	DART, DCTA, Trinity Metro Representatives	RTC Committee of the Whole	Shannon Stevenson	InfraStrategies
5 – Develop Strategies for Authority Board Partnerships & Teamwork	Transportation Authorities Member Cities	DART, DCTA, Trinity Metro Representatives	DART, DCTA, Trinity Metro Member Cities	Michael Morris	McKinsey

Regional Transit 2.0: Policy Oversight ("Project Review Committee") continued

Task	Lead Local Entity	Oversight Members (RTC Members)		Lead NCTCOG Staff	Lead Consultant
		Primary	Secondary		
6 – Develop Strategies for In-Fill Development	Member Cities	DART, DCTA, Trinity Metro Member Cities	DART, DCTA, Trinity Metro Representatives	Karla Windsor	InfraStrategies
7 – Review of Fare Collection Strategies	Transportation Authorities	DART, DCTA, Trinity Metro Representatives	Cities/Counties	Amanda Wilson Rebekah Gongora	InfraStrategies
8 – Develop Recommendations for Transit Authority/Member City Paradox	Transportation Authorities Member Cities	DART, DCTA, Trinity Metro Representatives	DART, DCTA, Trinity Metro Member Cities	Michael Morris	McKinsey
9 – Final Report	RTC Staff	RTC Committee of the Whole	-	All NCTCOG Staff	InfraStrategies McKinsey



High-Occupancy Vehicle Quarterly Report

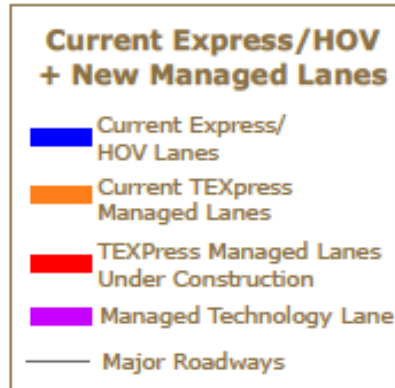
Regional Transportation Council
Meeting

March 21, 2024



North Central Texas
Council of Governments

Managed Lane System



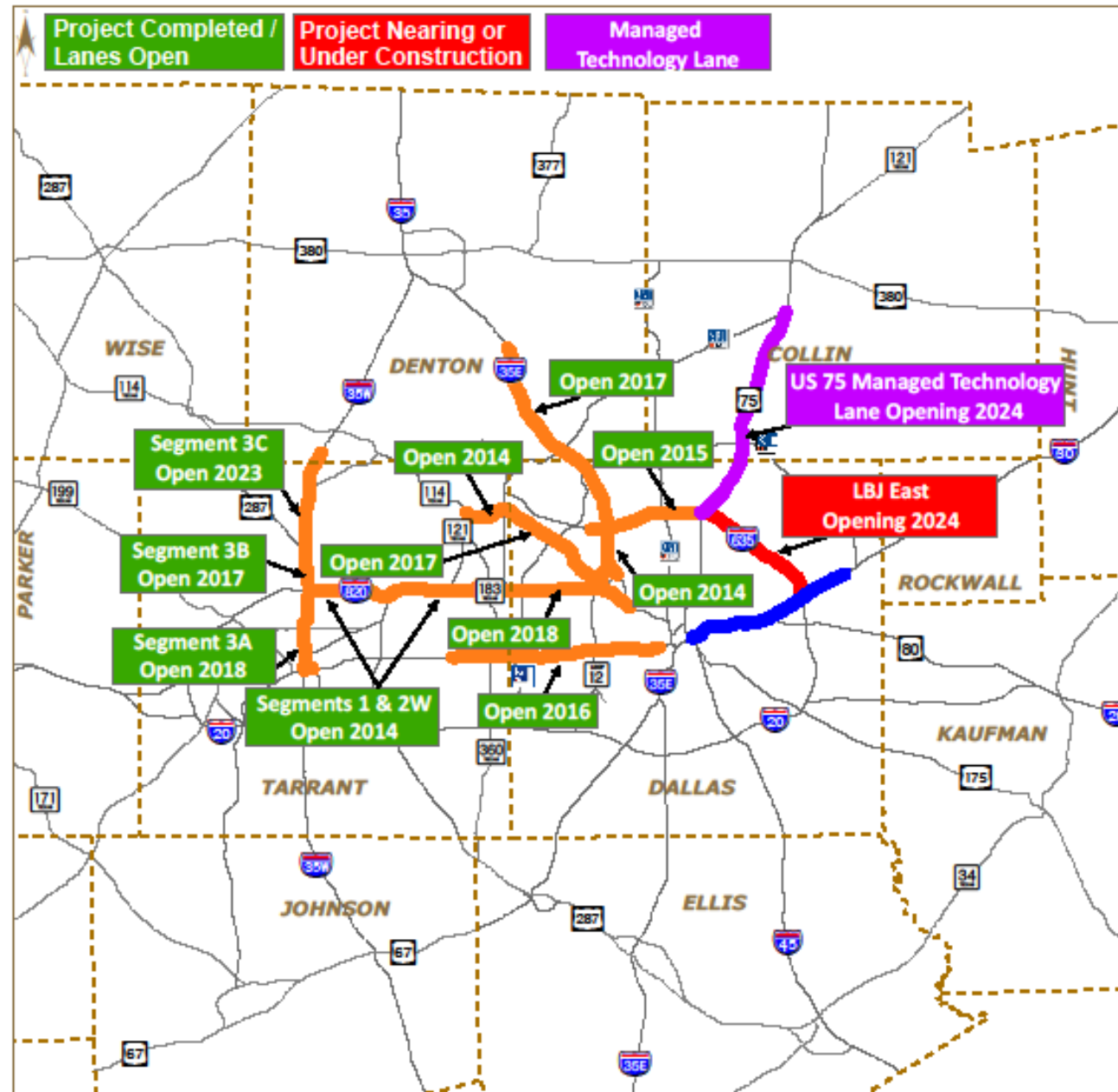
Fort Worth CBD



Dallas CBD



North Central Texas
Council of Governments



August 4, 2023

October 5, 2021

Toll Managed Lane Data Monitoring

Cumulative December 2013 – November 2023

How much HOV 2+ Subsidy has the RTC been responsible for?

\$9,303,746 as of November 2023

How much of the Vanpool Toll reimbursement has the RTC been responsible for?

\$12,407 from October 2014 – November 2023

How long can the RTC keep the HOV policy at 2+?

For now, it remains 2+ and it will continue to be monitored quarterly

Have there been any additional NTTA customer service needs?

No, minimal impact

Have the speeds on the Toll Managed Lane facilities dropped below 35 mph?

No

Toll Managed Lane Data Monitoring

Cumulative December 2013 – November 2023

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <ul style="list-style-type: none"> • SH 183/121 from IH 35W to SH 121 • IH 35W from IH 30 to US 287 	\$5,387,169	Negligible	0
LBJ Express <ul style="list-style-type: none"> • IH 635 from Preston Road to Greenville Avenue • IH 35E from Loop 12 to IH 635 	\$3,916,577	Negligible	0
DFW Connector SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
IH 30 Managed Lanes IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
IH 35E Managed Lanes IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through February 29, 2024



HOV Users

January 24, 2020 – February 29, 2024

Users: 71,393

Vehicles: 69,833

Occupant Passes: 12,785



Total and HOV Transactions

January 24, 2020 – February 29, 2024

Total Transactions – 4,951,690

LBJ/NTE Partners – 3,272,547

TxDOT – 1,679,142

Total HOV Transactions – 2,331,928 (~47%)

LBJ/NTE Partners – 1,586,542

TxDOT – 745,386

Unique Vehicles – 59,846



Questions/Contacts

Natalie Bettger

Senior Program Manager

nbettger@nctcog.org

817-695-9280

Dan Lamers

Senior Program Manager

dlamers@nctcog.org

817-695-9263

Amanda Wilson

Program Manager

awilson@nctcog.org

817-695-9284

Berrien Barks

Program Manager

bbarks@nctcog.org

817-695-9282



NCTCOG PRESENTATION

Environmental Protection Agency 2015 Ozone Standard Reclassification Proposal

Regional Transportation Council

March 21, 2024

North Central Texas Council of Governments



2015 Ozone Standard (≤70 parts per billion)

Regulatory Moderate Ozone Attainment Date = August 3, 2024

DFW Ozone Design Value = 81 ppb (2021-2023 observed data)

Governor Abbott Requested Voluntary Reclassification = October 12, 2023

EPA Proposed Reclassification of DFW from Moderate to Serious
Nonattainment = January 26, 2024 [Reclassification 2015 Ozone NAAQS](#)

Regulatory Serious Ozone Attainment Date = August 3, 2027

DFW Ozone Design Value will be Based on 2024-2026 Observed Data

Serious SIP Revisions from TCEQ to EPA = TBD



TCEQ 2027 Design Value Estimate = 72 ppb

TCEQ Engaging with Industry for Voluntary Reductions

Contact Us



Daniela Tower
Air Quality Planner
dtower@nctcog.org



Jenny Narvaez
Program Manager
jnarvaez@nctcog.org



Office of the Mayor

March 7, 2024

Regional Transportation Council
North Central Texas Council of Governments
616 Six Flags Dr.
Arlington, TX 76011

Regional Transportation Council Members,

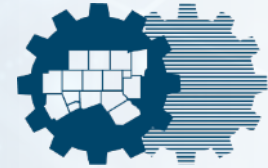
I am reaching out to you today to let you know about the end of my upcoming term as mayor for the City of North Richland Hills. I would also like to thank you for the support and coordination on the RTC after all these years. I am proud of the regional collaboration and successful projects we have completed over this time. Our cluster of cities will be selecting North Richland Hills' Councilmember Tito Rodriguez as the primary representative for the remainder of my term and the following two years. Councilmember Rodriguez' term would begin immediately following the necessary number of votes and would be up for renewal again in July of 2026. The City of North Richland Hills casts its votes for Councilmember Tito Rodriguez for our RTC cluster primary representative.

Again, thank you for the years of regional collaboration and cooperation. It has been both a privilege and an honor to serve with each of you.

Sincerely,

A handwritten signature in black ink that reads "Oscar Trevino". The signature is fluid and cursive, with the first name "Oscar" and last name "Trevino" clearly distinguishable.

Oscar Trevino
Mayor



Regional Transportation Council

NCTCOG PRESENTATION

Local Clean Air Project Spotlight

Regional Transportation Council

March 21, 2024

North Central Texas Council of Governments

Project Spotlight – City of Dallas

Awarded Project	Six CNG Powered Dump Trucks; 99% NOx Emissions Reduction
Technology Replaced	Six Diesel Powered Dump Trucks
Project Geographic Area	City of Dallas
Implementation Date	July 2023
Awarded Amount Total Project Cost	\$385,704 \$1,236,384
Call for Projects	Clean Fleets North Texas 2020
Funding Source	Environmental Protection Agency National Clean Diesel Funding Assistance Program



Project Spotlight – City of Dallas



Dump Truck #1



Dump Truck #5



Contact Us



Bradley LeCureux
Air Quality Planner
Blecureux@nctcog.org



Savana Nance
Senior Air Quality Planner
Snance@nctcog.org



MINUTES**REGIONAL TRANSPORTATION COUNCIL
ONLINE PUBLIC INPUT OPPORTUNITY****Transit Strategic Partnerships****Safe Routes to School Update****Proposed Modifications to the List of Funded Projects****Online Public Input Opportunity Dates**

Monday, Feb. 12 - Tuesday, March 12, 2024 – The North Central Texas Council of Governments (NCTCOG) posted information at www.publicinput.com/nctcogFeb24 for public review and comment.

Purpose and Topics

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

1. Transit Strategic Partnerships
2. Safe Routes to School Update
3. Proposed Modifications to the List of Funded Projects

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions were submitted by email at nctcogFeb24@publicinput.com, online at www.publicinput.com/nctcogFeb24, by mail at PO Box 5888, Arlington, TX 76005 and by fax at 817-640-3028. Printed copies of the online materials were also made available by calling 817-695-9255 or emailing jcastillo@nctcog.org.

Summary of Presentations***Transit Strategic Partnerships presentation:***

<https://www.nctcog.org/getmedia/d8582875-c7b1-46f1-aa87-165df7c2c219/Transit-Strategic-Partnerships.pdf>

The Transit Strategic Partnerships Program was created as a competitive funding program. Eligible applicants include transit authorities, rural providers and nonprofits collaborating with existing transit providers to avoid duplication of services. The program funds new or expanded services for two to three years and focuses on the needs of low-income populations, elderly individuals and people with disabilities.

The most recent cycle of project evaluations has concluded, and projects being recommended to receive funding include the Mansfield On-Demand ZIPZONE Service.

NCTCOG is currently accepting the next round of Transit Strategic Partnership proposals through Spring 2024. Proposals will be reviewed, scored and selected in Summer 2024 and federal approval is expected in Spring 2025.

Safe Routes to School Update presentation:

<https://www.nctcog.org/getmedia/d1ec39fd-7829-4c04-9ef5-c801492d6f86/Safe-Routes-to-School-Update.pdf>

The Community Schools and Transportation Program promotes safe walking and biking to school and encourages school locations to support safe routes and promote efficient development.

A decline in walking and biking to school has led to increased traffic congestion, reduced safety, and higher student transportation costs in the Dallas-Fort Worth area. The School Crossing Guards Initiative, aims to address these issues by improving student and guard safety. Efforts include surveying stakeholders, reviewing guidance and exploring regionally consistent implementation methods. An updated survey on crossing guard issues can be found at <https://tinyurl.com/SchoolCrossingGuards> and will close on March 1, 2024. Walk to School Day is held the first Wednesday in October to promote pedestrian and bicycle safety. NCTCOG helps schools participate in this event by providing safety-themed giveaways. Approximately 108 Dallas-Fort Worth schools participated in the 2023 Walk to School Day. NCTCOG provided giveaways to 24 schools and received 905 signed safety pledges. The event also included a bicycle raffle and photo contest.

Looking ahead, Bike & Roll to School Day is scheduled for May 8, 2024. NCTCOG will provide implementation toolkits, safety-themed giveaways and a bicycle raffle.

Proposed Modifications to the List of Funded Projects handout:

<https://www.nctcog.org/getmedia/eb80c41f-29c6-469c-ab84-de21568397ec/Proposed-Modifications-to-the-List-of-Funded-Projects.pdf>

A comprehensive list of funded transportation projects through 2024 is maintained in the TIP with committed funds from federal, State and local sources. To maintain an accurate project listing, this document is updated on a regular basis.

The current modification cycle includes project updates and funding adjustments for transportation initiatives in Collin, Dallas, Denton, Ellis, Parker and Tarrant counties. Additionally, financial adjustments related to public transportation services managed by the Denton County Transportation Authority are also included.

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

Website

Anonymous Citizen

I am frustrated with the efforts that are being made toward goals that are not sustainable. Auto rentals are already getting rid of their electric fleet of cars because it is "too expensive to maintain them". Scientists say that there is not enough cobalt in the world to supply what is needed for the projected electric car market anyway. TCEQ decommissioned its smoking

vehicle program because people in Ft. Worth began collecting smoking car notifications like they were trophies. Apparently, there are no real consequences. Most of the wind turbines in Texas are not even hooked up to the grid but the blades have to be replaced anyway creating more waste. I will support a real plan that has potential.

As a science teacher, I will encourage my students to get on board to improve the future. For instance, at UT they are considering the possibility of using oil rigs to develop geothermal energy stations. There is a great TED talk on this idea. Buses and trains have real potential, especially as the roads become more congested. The bike lanes and pedestrian improvements are a great idea. Let's make sure we put our energy into things that will make a real difference.

TRANSPORTATION

PUBLIC MEETING

APRIL 8 · 10 AM · 616 SIX FLAGS DR. ARLINGTON, TX 76011

PRESENTATIONS

Mobility 2050: The Metropolitan 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

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

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

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

In addition, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 13 new comments related to bicycle and pedestrian, roadway and transit conditions. You can view these new comments as well as past comments by visiting

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

Air Quality

Twitter –

1. NCTCOG is hosting its next air quality improvement meeting on Monday, Jan. 29 at 6 p.m. at the Cleburne Conference Center. For more info about the DFW Air Quality Improvement Plan & future scheduled meetings, visit <http://publicinput.com/dfwaqip>. — City of Cleburne (@CityofCleburne)



2. Dallas-Fort Worth counties don't meet Biden administration's new soot pollution limits, featuring perspectives from @NCTCOGtrans, @cleanerair and @TexasTACA — Haley Samsel 🍌 (@haley_samsel)



Facebook –

1. We want your feedback on ways to improve regional air quality! — NCTCOG Transportation Department



Stop letting TCEQ approve so many Polluting type Companies. Ie: Cement Batch Plants. There is no valid reason to have so many clusters of them. Then TCEQ turns around in January 2024 has a public meeting that Texas EPA Air Quality isn't obtainable. 🧑 — Betsy Loveless

Well, we could push for more public transit options, especially in Tarrant County, including the building of light rail from a central hub downtown that connects to DFW and Dallas via the TexRail and TRE respectively. Then once that is built out, we reduce the number of lanes on highways and heavily used artery streets to induce ridership. I'll be happy to help plan this out for you. — Matt Reynolds

stop the chem trails...New Hampshire did, we can too. — Patricia Hogan Hartis

Plant trees instead of destroying the environment and land with solar panels and wind turbines! — Donetta Houston Terrell

Open the keystone pipeline and take down the oil guzzling windmills and do not put the poison solar panel farms in Texas — Luanna Ward

High-Speed Transportation

Email –

1. Katherine Homan

Since the purpose of high-speed rail is high speed without stops along the way, no interruption should occur in Arlington. Also, since Arlington historically has voted to not provide a public city bus system and voted to not join a regional public bus system or regional train system, I think if Arlington wants to interrupt our high-speed train, then Arlington should pay 100% of the ability to do so. That would include the station construction and future maintenance costs, the equipment cost to stop and start the train, and the cost to get riders to and from their spread-out sport stadiums and college campus. Thank you for your consideration in this regard.

Response by NCTCOG Transportation Staff:

Good afternoon Ms. Homan, Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration. The proposed high-speed rail station in Arlington would only be constructed if the city joins or implements a transit service.

Other

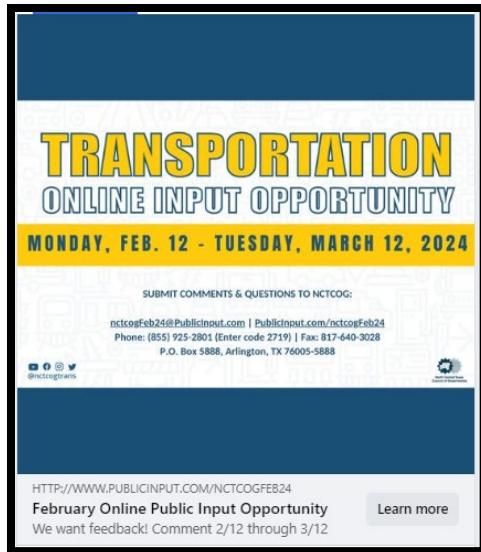
1. DALLAS - Calling all #construction #engineering #civilengineering #bridge #transportation companies in the #Dallas metro! Construction Career Day is coming up in April. Secure your sponsorship spot now! Info below. @NCTCOGtrans — TxDOT Dallas (@TxDOTDallas)

[illegible]

Public Involvement

Facebook –

1. Transit strategic partnerships, safe routes to schools and more for review/comment. — NCTCOG Transportation Department



Build the service road from I 20 over the train tracks at mile marker 409 to mile marker 410. Place LED lights around the stop sign to keep truck tractors from blowing through the intersection — Eric Hagre

Roadways

Twitter –

1. 🗣️ Happening now: Local leaders discuss how policy decisions and highway infrastructure investments made in Northeast Tarrant and Denton counties over the last four decades have led to economic prosperity! @TarrantCountyTX @trtc mobility @NCTCOGtrans — TEXpress Lanes 🚗 (@TEXpressLanes)



Robert Hinkle, Director of Corporate Affairs for the TEXpress Lanes discusses with Michael Morris, Director of Transportation for @NCTCOGtrans, the benefits of public-private sponsorships and how they free up resources for other roadway and infrastructure projects. 💡 — TEXpress Lanes 🚗 (@TEXpressLanes)

Email –

1. Julie Kilgore

My input: Hwy 78 needs to be converted to an 8-lane elevated freeway. Improve and expand on the existing thoroughfares.

Response by NCTCOG Transportation Staff:

Ms. Kilgore, Thank you for contacting the NCTCOG Transportation department. Your comment has been sent to the appropriate program area. Your comment will be included in the public comment report which is shared with the Regional Transportation Council (RTC).

RTC/STTC/Executive Board

Twitter –

1. @NCTCOGtrans board meeting today. Working together to do the planning and coordination needed to improve our DFW region. — Cara Mendelsohn (@caraathome)



Sustainable Development

Twitter –

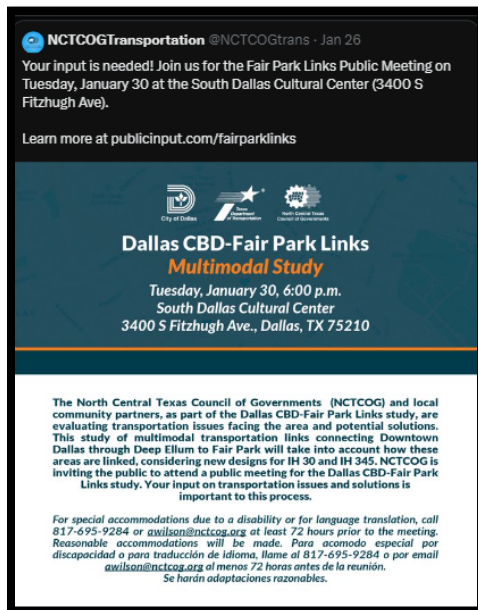
1. Your input is needed! Join us for the Fair Park Links Public Meeting on Tuesday, January 30 at the South Dallas Cultural Center (3400 S Fitzhugh Ave). Learn more at <http://publicinput.com/fairparklinks> — NCTCOGTransportation (@NCTCOGtrans)

Would love to see an extension of the @FoSFT from Hall to Gaston... (and then maybe take Oak to Swiss to Carpenter Park) ♥ @TheLoopDallas — Jennifer Grantham (@jen_grantham)



Would love to see Deep Ellum streets planned for pedestrians according to a hierarchy of speed... Main Street as a key pedestrian zone with wider sidewalks, running lanes and streetcars. Commerce Street is a key trail connection for biking. Canton and Elm are key vehicle links. — Jennifer Grantham (@jen_grantham)

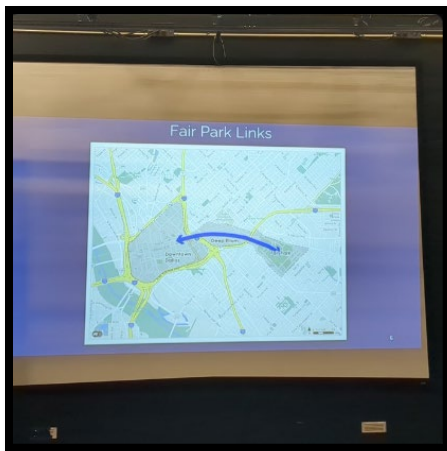
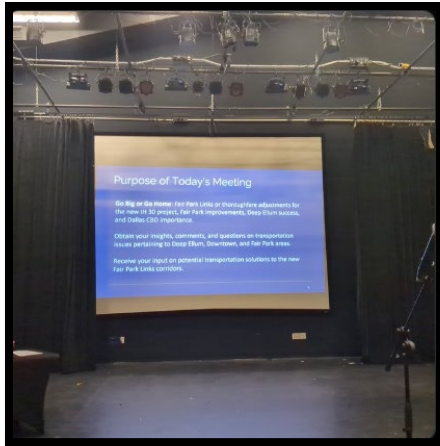
2. We'll be at this public meeting tonight representing the interests of the Santa Fe Trail ridership community. The SFT is THE pedestrian connection between Deep Ellum and Fair Park, but connections linking from the larger network need to be oriented appropriately. Stop by? — Santa Fe Trail (@FoSFT)




We're off. The energy is palpable. — Santa Fe Trail (@FoSFT)



Purpose of study: — Santa Fe Trail (@FoSFT)



3. If you want to learn more about Deep Ellum and Fair Park transportation issues and solutions, come out to a meeting hosted by @NCTCOGtrans at the South Dallas Cultural Center tonight at 6! #D2 #Dallas — Dallas City Council District 2 (@CityofDallasD2)



Dallas CBD-Fair Park Links
Multimodal Study
 Tuesday, January 30, 6:00 p.m.
 South Dallas Cultural Center
 3400 S Fitzhugh Ave., Dallas, TX 75210

The North Central Texas Council of Governments (NCTCOG) and local community partners, as part of the Dallas CBD-Fair Park Links study, are evaluating transportation issues facing the area and potential solutions. This study of multimodal transportation links connecting Downtown Dallas through Deep Ellum to Fair Park will take into account how these areas are linked, considering new designs for IH 30 and IH 345. NCTCOG is inviting the public to attend a public meeting for the Dallas CBD-Fair Park Links study. Your input on transportation issues and solutions is important to this process.

For special accommodations due to a disability or for language translation, call 817-695-9284 or awilson@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made. Para acomodo especial por discapacidad o para traducción de idioma, llame al 817-695-9284 o por email awilson@nctcog.org al menos 72 horas antes de la reunión. Se harán adaptaciones razonables.

Instagram –

1. Would love to see this ♥ — Jennifer Grantham

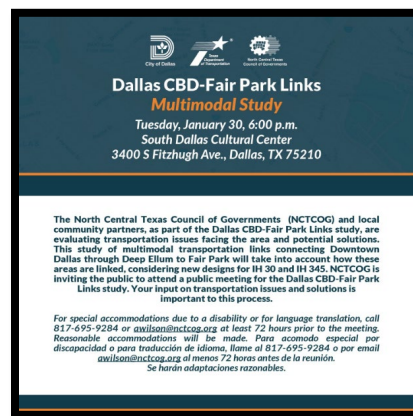


2. Can you make this a post so we can share it? — Dallas Bicycle Coalition (@dallasbicyclecoalition)

Hey there! I see you were able to share the image and tag us in your story, but if you'd still like to see this as a post, I planned to share it soon (today or tomorrow)! — NCTCOG Transportation (@nctcogtrans)

Yep, I took a screenshot, but a post is easier. Thanks! — Dallas Bicycle Coalition (@dallasbicyclecoalition)

Sure thing! I'll let you know when it's up tomorrow. 😊 — NCTCOG Transportation (@nctcogtrans)



Here you go! — NCTCOG Transportation (@nctcogtrans)

Thank you! I'll share this weekend. Focusing on critical mass today — Dallas Bicycle Coalition (@dallasbicyclecoalition)

TEXAS OBSERVER

THE LONG ROAD TO A JUNETEENTH MUSEUM

Architects have made a Fort Worth neighborhood's history part of the plan.

By James Russell



Rendering courtesy of BIG

When Fort Worth activist Opal Lee was invited in 2021 to stand alongside President Joe Biden as he signed the bill making Juneteenth a federal holiday, “I could’ve done a holy dance,” the 97-year-old told the *Texas Observer* recently. “But the kids said they didn’t want me twerking.”

Dancing—and twerking—aside, Lee is clearly used to ambitious projects. She’s often referred to as the grandmother of [Juneteenth](#), mostly because of her 1,400-mile walk, Fort Worth to Washington, D.C., September 2016 to January 2017, seeking recognition for the day that has come to represent freedom for American Blacks. Although the Emancipation Proclamation took effect in 1863, slaves couldn’t be freed where the countryside was still under Confederate control. That ended in Texas on June 19, 1865, when Union troops arrived in Galveston and brought the news.

The latest project of Lee and her allies, to create a museum in Fort Worth honoring Juneteenth, is turning out to be equally ambitious. What began as a modest collection in a small house in the neighborhood where Lee grew up has become a key part of an effort to revitalize Fort Worth’s Historic Southside neighborhood. The most recent and much grander incarnation of the museum is due to open in 2025.

Along the way, the honors paid to Lee—a Nobel Peace Prize nomination, a painting of Lee for the National Portrait Gallery, and the Emmy Award-winning documentary *Opal’s Walk for Freedom* (2022)—have helped bring attention to that neighborhood, just as they did to the

Juneteenth campaign. But tragedy and poverty have held hands there for a long time, and revitalization efforts sometimes find tough sledding.

Lee's roots run deep into the soil of the Southside and into personal memories of another June 19. On that day in 1939, a mob of racists—about 500 people, according to the *Fort Worth Star-Telegram*—raided the house there that Lee, her parents, and two brothers, had recently moved into. The family promptly moved out.

The raid was traumatic. Lee told the *Star-Telegram* in 2003 that afterward her family was “homeless and then living in houses so ramshackle they were impossible to keep clean.” The experience led her to become first an advocate for affordable housing and later an activist regarding homelessness, hunger, and Juneteenth.

Eighty years after the raid, another violent incident a few blocks away would inspire a new generation of Southside activists.

Lee, a retired elementary school teacher and counselor in the Fort Worth school district, also spearheaded the rebuilding of the Metroplex Food Bank (now the Community Food Bank), founded the urban Opal's Farm, and served on numerous local boards, including the Tarrant Black Historical and Genealogical Society.

Through all that time, she worked to draw attention to Juneteenth. “She was always teaching about Juneteenth” in middle school, said Sedrick Huckaby, the Fort Worth artist who painted Lee for the National Portrait Gallery. “She was always teaching about our heritage and about taking pride in who you are.” Allies like the late Rev. Dr. Ron Myers, a Mississippi doctor and minister, lobbied legislatures across the country and in 1997 helped pass a congressional joint resolution recognizing the holiday. Lee worked on building local support.

In 2014, on the 150th anniversary of Juneteenth, she asked friends and family to donate to a celebration of that, in lieu of buying presents on her birthday. A [story in Fort Worth Weekly](#) called her “part grandma, part General Patton” in leading the effort. Two years later, she was putting on her walking shoes for her own personal march on Washington. “If a lady in tennis shoes walked to Washington, D.C, maybe people would pay attention,” she said in her deep, raspy voice, recalling her motivations for the trek. It took another four years after her walk, but the national holiday happened.

Juneteenth has been celebrated by Black Americans for more than 100 years, including in Fort Worth. Texas was the first to designate it a state holiday, in 1980. Since 2020, 26 states, propelled by the murders of Black citizens George Floyd and Breonna Taylor at the hands of police, have followed Texas' lead, according to the [Pew Research Center](#).

In Fort Worth, Lee and volunteer Don Williams had been working for years to gather artifacts related to local Black history and Juneteenth, including paintings by local Black artist Manet Harrison Fowler, scrapbooks chronicling local Juneteenth celebrations, and memorabilia from the locally filmed movie *Miss Juneteenth*. Lee inherited a house from her late husband Dale, a retired school district principal, and turned it into the first version of the Juneteenth museum. It housed the growing collection and hosted multiple Juneteenth events and, at one point, computer classes.

While the collection grew, the building, run by volunteers, was deteriorating. Like most public places, it closed in 2020 as COVID-19 spread. After the pandemic, it did not reopen, and the collection was moved out. Then early on the morning of January 11, 2023, it caught on fire. The remains were demolished to make way for the new museum.

Around 2019, Lee, granddaughter Dione Sims, and former Fort Worth Chamber of Commerce executive Jarred Howard had started talking about the possibility of a new Juneteenth Museum. They began buying land around the site of the old house. Howard long had a vision to help his old stomping grounds and wanted to both commemorate the holiday and spur economic development. Well acquainted with developers and architects from his Chamber days, he solicited requests for proposals for a building that could meet those goals. First, local architect Paul Dennehy designed a five-story building with a gallery, event space, and residences. In early 2020 it was pitched to neighborhood association leaders. Too tall, they said, and out of step with the neighborhood. In 2021, local architects Bennett Partners produced a plan for a playful mixed-use campus, estimated to cost about \$30 million to build.

In 2022, a new plan, bigger in scope than Lee could have imagined two decades ago, was unveiled. The current proposal is for a 5-acre complex housing a National Juneteenth Museum, with a theater, restaurant, art galleries, and a “business incubator” space to spur Southside entrepreneurship, designed by the internationally renowned architecture firm Bjarke Ingels Group (BIG). The price tag is an estimated \$70 million. So far, the nonprofit National Juneteenth Museum, formed in 2020, has raised about \$30 million of that, mostly from major donors and foundations, Lee said.

Douglass Alligood, a partner at BIG and the chief architect of the currently planned museum, got an earful during his field work on the project, including from Lee’s friends and supporters. In multiple visits, he met with Lee as well as neighborhood leaders. The conclusion: The museum had to represent the community and not be divorced from it.

“We were inspired by the neighborhood typology—the homes that feature historic gabled silhouettes and protruding porches, also known in context as a ‘shotgun’ house.”

“We were inspired by the neighborhood typology—the homes that feature historic gabled silhouettes and protruding porches, also known in context as a ‘shotgun’ house,” he said. “Neighborhood groups and community members found that, together, the BIG and KAI Enterprises [the local architecture firm] design teams demonstrate a deep understanding of the Juneteenth story and commitment to work with the local community to celebrate the holiday’s history and local culture of the Historic Southside.”

Eleven rectangular glass-clad building segments, with peaks and valleys of varying heights, will create a star-shaped courtyard in the middle. “The ‘new star,’ the nova star represents a new chapter for the African-Americans looking ahead towards a more just future,” Alligood said.

Fine, locals said, but what people there really need is a grocery store.

It was a cold morning in early October, and Patrice Jones needed help unloading herbs. She was in the courtyard of Connex, a new three-story business and retail complex about two blocks from the planned site of the museum. Jones and a group of volunteers, mostly in their 20s and 30s, from Southside Community Gardens, are planting their 79th and 80th backyard vegetable

gardens in the neighborhood, she said proudly. It's pick-up day for those who've already established gardens.

The initiative is part of the larger By Any Means 104 effort, named for the 76104 zip code, and co-founded by Jones in 2020. The group's focus on local issues includes addressing the lack of fresh food in the area instead of waiting for a grocery store. Jones, a feisty advocate and former claims adjuster, has run it full time since 2021. If the city can't get them a grocery store, she said, they'll teach residents to grow their own food.

The Juneteenth Museum is important, Jones said, between handing out herbs and greeting volunteers. But in her circles, she said, people also ask, "Can we get a health clinic? Can we get a pharmacy?" And of course, "Can we get a grocery store?"

According to a 2018 University of Texas Southwestern Medical Center report, the 76104 zip code has the lowest life expectancy rate in Texas and a high maternal mortality rate. It's also a victim of what Jones calls "food apartheid," a term she prefers to "food desert," an indicator of an area with little access to fresh foods. Desert implies it's natural; apartheid, she said, is an intentional act. She blames city government and its white-dominated culture.

Can we get a health clinic? Can we get a pharmacy? Can we get a grocery store?

But hunger is not a sufficient reason for a grocery chain to decide where to open a store, even if it could be part of a historical complex.

Grocery store owners "use different metrics," including population density, said Stacy Marshall, president of Southeast Fort Worth, Inc., an economic development group. "We can't yet make a compelling case." The area needs more housing, he said. "Build density—rooftops—and grocery stores come."

Marshall is a force in bringing new development to the southeast part of the city, a large historically and ethnically diverse area that includes the Historic Southside.

Since he took the job a decade ago, "development has gone gangbusters," he said. But development has also brought gentrification: "It's so expensive to purchase dirt here and get a single-family home," he said. One Dallas real estate firm put together a \$70 million deal for a mixed-use development in the area, but it has stalled.

The Juneteenth museum site is within the Evans-Rosedale urban village, a city designation focused on bringing investment to the area. It's seeing an uptick in interest from developers, but nowhere near what's been promised by local officials.

"There have been attempts in the past. There's the Evans Avenue Plaza, but most people don't know about it," said Bob Ray Sanders, communications director for the Fort Worth Black Chamber of Commerce. The plaza, also part of the Evans-Rosedale village, is meant to be a community gathering space and includes a new library. About a mile away is the Hazel Harvey Peace Center for Neighborhoods, which houses numerous city offices.

Many of the neighborhood's nagging problems date to the mid-20th century, when integration meant, ironically, the loss of many black-owned businesses, while highway construction—as it did in many American cities—cut off Fort Worth's Black community from downtown and wealthier neighborhoods. "By doing that, people on the Westside [turned] a blind eye to people on the Eastside," Sanders said.

Housing construction seems to be picking up, mostly on an infill basis. But while developers are buying homes, Marshall said, they are mostly sitting on them and waiting until they can get higher prices.

Longtime assistant city manager Fernando Costa said development work in historic urban districts presents more challenges than creating new neighborhoods from pastureland. Beyond the physical complications of older infrastructure, historic preservation concerns and, often, environmental problems left over from earlier development, Costa said, such projects “require getting existing neighborhood involvement.”

There’s also the issue of crime. According to the Fort Worth Police Department, nearly 560 crimes were reported in the 76104 zip code between mid-May and late November 2023. Assault, larceny, drug and alcohol violations, and vehicle break-ins made up more than three-quarters of the reports. That’s compared to 165 in the same time period in the mostly-white, wealthy 76109 zip code in West Fort Worth.

In the early morning of October 12, 2019, white police officer Aaron Dean, responding to a welfare check at the house, killed 28-year Black woman Atatiana Jefferson, who was playing video games with her nephew. Dean was later found guilty of manslaughter and sentenced to 11 years in prison.

Jefferson’s murder lit a fire under a younger generation of activists who aren’t waiting for change, such as Jones, who also worked to get police accountability in response to the murder, and Angela Mack, whose doctoral thesis is about Jefferson and the neighborhood.

“I’m a good, ol’ fashioned Funkytown Black nerd,” said Mack, an instructor in the comparative race and ethnic studies department at Texas Christian University, where she received her doctorate in English rhetoric.

After Jefferson’s murder, Mack changed her thesis topic to address that tragedy. She saw that, between her mother and the national media, two different stories were being told.

“When we’re thinking about the Southside, we think about Fairmount and the Medical District in terms of revitalization. But when you cross the highway, you’re in an area with crime and poverty,” she said, drinking a latte at Black Coffee, one of the few coffee shops in the area. “When people [look] at the community, people are looking at what’s not here. It’s a deficit model of communication instead of seeing the good that’s here.

“I’m not anti-development,” she said, but economic development shouldn’t be the museum’s purpose.

“When you’re building something, it should not be [a question of] how many people we employ, but how does it help define the Southside? The development will come. I’m concerned about who controls the narrative,” she said. “The main focus should be how does this speak about our history and heritage.”

Jones also worries that history will be lost. She’s afraid that rising property values will push out poor people.

Sims has heard those concerns before. Property taxes go up with any new development, she said. And everyone’s going to complain, even if they want change.

When the museum opens in 2025, Lee just wants to make sure she's there to see it.

"I'm looking forward to it," she said. She'd be 99. "I hope I'm still here."

THOUSANDS WILL VISIT D-FW FOR THE WORLD CUP. IS A TRANSPORTATION DISASTER AHEAD?

The regional transportation chief behind D-FW's bid to bring the World Cup to Arlington isn't alarmed by the expected crowds.

By Amber Gaudet

Hundreds of thousands of people are expected to descend on Dallas-Fort Worth in 2026 for nine FIFA World Cup matches, including a semifinal.

Along with excitement about hosting the most games of any single site, there's a fear among locals of a traffic Armageddon with airports, highways and city streets overwhelmed by visitors.

But Michael Morris isn't alarmed.

"We have certainly been able to manage it in the past even with multiple venues being used on the same day," said Morris, director of transportation at the North Central Texas Council of Governments.

Morris should know. He's been the frontman in the bid to bring the World Cup to Arlington. FIFA has strict infrastructure criteria, so to even be considered for hosting an event meant having a solid transportation plan in place.

Related: [Will Arlington see a long-term boost from hosting nine World Cup matches?](#)

AT&T Stadium seats about 80,000 fans — 105,000 standing — but Morris expects 2-3 times as many people to visit the area during match weeks. FIFA Fan Festivals and sponsored events will draw crowds, and a large number of employees will be needed to serve guests. That requires careful planning.

"All events will be mapped out every hour of the day — just like we did with the Super Bowl," Morris said.

Arlington does not have a mass public transit system of its own, but significant upgrades are planned for the Trinity Railway Express CentrePort Station in Fort Worth, which will offer enhanced rail service for visitors. Those include amenity and signage upgrades that are already funded, and new locomotives that officials hope will be partially [funded by a federal grant](#).

Related: [Why is there no mass public transportation to get to the World Series in Arlington?](#)

The area around the stadium will get a facelift, with upgrades to traffic signals and message signs and a review of sidewalks and shade structures.

Sponsored charter buses will be encouraged to use the dedicated express lane on Interstate 30, which will prioritize stadium traffic on match days. More dynamic message signs will also be added on the highway.

The MLB All-Star Game [headed to Globe Life Field in July](#) is an opportunity to test-run many of the transportation elements at play for the World Cup. With the region set to host a handful of FIFA events, it means more pressure than a one-and-done game, Morris said.

“If you fail on a Super Bowl, you know the game is over, there are no more games,” Morris said. “If you don’t do well in a FIFA first game, you’ve got a problem because you may have five more games already scheduled and they’re not going to change. We can’t fail — that’s why our transportation plan has so many redundant elements to it.”

With fans coming in from around the world, airports also will face challenges. While many will arrive at DFW International Airport or Dallas Love Field, some will also park private planes at smaller airports around the region.

Officials plan to implement a reservation system to help mitigate private aircraft traffic, and commercial airports are already gearing up for the influx of travelers.

“You’ve got light rail to Love Field, you have light rail and the TEXRail line coming out of DFW Airport, and then during the event, we’re going to have very transit-centric transportation for AT&T Stadium,” Morris said.

Transit is an even bigger component because available stadium parking will be reduced by security fencing.

North Texas cities vying to host fan events will have additional transportation plans in place. With limited parking in downtown Fort Worth, for example, attendees to an event there would be encouraged to park at the Trinity Railway Express station and take the train into downtown.

Related: [North Texas sees area of opportunity after AT&T Stadium misses out on 2026 World Cup Final](#)

For locals just trying to go about their day, Morris does not anticipate any major road hurdles but does expect that many will want to suspend their normal routines to participate in FIFA events.

“On game days, we wish to have an aggressive travel demand management program to encourage our residents to participate in FIFA, and we’ll be working with both employers and employees to be basically off the road on those particular days,” Morris said. “You’re not going to want to be going to work during these international events, not because of any problems in the transportation system but because it’s going to be so cool.”

Bottom line: This is far from the first time North Texas has been the site of a major crowd-drawing event, and officials say they are ready.

“All those things that you can think of are being worked on, but we’ve worked on them before,” Morris said. “I’m not concerned about the transportation system of 8 million people not being able to handle the flux we’re going to get.”

CITY OF DALLAS LOOKING FOR INPUT ON PLANS TO RECONNECT FAIR PARK TO DOWNTOWN DALLAS

North Central Texas Council of Governments is hosting a series of community meeting for plans to connect Fair Park through Deep Ellum to Downtown Dallas.

By Brittani Moncrease

DALLAS — When it boils down to it, there is one particular focus on some Dallas leaders' minds.

"It's all about connectivity, connectivity, connectivity," said Omar Narvaez, [Dallas City Council](#) member representing District 6 and Transportation and Infrastructure Committee Chair.

For decades, Narvaez said there has been division as Interstate 30 divides South Dallas neighborhoods from Downtown Dallas.

"It's amazing to think that in the 1950s and 1960s when the interstate highway plan was created that it literally separated neighborhoods which destroyed a lot of neighborhoods," Narvaez said. Here we are what 70 years later at most and we're now into the thought of reconnecting."

[North Central Texas Council of Governments](#) began drafting recommendations to link Downtown Dallas to Deep Ellum to Fair Park. However, one question lingers.

"How do we make sure that we can get people to and from easily and not impact our neighbors here in the community of South Dallas," asked Alyssa Arnold, Fair Park Chief Impact Officer.

Arnold said connectivity would come in handy for Fair Park. "We're going to continue to be a site for large events, but we're looking to increase our daily usage here. So, having people come and go at any time of day," Arnold said.

In public meetings, community members have been able to see drafts of the plans which include adding bike lanes, parking, changes to transit and traffic on various streets such as Exposition and Parry Avenues.

Read a recent multimodal study here:

"There's a lot of broken streets here, as you know, with the creation of 30 and 45 and all those things. There's a lot of confusion around all that," said Arnold. "I know in Deep Ellum, there are a couple of roundabouts that are challenging just from a daily use standpoint."

Some may wonder with changes on its way what that means for current residents.

"Folks that are hesitant or nervous, we have to grow and change in order to make things advance and we are putting policies in place to keep people in their homes and make sure that folks are able to stay and age in place," Narvaez said.

There will be more public meetings for community input and a final report is expected this summer. Until then, Narvaez said this is the time for residents to be heard and voice what connectivity looks like for them.

"They need to stay engaged with their council member, stay engaged when we have community meetings to make sure they say what they want," Narvaez said.

WHY DID AT&T STADIUM MISS OUT ON WORLD CUP FINAL? DALLAS WON'T DWELL ON FIFA'S DECISION

FC Dallas owner Dan Hunt said the committee plans to show the rest of the world why the final should have landed in North Texas.

By Abraham Nudelstejer, Gromer Jeffers Jr., & Irving Mejia-Hilario

With [nine World Cup games in North Texas in 2026](#), no one on the local organizing committee is obsessing over not hosting No. 10.

FC Dallas owner Dan Hunt, the committee chairman, said it's clear [why FIFA chose MetLife Stadium in New Jersey for the final over AT&T Stadium in Arlington](#).

"I think FIFA got a bit of a European-centric view, although it's a global organization, and New York has a great reputation," Hunt said Monday during a news conference at the Soccer Hall of Fame in Frisco.

"New York, you know, is the global financial capital of the world," he continued. "There's no other reason."

Signs appeared to point to New York's international reputation as the driving force behind MetLife being awarded the final, though committee members have fielded questions about [whether transportation to Arlington](#) or the state's conservative politics played a role.

"I know somebody was going to ask that question. We have public transportation," Arlington Mayor Jim Ross said Sunday after FIFA's announcement.

"We have a ride-share program that gets people around just fine, but just because we don't assign ourselves to a particular transit authority at this particular moment, people think that's going to be a problem, and it is not.

"We've done Super Bowls, we've done three Taylor Swift concerts in a role that's almost as big as a World Cup. Our traffic management people are second to none. And if you've ever experienced coming in and out of here, we get people in and out as good, if not better, than any other city in the country."

At the news conference Monday, Hunt based his response on feedback from FIFA on a presentation by Michael Morris, director of transportation for the North Central Texas Council of Governments.

"They told me that Michael Morris, who led our transportation efforts, probably put one of the finest transportation bids for the World Cup," Hunt said. "They said it was one of the best, if not the best, presentations they had ever seen. Transportation wasn't remotely an issue."

[Nor was airport infrastructure](#), said committee member Monica Paul, executive director of the Dallas Sports Commission.

"I think the connectivity that we have here and the ease of access to get from both Canada and Mexico, along with the East and West coast as the central location was a big plus," Paul said. "I haven't evaluated the New York and New Jersey airports versus DFW, but I'm pretty certain we're one of the top in the world."

Richard K. Scotch, a professor of sociology, public policy, and political economy at the University of Texas at Dallas, said it's difficult to know whether FIFA's decision had political implications.

"There is no evidence of it; at least, I don't have any evidence of that," Scotch said, adding that he thinks FIFA chose the New Jersey/New York region because of its multicultural identity and its status as the financial center of the world.

Bill Miller, an Austin-based lobbyist and Republican political consultant whose clients include the Dallas Cowboys and Houston Texans, said politics could have played a role if the Biden administration had a say, though there's no indication it wielded any influence in FIFA's decision.

"All we do is fight with the federal government," he said. "Historically our role is the loyal opposition to the Democratic administration. It helps our Republican elected officials, but it doesn't help win a World Cup."

Miller added: "I understand the hope and optimism, but the idea of North Texas getting the final in this time and place just never seemed likely to me."

Hunt was asked Monday if he would be willing to trade [AT&T Stadium's nine games](#), which is more than any other World Cup venue, for the final.

"No, and here's why," he said. "We get to share the game with more people. You're talking about 800,000 tickets sold at AT&T Stadium once the final seating capacity is set. The finals are great, but getting to share this with so many more people is also great."

Hunt said he doesn't plan to spend time investigating why FIFA didn't choose Arlington.

"I'm not going to dwell on it because we have something so incredible," he said. "And by the way, we're going to show the rest of the world why the final should have been here in Dallas-Fort Worth."

HOW GENAI AND CUSTOM GPTS COULD IMPACT GOVERNMENT IN 2024

New generative AI tools are poised to make an even bigger impact in state and local government in the year ahead. Jurisdictions need to understand their potential uses and how they will impact resident services.

By Tim Howell

If January was any sign of things to come, 2024 will be the year AI infiltrates nearly every area of our organizations. While everyone was watching fireworks and waiting for the ball to drop on New Year's Eve, AI companies were planning some fireworks of their own. We have already seen significant product drops from three of the largest companies in AI: Microsoft, Google and OpenAI (ChatGPT).

Microsoft removed its 300-seat minimum for Microsoft Copilot for Microsoft 365; Google launched its next generation of AI technology, the Gemini suite of products; and OpenAI launched its custom GPT store. Each one of these will set the tone for what is coming in 2024, so let's dig a little deeper and see what each one could mean for government organizations and why it's crucial to understand how they work.

COPILOT FOR MICROSOFT 365

Through its partnership with OpenAI, Microsoft has built AI technology into search, the Windows desktop operating system and, most recently, Microsoft 365. Copilot for Microsoft 365 launched late last year but it came with a minimum of 300 users, which put it out of reach for most organizations. That restriction was removed in mid-January which now makes it possible for any organization willing to fork over the \$360 per year per employee to have access to this powerful tool.

So, what does this mean? In the short term, Copilot for Microsoft 365 puts generative AI directly into the products we use every day, such as Microsoft Outlook, Word, Excel and PowerPoint. Employees work with these tools every day and store large amounts of their data in Microsoft 365. Therefore, this will make it easier to use generative AI in day-to-day work and likely unlock numerous real-world use cases in your organization.

In the long term, as employees get more comfortable with generative AI, they will begin to find innovative ways to expand its use cases. In addition to using the tools for their own productivity, they will begin to build resources for others within the organization. Microsoft Copilot Studio will make it easy to build custom AI tools that will increase employee efficiencies, streamline processes and create new services that would have been too resource intensive previously.

GOOGLE GEMINI

When OpenAI launched ChatGPT in November 2022, many thought Google would be playing catch up. If that was the case, it didn't take them long. In December 2023, Google announced its Gemini suite of AI products, which consisted of three flavors: Ultra, Pro and Nano. The big differentiating factor of Gemini was that it was built from the ground up to be multimodal, meaning it was training on text, images, audio, video and code.

The other differentiating factor is Google Gemini Nano, a portable lightweight version of the Gemini model that can run on mobile devices. This is significant because mobile phones can now run AI services locally without Internet connectivity, creating an entirely new set of use cases not available in hosted models.

So, what does this mean? It means that every phone can become a highly individualized and always-available AI assistant. Samsung has already announced its S24 phone that has translation capabilities in over a dozen languages, and that is just the beginning. AI could significantly change the user interface and experience when it comes to interacting with government services. In the future, you may be interacting with your constituent's custom AI assistant, and that could have a significant impact on how we approach engagement and service delivery.

OPENAI GPT STORE

In late 2023 OpenAI launched a GPT builder that gave anyone with a paid ChatGPT plan the ability to create their own custom GPTs. Millions of GPTs were created within the first few weeks of launching this new feature, as it made creating a GPT amazingly simple. In early January 2024, they launched the GPT store, which makes it possible to share those custom GPTs with the world, or at least with paid ChatGPT users for now.

So, why is this important? In just over one year, we have gone from no one knowing what a GPT is to anyone being able to create their own GPT and share it with the world in a matter of minutes. GPTs went from nonexistent to a commodity in just one year. Imagine what will happen in the next three to five years. Governments will be able to build AI functionality into every one of the services it provides. Given that government typically plans in much longer cycles than that, we will have to change the way we evaluate and implement technology in response to AI. It is truly an exciting, yet also somewhat terrifying, time as these advancements are continuing at a rapid pace. Organizations and their employees will need to strive to keep themselves up to date with the ever-changing landscape so as not to be caught off guard or left behind.

The power of custom GPTs is already available to governments. Here are four examples (a ChatGPT Plus, Team or Enterprise license is required):

- [City Chief Information Officer \(CIO\) Bot](#)
- [City Chief Information Security Officer \(CISO\) Bot](#)
- [City Attorney Bot](#)
- [City Chief Innovation Officer \(CINO\) Bot](#)

And the possibilities go beyond just bots to fill these municipal roles. Consider these ideas:

- Uploading a jurisdiction's ordinances and allowing people to ask questions about them.
- Providing a tourism GPT that helps people find activities to do around the city.

- Creating an internal onboarding GPT for jobs that have a lot of turnover or seasonal hiring to speed up the onboarding process.
- Putting all the organizational policies into a GPT so employees can ask questions about organizational policies.
- An events GPT where residents could see city events and even submit events for consideration using GPT actions.

As you can see, generative AI is going to have a significant impact on government organizations. The way we build and manage the services our citizens rely on, the way the citizens interact with those services and the way employees deliver those services are all changing.

That is the reality we operate in. Therefore, we must learn how to navigate it and, unfortunately, no road map currently exists. That means we must become educated observers and be able to adapt quickly. You can accomplish this by learning the basics, getting some hands-on experience and following trends. Ironically, the best way to learn these tools is to use them as a teacher and guide. You do not have to be an expert, but refusing to become knowledgeable about these technologies will negatively impact you and your organization's future.

Tim Howell is senior IT manager for the North Central Texas Council of Governments (NCTCOG). He previously worked for the cities of Katy, Georgetown, South Padre Island and Hutto. During his tenure he helped transform these organizations with the use of technology and went on to receive praise, awards and recognition throughout the state of Texas for innovative and creative uses of technology. Tim serves as the chair of the AI Committee at NCTCOG, and has served as president of the Texas Association of Governmental IT Managers, on the state of Texas Information Technology Strategic Advisory Committee and various other committees both in the public and private sector.

TARRANT TRANSPORTATION SUMMIT: ADDRESSING THE REGION'S SURGING GROWTH

By Gary Fickes

Going into our 14th year, I've been honored to host the Tarrant Transportation Summit. What began as an annual update on the progress of the North Tarrant Express, DFW Connector and I-35W expansion has become one of the biggest transportation events in the state. I would like to thank our sponsors, attendees, panelists and keynote speakers for making this such a successful event.

Over the years, we've all gathered together to discuss the present state and future of infrastructure, mobility, and the economy, and how we can collectively improve the quality of life for citizens in Tarrant County and across the Metroplex. We've heard from leaders like Congressman Roger Williams, Texas Comptroller Glenn Hager and Dr. M. Ray Perryman, among others, who have given us their thoughts on the future of mobility in our region and what needs to be done to keep up with the growth that has been our hallmark over the past few decades.

Our theme this year, "Surge: Readiness for Exponential Population Growth," expounds upon our underlying theme each year, formally acknowledging that our current growth will remain sustainable so long as we're all committed to regional collaboration and staying one step ahead of the infrastructure needed to support it. We've certainly come to a fork in the road and the time is now for us to make some significant decisions about where we're headed next.

This year, our longtime friend and event supporter, Ross Perot Jr., chairman of the Perot Companies and Hillwood, will speak to Lorie K. Logan, president and CEO of the Federal Reserve Bank of Dallas, on what our region's economic growth could look like, as well as how market conditions could impact our current trajectory. In 2024, all eyes will be on the Federal Reserve, as they continue to navigate the uncertain world the pandemic has left in its wake.

Panels for this year's program contain a mix of experienced individuals from the public and private sectors who will bring us up-to-speed on key mobility and infrastructure projects that will sustain our region, as we move toward the future. Our first panel, moderated by Becky Redman of Lockheed Martin, will feature Parker County Judge Pat Deen and Weatherford Mayor Paul Paschall, as well as my colleague Commissioner Manny Ramirez, as they discuss how their communities are pooling their resources to handle current traffic growth and future-proof infrastructure for development.

Next, we will focus on eastern Tarrant County and Arlington in a discussion moderated by Michael Jacobson, president of the Arlington Chamber of Commerce. Michael and his guests, City Manager Trey Yelverton, Rangers Vice President Rob Matwick, and NCTCOG Senior Program Manager Dan Lamers, will talk about how the growth of the Arlington sports and entertainment district makes investing in an updated I-30 a long-term win for the region.

After a break, Russell Laughlin of Hillwood will host a discussion with some of the most prominent players in the development of central Fort Worth about how the city's core is growing, and with it comes a need to address choke points at I-30 and I-35W. Russell's panel will include

Robert Allen of the Fort Worth Economic Development Partnership, Craig Caviler of Majestic Realty, Ryan Dickerson of Walsh, as well as Kelly Porter from the City of Fort Worth.

The final panel will be an especially important conversation for me, as Michael Morris of NCTCOG and North Richland Hills Mayor Oscar Trevino, NTE Director of Corporate Affairs Robert Hinkle and I talk about how highway transportation decisions made in Northeast Tarrant County over the past four decades have led to economic prosperity for a generation of North Texans.

Guests to the February 9 event at Hurst Conference Center can expect one of our best programs ever. With this year's lineup, I am confident that we've assembled a collection of individuals who will truly move our region to further success as we work together to realize the challenges and opportunities that our surge in growth presents.

Gary Fickes has been a member of the Tarrant County Commissioners Court since 2006 representing Precinct 3, which includes two major airports and several major freeways. He is a former mayor of Southlake and past chair of the Tarrant Regional Transportation Coalition and Regional Transportation Council through the North Central Texas Council of Governments.

ALLIANCE TEXAS AT 35: HOW A PIONEERING VISION LED TO A \$120 BILLION GAME CHANGER

When Ross Perot Jr. and Mike Berry were in their mid-20s, they set out to defy skeptics and fast-track a first-of-its-kind industrial airport in North Fort Worth. Today, AllianceTexas stands as a 27,000-acre global nexus fueled by that same trailblazing spirit—and public-private collaboration on a grand scale.

By Quincy Preston



The size and scope of AllianceTexas make it one of the most significant master-planned communities not just in Texas, but in the United States. [Photo: Hillwood]

35 years ago, AllianceTexas was born out what Ross Perot Jr. has called a “very simple vision.” Others would call it ambitious or even audacious. But either way, today that vision is a \$120 billion economic engine for Dallas-Fort Worth and the state of Texas. And since 1989, its cumulative impact has reshaped our regional landscape.

At nearly twice the size of Manhattan, AllianceTexas is home to 574 companies that have generated more than 66,000 direct jobs and around 58 million square feet of developed space. The development powered nearly \$10 billion in impact last year alone, per Insight Research Corporation.

“It’s one of the great development regions in the nation,” Perot said at the [Venture Dallas conference in 2022](#). The investor, real estate visionary, and founder of Dallas real estate development giant Hillwood continues to look at what’s next. “We want to be in front of ideas that no one’s even heard of today,” he added.



An aerial view of part of the AllianceTexas development, including Perot Field Fort Worth Alliance Airport at upper right. [Photo: Hillwood]

AllianceTexas has evolved into a global nexus, with its Mobility Innovation Zone—known as The MIZ—focused on advancing transportation technologies, alongside anchor [Perot Field Fort Worth Alliance Airport](#), corporate headquarters, and residential communities.

The story behind how it all came to be is a testament to what happens when forward-looking vision and pioneering ideas meet North Texas dealmaking—and a huge swath of undeveloped land. “We all worked together to build the last big piece in North Texas,” Perot said in 2022. Timing and being aggressive didn’t hurt, he pointed out.

A “classic Dallas play”

The 27,000-acre master-planned development, named AllianceTexas as a nod to its roots as a true public-private partnership, got its start as a “classic Dallas play,” Perot recalled.

When land costs in North Dallas soared in the 1980s, Perot and his team invested in North Fort Worth. But it was the founding of the Fort Worth Alliance Airport—the country’s first industrial airport in the late 1980s and the development’s anchor—that represented AllianceTexas’ inception. “We got it done,” Perot said at the same event. “And then we started working on deals.”

In 1986, propelled by the FAA’s proposal to build a new airport in North Texas, Perot and long-time colleague Mike Berry—both then in their mid 20s—set out with youthful energy to build the second of four planned airports that were part of the DFW 2000 Master Plan. Berry would go on to become president of Hillwood.

“We were young,” Perot said last fall. “Mike Berry and I were 26 or 27 years old at the time. What’s great about being young is that you don’t know what you don’t know.”

Established developers said it would “take decades to build an airport”—and that it couldn’t be done with the magnitude and timeline Perot and Berry had in mind. But the duo could see the future and the long-term impacts their project could realize. Perot described their mindset at the time as, “We’ve got to hurry, we’ve got a lot to do.” Undeterred, the pair forged ahead, spurred by belief in their pioneering vision.

The duo aimed to fast-track the project by “doing everything at one time,” including working with strategic partners and using private money to get things done.



Perot Field Fort Worth Alliance Airport now bears the name of the man who believed in its ultimate promise, H. Ross Perot Sr. “My dad wholeheartedly believed Fort Worth Alliance Airport would be the centerpiece of an unprecedented jobs corridor in Texas,” said Ross Perot Jr. [Photo: Hillwood]

“We literally formed a partnership with the FAA” Perot recounted in 2022. “That’s how we fast-forwarded the whole system.” They met with the FAA “every Friday” to show their progress and obtain approvals for what was a brand new category for the FAA—their industrial airport was the “next generation” of airports.

“That’s how it got done,” he added. “We broke ground in the summer of 1988, and we were open by the fall of 1989.”

Today, AllianceTexas serves as a major cargo hub for Amazon and FedEx. And as the only non-passenger airport in the top 20 cargo airports in the U.S. by volume, it moves about 2.5 billion pounds of freight every year.

The airport served as a kickstart for Perot and Berry's mega mixed-use development, and the project is often noted as one of the country's most successful public-private partnership endeavors.

A “transformative philosophy”

In a news release marking the master-planned development's anniversary, Hillwood president Berry says AllianceTexas is “anchored by the collaborative partnership between public and private sectors,” adding that “we're just as forward-thinking today as when we created AllianceTexas 35 years ago.”

Indeed, the scale of coordination and negotiation required to realize AllianceTexas was monumental. Covering such a vast area across multiple jurisdictions—nine municipalities, five independent school districts, and two counties, for those who are counting—the development represents a feat of strategic dealmaking.

Integrating the interests of a wide array of public stakeholders was a test of collaborative processes. According to Hillwood, that's led to more than \$3.8 billion in property taxes distributed to various cities, counties, and school districts since 1990. In 2023 alone, it accounts for a contribution of some \$344.6 million in property taxes.

Fort Worth Mayor Mattie Parker says Hillwood's impact at AllianceTexas and numerous urban developments throughout the region “have been immeasurable in their impact on North Texas' continued leadership and success.”

AllianceTexas “remains a constant powerhouse,” the mayor added in a statement, “and sets the standard in our region and nationally for providing companies with innovative resources and opportunities for growth while also creating an environment that offers an array of outstanding housing options and lifestyle amenities.”

From FedEx to Meta, ‘Riding every generation of technology’

Berry said AllianceTexas “continues to be a sustainable economic engine” for the Lone Star State. The development creates “thousands of jobs” and is a corporate base for many of the world's most iconic brands, he says, ticking off Amazon, FedEx, BNSF Railway, Meta, Charles Schwab, Fidelity Investments, Deloitte, and UPS as a few among “dozens of others.”

At Venture Dallas, Perot said AllianceTexas aimed for a new level of development right from the start. Back in the '80s, he said, “No one heard of us. No one heard of Facebook. All these great clients we have today no one ever heard of.”

They did the work, Perot said. And they donated the land to get things started. But, he added, “we said we wanted to control the deals.”

One relatively early deal was the \$2 billion data center for Facebook. Perot says AllianceTexas has been able to “ride every generation of technology.”

Both Berry and Perot refer to Alliance as an incubator. “You've got every kind of real estate use for a client who wants to propagate technology,” Perot said. But beyond technology, Hillwood and AllianceTexas keep a welcoming spirit: “You can move into this market and the governor is excited, the mayors are excited, and the county commissioners are excited. They all want to help; they want to help you build your business.”

That's something folks here might take for granted, he says. But if you're not from here, that welcoming attitude can be eye-opening—and transformational.

Causing buzz with a focus on mobility and logistics tech



The Manna Aero drone making deliveries in Pecan Square, a Hillwood Community in Northlake, Texas. [Photo: Manna Drone Delivery]

Integrating cutting-edge logistics tech into the supply chain at AllianceTexas and convening leaders in logistics innovation in its Mobility Innovation Zone is a key focus for Hillwood. Gatik, a leader in autonomous middle-mile delivery, continues to use The MIZ to further commercialize its self-driving truck technology. More recently, Manna, Europe's top delivery company, announced the [launch of its last-mile delivery services in the U.S.](#) at Alliance.

Henry Ross Perot III, vice president of Hillwood and son of Ross Perot Jr., has been instrumental in overseeing industrial and warehousing interests within AllianceTexas. Better known as "Hill," Perot sees [logistics tech as a key sector](#) where North Texas excels.

Hill Perot and his team work to "position North Texas to be *the* mobility innovation zone in the entire world," he said last fall. The MIZ is a big frontrunner already, he noted. "We're testing drone delivery, autonomous trucks, drone delivery to people's front doors."

The MIZ enables AllianceTexas to remain at the forefront of supply chain innovation and adopt new technologies that enhance logistics efficiency, according to Hillwood.

Those new technologies were front and center at AllianceTexas last October when it hosted the invitation-only [UP.Summit](#). The summit on rethinking the future of transportation brought more than 250 of "the world's most innovative minds" in the sector to North Texas. It attracted global CEOs, former British Prime Minister Boris Johnson, and VCs looking to get in on the ground floor of the future of mobility.

'Smart Port' planned at AllianceTexas

A recent AllianceTexas presentation features the introduction of a "Smart Port" at AllianceTexas, which could be a major leap forward in supply chain management and logistics.

The project, a public-private partnership for supply chain resiliency, could offer benefits from safer, more reliable freight transport to a resilient grid power. The project is slated to feature an integrated intermodal container yard, operating in synergy with the BNSF Railroad, an AV truck port, and more.

Russell Laughlin, EVP of strategic development and innovation at Hillwood, has said the project could be a [gamechanger](#). The Smart Port could feature a 15-mile technologically enhanced corridor designed to optimize the coordination between incoming trucks and trains, thus streamlining the cargo container transfer process.



[Photo: Hillwood]

Other features include an intelligent corridor to divert truck traffic from current highways, potentially alleviating congestion and reducing air emissions by minimizing the idle times of trucks queuing to collect cargo.

The strategic location of AllianceTexas, proximate to the major ports of Houston and California's Long Beach, positions it ideally to capitalize on the transportation flow for the DFW area, noted Michael Morris, director of transportation for the North Central Texas Council of Governments, in the Fort Worth Business Press last year.

While the development of the Smart Port could take several years to materialize, Laughlin emphasized its potential to revolutionize the region's logistics infrastructure.

"We have the chance to be out front and have the most advanced inland port in the country in the next few years," Laughlin told the publication.

Live, work, play—and an investment in a ‘full city block’ in downtown Fort Worth



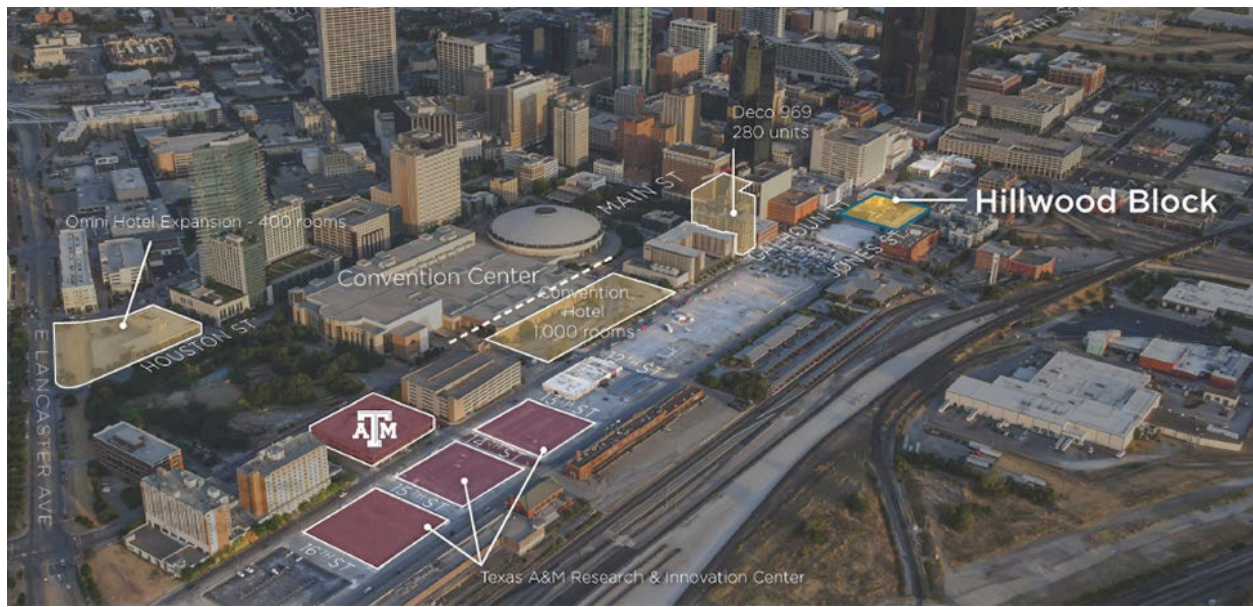
[Photo: Hillwood]

Beyond its industrial, aviation, and office core, AllianceTexas has grown into a comprehensive mixed-use development with an array of retail, restaurants, healthcare, entertainment, and residential neighborhoods integrated together, including major developments like Heritage, Saratoga, Harvest, Chisholm Ridge, Creekwood, Park Glen, and Pecan Square.

At the development's heart is the 900-acre Alliance Town Center with 30 acres of green space and an anchor health and wellness district. It's one of just two developments in Texas to receive the LEED Certified Neighborhood Development certification, according to Hillwood.

In a recent move, Hillwood expanded its presence in downtown Fort Worth [by acquiring a full city block in the heart of the city](#). Strategically located at the entrance of the rapidly developing southern downtown corridor, the move marks Hillwood's first investment in downtown Fort Worth—and reinforces its long-standing commitment to the city, the developer said.

Hillwood calls the location the “front door” of Cowtown's fast-growing downtown southern corridor, where Texas A&M University is building its Fort Worth campus, anchoring the city's new downtown innovation district. The property, bordered by 6th and 7th Streets and Calhoun and Jones Streets, is in an area seeing a surge in development and revitalization.



[Image: Hillwood]

Key projects nearby include the [Convention Center's \\$95 million expansion](#), the Omni Hotel's addition of a [new 400-room tower](#) and meeting spaces, and the 27-story [Deco 969's luxury apartment tower](#)— the city's first downtown high-rise multifamily project, slated to be the ninth tallest building in the city.

Steve Aldrich, senior vice president of Hillwood, said the acquisition “puts us in the middle of one of the fastest-growing corridors, not only in downtown Fort Worth but within the entire city.”

DALLAS-FORT WORTH COUNTIES DON'T MEET BIDEN ADMINISTRATION'S NEW SOOT POLLUTION LIMITS

By Haley Samsel, Fort Worth Report



Haley Samsel (Fort Worth Report)

Concrete batch plants are among the industrial facilities that produce particulate matter, or soot, pollution. The Environmental Protection Agency's new air quality standards will affect how counties, including Tarrant, monitor and reduce pollution.

If air quality doesn't improve in North Texas over the next two years, Tarrant and Dallas counties will fail to meet the federal government's new standards for harmful soot pollution.

The Environmental Protection Agency says its stricter limits on fine particulate matter, or soot, pollution will prevent up to 4,500 premature deaths and 290,000 lost workdays nationwide over the next eight years. The final rules [were announced Feb. 7](#) but likely won't go into effect until 2026.

Soot can get deep into people's lungs and bloodstreams, and scientific studies have [tied particulate matter](#) to a wide range of respiratory, cardiovascular and organ ailments.

Particulate matter pollution [disproportionately affects](#) communities of color and low-income people, who are more likely to live near [industrial sites](#) that produce soot, according to the EPA. Those facilities include power plants, cement plants and refineries, as well as sites with high concentrations of vehicles.

Jim Schermbeck, director of the North Texas environmental activism group [Downwinders at Risk](#), has advocated for stricter limits on particulate matter pollution for decades. He applauded the EPA for tackling what he believes is the country's most insidious and widespread form of air pollution.

"They were trying to walk a fine line between wanting to bring the standard down to be more protective of public health but not causing a lot of consternation at the local level in trying to meet what they might consider, for right now, an unrealistic standard, especially in an election year," Schermbeck said. "I think they have walked that tightrope pretty well."

Under the new rules, counties that report an annual average of particulate matter pollution above 9 micrograms per cubic meter of air could face penalties for violating the Clean Air Act. That's down from the previous standard, which capped soot pollution at 12 micrograms per cubic meter.

Ten Texas counties, including those that are home to major urban areas like Austin, Houston and El Paso, would not meet the new rules based on [data collected from EPA air monitors](#) between 2020 and 2022. Tarrant and Dallas are on the cusp of meeting the new standards, reporting 9.1 and 9.4, respectively. However, the EPA will base its decisions on data collected between now and 2026.

With hundreds of millions of [federal dollars pouring](#) into air quality projects, the [EPA expects Tarrant and Dallas counties](#) to meet the standard by 2032 — as would 99% of counties across the U.S.

The rules have [faced pushback](#) from nationwide industry groups that say installing pollution control technology to comply with the stricter rules will cost them millions and hurt the U.S. economy.

Josh Leftwich, president and CEO of the [Texas Aggregates & Concrete Association](#), said his members are fortunate because Texas already has stringent air quality standards and permit requirements administered by the state environmental commission. Many areas of Texas are already in compliance with the new standard, he added, even as the state is experiencing its highest demand ever for construction materials like concrete and cement.

"Although there are many unknowns regarding how the new standard will impact permitting programs, TACA will continue to work closely with all regulatory agencies to ensure that the environment and the most sensitive communities are protected," Leftwich said in a statement.

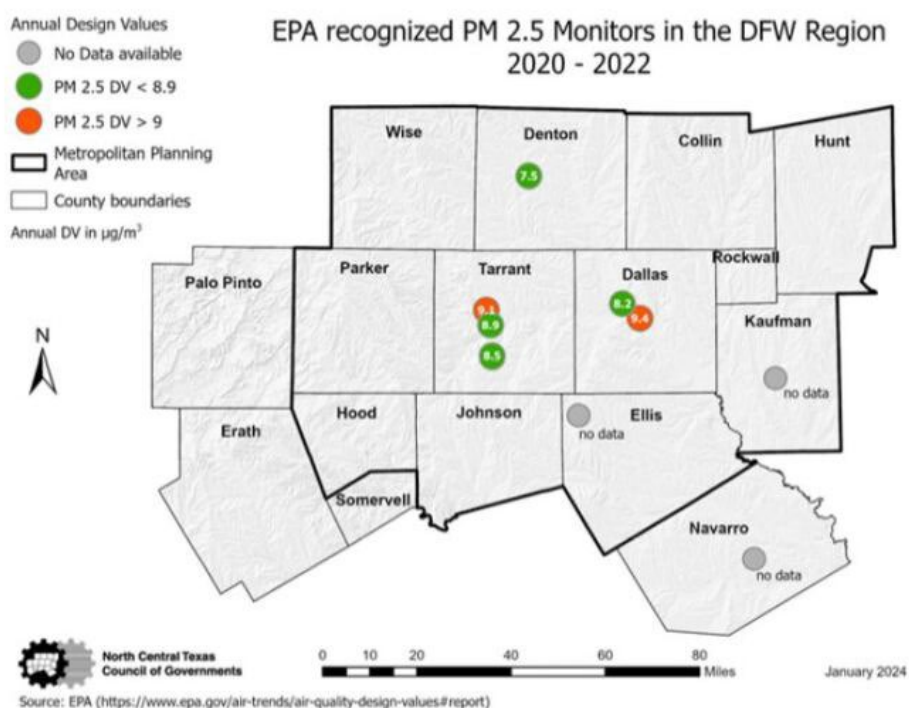
The [North Central Texas Council of Governments](#) is tasked with helping local governments meet federal air quality standards. The new rules came as no surprise to Jenny Narvaez, the council's air quality program manager, who has been following the rules since they were first proposed in early 2023.

Narvaez's team has already met with officials in Fort Worth and Dallas about how they might determine the causes of higher particulate matter readings at monitors near their downtowns.

The council of governments will also work closely with the Texas Commission on Environmental Quality to determine a plan to meet the standard, which could be stalled by lawsuits, Narvaez said.

“I anticipate that there will be more conversations with the cities and possibly the counties,” Narvaez said. “(We’ll) potentially be able to use some funding to help figure out why those monitors are so high. It’s just cutting it close.”

There are only six particulate matter monitors across North Texas, Narvaez said, with another three in Ellis, Kaufman and Navarro counties that are not producing any data. Chris Klaus, senior air quality management program manager for the council of governments, said during a [Jan. 11 meeting](#) that his team is looking into why the EPA-installed monitors are not functioning.



Courtesy image / North Central Texas Council of Governments

Six monitors installed by the Environmental Protection Agency monitor for particulate matter, or soot, pollution in North Texas. Another three in Ellis, Kaufman and Navarro counties do not function or produce data.

Soon, the council of governments will use about \$400,000 in state funds to set up additional monitors around existing downtown Fort Worth and Dallas monitors to determine where emissions are coming from, Klaus told the Regional Transportation Council.

“Are they internal to the region? Are they transported (by) Sahara wind dust or west fires that might be influencing it?” Klaus said. “Or are there things that we might be able to do to lower those emissions?”

Schermbeck will push the EPA and other agencies to place particulate matter monitors in hot spots most affected by industrial pollution, including neighborhoods like [Joppa in south](#)

[Dallas](#) and [Echo Heights](#) in southeast Fort Worth. Because there are only six working monitors in the region, officials are underestimating the scale of the problem, he added.

“The EPA’s numbers of how many people will be saved every year are just the tip of a huge iceberg of human health that’s being affected,” Schermbeck said. “You don’t have to die from this stuff to get a really bad health effect from it. I think it has far, far ranging impacts on everything, from transportation to zoning.”

SPARRING OVER DALLAS-TO-HOUSTON HIGH-SPEED RAIL STATION IDLES PROJECT FUNDING TALKS

The monthly Regional Transportation Council meeting was again hijacked by tensions about a proposed Dallas-to-Houston bullet train.

By Amber Gaudet



Regional officials on Thursday revisited an ongoing debate about where the Dallas portion of a proposed Dallas-to-Houston bullet train could be built.(JR Central)

As government representatives from across North Texas met Thursday to discuss funding local road and transit projects, talk once again turned to a proposed high-speed rail project from Dallas to Houston.

The meeting of the North Central Texas Council of Governments' Regional Transportation Council devolved into a series of conflicting motions during a presentation on 2024's transportation priorities. Following funding requests from municipalities across the region for various transportation projects, the council was asked to approve those selected by regional staff.

Among the proposed partnerships was one that would lend more than \$100 million across six city of Dallas projects – with a catch. Most of the projects discussed were contingent “on the City of Dallas’ approval of the ‘one-seat ride’ concept and Union Station siting plans for high-speed rail.”

The contingency references an ongoing point of tension for some Dallas City Council members who insist on the downtown Dallas portion of the high-speed rail route running underground.

And it didn't sit right with at least one council member.

"This is to force us to do something and I think that we deserve to know the full scope of what the project is," said Dallas City Council member Cara Mendelsohn. "The money wouldn't be going to the city anyway because it's contingent on this approval, which we're not going to give until at least another month."

Mendelsohn has been a vocal advocate of exploring an underground option. Some in the city fear an at-grade or elevated route could jeopardize the new [Kay Bailey Hutchison Convention Center](#).

"This is a massive, massive interest for economic development, and we have to get it right," Mendelsohn said.

A roughly seven-story-high elevated station near Cadiz and Austin streets in the Cedars neighborhood has [already received federal clearance](#). The current alignment would see the train follow the existing Union Pacific line over the Trinity River and surface near Hampton Road in West Dallas. A proposed route [presented to the regional staff in August](#) showed the rail then traveling south through the new convention center toward the Cedars station.

Changing the elevated route to an underground one could present logistical problems in easily connecting passengers to the elevated station – especially since the route would likely need to be built 17 stories deep. Moving the station also could put the brakes on the project.

"We are purposely not touching the federally approved Dallas station to make sure we do no harm to Amtrak's interest to build high-speed rail from Dallas to Houston," regional transportation director Michael Morris said.

Dallas councilmember Jesse Moreno wanted to separate the contingent Dallas projects and revisit them during the March meeting, when regional staff will have the results of white papers Morris said addresses questions raised about the current alignment. That was quickly met with opposition from Dallas City Council member Omar Narvaez, who encouraged the RTC to approve the contingent funding.

"I'm texting with the city of Dallas department of transportation staff and they're also unaware of this," Narvaez said. "This is not something the city of Dallas would want to support, to delay the dollars, because we're ready to go on these projects."

The projects in question await final approval by the Dallas City Council but have already been funded locally, Narvaez said.

"Having the match from COG will definitely take this a lot further along with the force in the city of Dallas and I'm very optimistic the council will approve all of these projects as well," Narvaez said.

After a lengthy discussion, the funded projects and partnerships were ultimately approved as originally proposed by RTC staff.

In Dallas, those include the West Dallas Gateway Project, which would construct a roadway with sidewalks and bicycle lanes on Herbert Street under the Union Pacific Railroad line and provide access to Interstate 30; a pedestrian structure over I-30 at Harwood Street; improvements at

Harry Hines and Mockingbird near Love Field, and several other infrastructure improvement projects.

Other notable projects selected for funding include assistance for new and replacement vehicles for the Trinity Railway Express and TEXRail lines; regional railroad safety crossing and traffic signal upgrade programs; improvements that would facilitate access to the Dallas County Inland Port at Belt Line Road and Sunrise Road; bond program partnerships in Tarrant and Parker counties and more.

RTC members will be given a high-speed rail briefing a week before the next meeting, which is set for March 14.

"By the end of February, all reports will be out, so I remain hopeful we'll settle over a nice partnership program on high-speed rail," Morris said.

‘COME HELL OR HIGH WATER’: OPAL LEE SAYS SNAGS WILL NOT DELAY JUNETEENTH MUSEUM

By Marcheta Fornoff



A soaring golden roof, star-shaped courtyard and an amphitheater are just a portion of the National Juneteenth Museum's plans for Fort Worth's Historic Southside neighborhood.

Before museum officials can realize this vision, however, they must address a looming challenge: Part of the proposed museum sits on land the nonprofit does not own — and the brothers who own the land are not interested in selling.

“We’ll contribute something to this (project) for the community, but (the lot) is not for sale,” Dorian Villegas, who owns the land with his brother, said. “We were very clear. We’re not selling. It took us a long time to buy these.”

But museum officials remain optimistic.

“Ideally, we’d like to own the whole block, but we respect the landowner’s right to do what he or she or what his family wants to do with that property,” CEO Jarred Howard said in a call with the Report. “And so we’ll just pivot around him. It won’t deter or impact what we’re doing at all.”

At a [February public meeting](#), Fort Worth activist Opal Lee, the driving force behind the museum and the successful push to get Juneteenth recognized as a federal holiday, doubled down on an ambitious timeline of June 19, 2025.

“You need to know that the Juneteenth Museum is going to open 2025 come hell or high water,” she said to a round of applause and amens inside the Ella Mae Shamblee Library.

To make that happen, shovels will need to hit the dirt soon.

Opal Lee's dream



The stars created both by the opening of the roof and embedded in the terrazzo patio are important symbols present on the Juneteenth flag. The five-point star is also emblematic of Texas. (Courtesy image | Bjarke Ingels Group)

[For about 20 years](#), an early iteration of a Juneteenth museum sat in a single-family home on the corner of Evans Avenue and Rosedale Street.

The space was home to Lee's small but growing collection of artifacts as well as Juneteenth events and, at one point, computer classes. In early 2023, the building was [destroyed in a fire](#). Most of the collection was spared; it had been cleared out in anticipation of the forthcoming museum.

County records show Opal Lee Trust and EELLAPO LLC, which is Lee's name spelled backward, own the site of the former museum and several other plots on Verbena and Veal streets — the block bordered by Evans and Rosedale.

Museum renderings show that land as the site of a 50,000-square-foot building that will house a theater, food hall and business incubator in addition to the museum. In that plan, the edges of the golden roof stretch all the way to the Southside Community Center, currently located at 959 E. Rosedale St.

Other developments in the neighborhood have long been delayed or stalled. A city-funded effort to redevelop the Historic Southside began in the early 2000s. In December, the city canceled a [\\$70 million contract](#) with Hoque Global, which had planned a mixed-use development in the heart of the Historic Southside.

Howard, a fifth-generation Fort Worthian, hopes the museum development will act as a catalyst

to help revive an area that was once a hub for Black businesses in the city.

“This neighborhood represents the epicenter of Black culture, history and commerce in the city of Fort Worth,” he told the Report in [a May 2023 interview](#) after he was named the museum’s CEO. “In the days before African Americans were able to patronize mainstream businesses, they had this neighborhood.”

The museum is in the midst of a \$70 million fundraising campaign, and Howard reported that the organization is about halfway there in a January panel discussion focused on African American-led museums and cultural institutions. The funding is one sticking point.

“You won’t see us put a shovel in the ground until we’ve got the money required to actually build,” Howard told the panel.

The museum needs \$40 million to construct the actual building and is about \$5.5 million away from reaching that goal, he said. The remainder of funds will be placed into the museum coffers and an endowment to ensure the project’s long-term sustainability, Howard said.

A different dream

Dorian Villegas and his brother, who declined to be interviewed, have pursued their dream of opening an event space for more than a decade — long before plans for the museum were announced.

The pair saw the vacant [Drake’s Cafeteria](#) building as an ideal location to start that business.

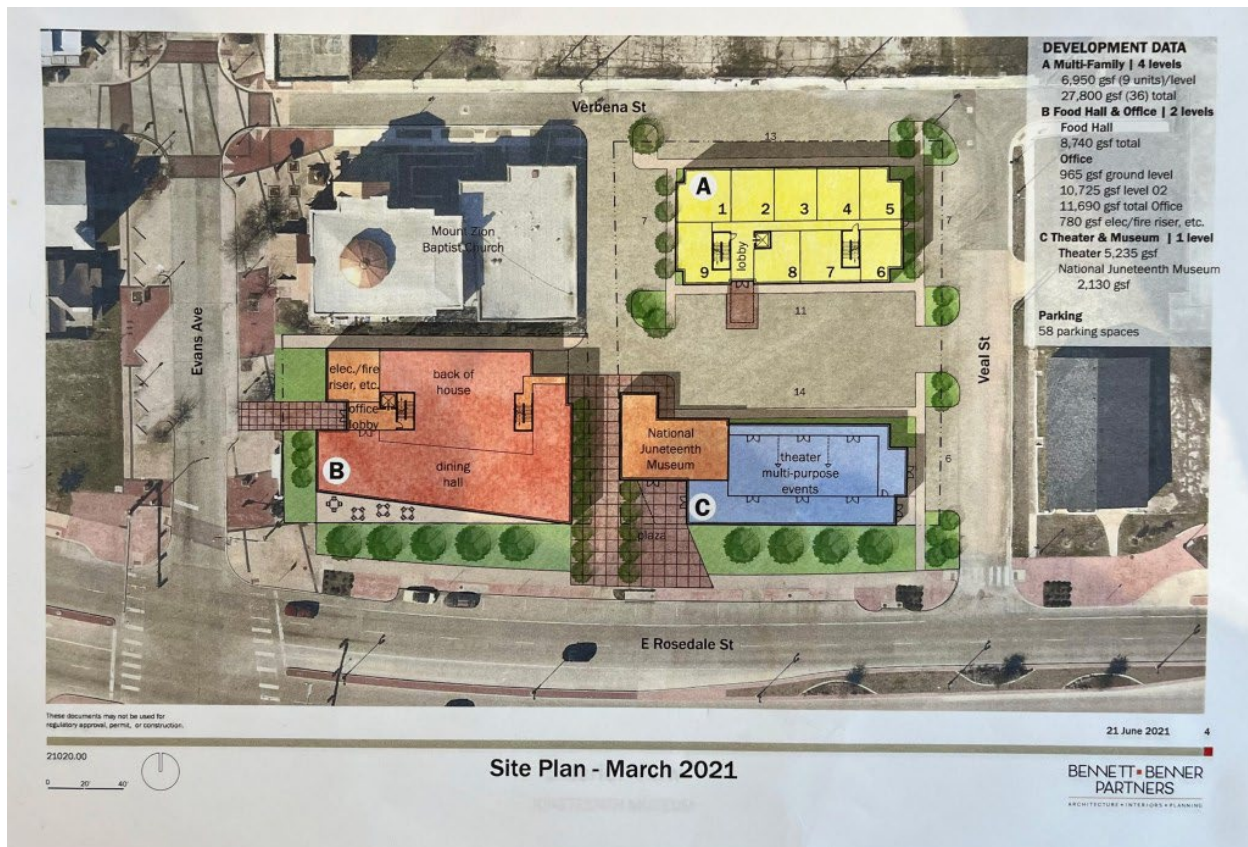
“It’s something that we’ve always wanted to do, having a business like that,” Dorian Villegas said. “It’s close to downtown. It’s a central location close to the highway. ... Based on our idea of what we wanted to do, we thought that was a perfect location for (hosting events).”

Tarrant County Appraisal District records show that the Villegases purchased the property in 2016. Then, Villegas said, they purchased three other nearby lots as their budget allowed. They own the land at 951 and 953 E. Rosedale St. as well as 950 and 1104 Verbena St. and have plans to add an outdoor patio space and additional parking for the venue.

The pair had already invested in updating the building’s interior when their project was put on hold by the COVID-19 pandemic.

“We have nothing personally against the (museum) project,” Dorian Villegas said. “Obviously, the only thing we were concerned (about) the initial plan was it contained — overlaid — our properties.”

Villegas said his brother drove over to the lots one day in 2021 to mow the lawn and noticed flags on their property indicating that the land had been surveyed. They hadn’t commissioned a survey but brushed it off, thinking that maybe the city of Fort Worth was looking at water or power lines.



A 2021 rendering shows a different vision for the National Juneteenth Museum's development plan. Dorian Villegas said he and his brother were sent this rendering shortly after Jarred Howard expressed interest in buying one of their lots. (Courtesy image | Bennett Partners)

Eventually, the museum expressed interest in one lot. Villegas shared with Fort Worth Report an outline of those interactions, which he said started in September 2021.

The National Juneteenth Museum declined to comment on negotiations and reiterated their respect and recognition of the family's right to decline a sale.

Before Howard was named CEO of the Juneteenth Museum, he expressed interest in buying the land, Villegas said. Shortly after, the Villegases received a rendering of the museum's plans. In this early plan, multifamily housing appeared on one lot that the brothers own.

Days later, Villegas said Howard made a verbal offer of \$150,000 for one lot at the corner of Veal and Verbera streets. That offer was declined.

In February 2022, a new offer was made for the brothers' land, Villegas said, this time including the nearby three additional lots.

The brothers remained uninterested in selling their land but said they might consider an offer that reflected the cost of moving their event space and finding another location where they believe they could make a comparable future income.

They received an offer of \$2 million for all four lots, according to a contract reviewed by the

Report. After reviewing the offer, the Villegas brothers responded: No deal. Villegas said the brothers threw out a “ridiculous” number as a counter, hoping that the pressure to sell would end.

In 2023 the museum offered \$2.1 million.

Again, no deal.

But the brothers have watched anxiously as the rendering featuring their land continues to circulate and prominent leaders express their support of the project — worrying that they might, again, feel pressured to sell.

“Is somebody assuming that they’re going to buy or they own the land?” Dorian Villeagas said. “Again, it’s none of my business what they do, but it really concerned us because obviously ... (part) of the project ... is (on our land). Somebody will question that, right?”

‘We’d rather undersell and overdeliver’



Dione Sims, Opal Lee’s granddaughter and National Juneteenth Museum legacy board member, speaks about the National Juneteenth Museum at a Feb. 7 community meeting. Lee stands beside Sims holding a rendering of the museum. (Sandra Sadek | Fort Worth Report)

Opal Lee remains insistent the museum will open by 2025. The 97-year-old has said many times that she wants to be around to see her vision come to fruition.

In an interview with the Report, before declining further comment in a second call, Howard said that 2025 is an ambitious goal and 2026 is what they are promoting. He also stated that new renderings will come as the project continues to evolve.

“We’d rather undersell and overdeliver than the opposite, which is why we are so bullish on breaking ground as soon as we possibly can. The only thing that is preventing us from breaking ground is we’ve got to raise more money,” he said. “We’re not going to start a project that we don’t have the money to finish.”

AS TARRANT POPULATION SURGES, TRANSPORTATION EXPERTS DISCUSS ECONOMIC IMPACT OF REGION'S NEXT STEPS

By Sandra Sadek



Accelerated interest in Tarrant County's transportation needs kept discussions moving during a summit on Feb. 9.

Solid transportation infrastructure that responds to exponential population growth has never been more important, and both the private and public sectors came together to discuss it during the 14th annual [Tarrant Transportation Summit](#) at the Hurst Conference Center.

In four sessions, panelists shared news of projects in the works and discussed future plans to improve mobility and bring in economic opportunities.

Long-range planning in Fort Worth

As Fort Worth inches [closer to a million residents](#), city staff and business partners are looking at different ways to move people and goods efficiently across the community while attracting new job opportunities that bring in jobs.

Kelly Porter, assistant director for the city's transportation and public works department, shared that Fort Worth is working on its first [master transportation plan](#), which will look at long-range infrastructure projects over the next 25 years.

The idea is to take all of Fort Worth's transportation modes and "put it into a long-range planning program that's tied back to our region and city's substantial growth, and shaping a vision for the city going forward," Porter said.

Having the plan in place will also help the city be competitive when it comes to seeking out state and federal funding to meet these needs.

The Stockyards is one of the areas that has seen massive growth since Majestic Realty Co. acquired the Stockyards Hotel and helped breathe new life into the location.

Craig Cavileer, executive vice president of Majestic Realty Co. said since opening [Hotel Drover](#) three years ago, the Stockyards' GDP rose from \$175 million to almost \$400 million. The Stockyards is now welcoming around 9.3 million annual visitors, he said.

"We're responsible for experience — we're not responsible for traffic — but we need to be a partner in that," Cavileer said. "We've got another \$700 (million) to \$800 million to invest in the Stockyards so we want to be careful how we do that and be in lockstep with it as the community grows from us to downtown. ... It is an ecosystem and we're a big part of that."

Out southwest, Walsh and Veale Ranches have opened up new economic possibilities. Both sites are among the [last remaining vacant lots](#) of land in the city for major projects.

"It's hard to tell what's happening, but it's coming," said Ryan Dickerson, CEO of the Walsh Companies. "Major projects are coming online that are really going to change the fabric of Fort Worth and the west side."

Despite losing out [on the Rivian deal](#) back in 2021, Dickerson said he remains optimistic about the location's potential.

"What that really did for us, both internally with the Walsh family as well as with all our partners, is kind of verify what we believed, that this is the spot for economic development," he said.

As Fort Worth continues to grow, the city's economic development team will have to pick the projects that best fit the city's vision, said Robert Allen, president and CEO of the Fort Worth Economic Development Partnership.

"I have said 'No' a lot to some projects in the first 9 to 10 months that I've been here because it is such a unique place. You've got to be thoughtful about making sure that what you bring here and what you want to put into Fort Worth, will be there long after I'm gone," Allen said.

Tackling the population surge north and west

Northwest Tarrant County and its western neighbor, Parker County, are hot spots for new projects. The northwest part of the county is home to about 600,000 residents, and Parker County is the sixth fastest growing county in the country.

Growth has been so overwhelming that Parker County took a \$130 million, 32-project transportation bond to voters in November 2023. It included funding for work on I-20 as well as local roads throughout the city of Weatherford and Parker County.

“We were slightly behind the curve,” Parker County Judge Pat Deen said. “We’ve got to set the precedent now, working together and collaborating together in getting buy-in in every one of the cities because we’re all in this together. This isn’t just a county issue.”

According to Deen, around 60% of the city’s workforce travels east toward Fort Worth and beyond for jobs — a tremendous strain on Weatherford’s economy as well as the roads in Tarrant County.

That has to stop, he said.

In northwest Tarrant County, the infrastructure of what was once a rural part of the county has not always kept pace with the rapid development of that area.

“Northwest Tarrant County is kind of the last bastion of a rural portion of a major county in the nation,” said Dillon Maroney, executive administrator of operations for Tarrant County Precinct 4.

In response to the needs of the area, the county has been working with TxDOT to bring projects that allow better traffic flow while improving overall safety on the roads.

That includes a [\\$17 million federal grant](#) to construct a four-lane overpass at the railroad track crossings on Bonds Ranch Road, long [a point of frustration for residents](#).

The county also allocated [\\$40 million from its 2021 transportation bond](#) toward projects in that region.

“It’s really not up to us. The developers are going to develop,” Maroney said. “It’s whether or not we are going to be at the table to help support (that growth), to allow people to get to and from these houses ... in our precinct.”

Infrastructure opens up economic opportunities. Weatherford Mayor Paul Paschall said that several employers, including [Costco](#) and [H-E-B](#)., expressed interest in expanding in the city shortly after the 2023 bond was approved.

“Along with mobility and growth and job creation, the roads are key,” Paschall said.

Diversifying east Tarrant County’s economy and mobility options

A decade ago, Arlington had MAX Bus, a shuttle service connecting the TRE Station to downtown. It ended in 2017 after failing to meet expected ridership levels, said Trey Yelverton, city manager for Arlington.

However, that doesn’t mean the city isn’t investing in transportation anymore, he said.

“If we’re not in the transportation business, how come we’re spending \$20 million a year on transportation,” Yelverton said.

In Arlington and east Tarrant County, transportation instead refers to I-30 and new tech-driven options.

The new I-30 interchanges at SH 360 have opened up development opportunities for the area, including 80 acres in the Cooper area, Yelverton said.

The expansion of I-30 over the past decade has allowed the development of Arlington's Entertainment District, turning the former surface parking lots into a major destination and revenue generator for the city.

The [upcoming \\$410 million Loews Hotel](#) is slated to open Feb. 13. And the area is now exploring [residential projects](#) in the district, said Rob Matwick, executive vice president of business operations for the Texas Rangers Baseball Club.

"It really just goes to show what happens when you have, in our case, the right ownership at the helm, the right partners on the public side," Matwick said.

In the meantime, regional planners have been exploring innovative ways to alleviate congestion on I-30 with a [high-speed rail line](#) connecting Fort Worth and Dallas, and eventually to Houston.

"High-speed rail has the potential to revolutionize the way we think about travel in the United States," said Dan Lamers, senior program manager for transportation planning at the North Central Texas Council of Governments.

With the construction of this new rail line, Lamers said it will bring opportunities to develop new train stations unlike anything seen before in the country.

"When I say train station, I don't mean something you would see at TEXRail or Trinity Railway Express or even DART," Lamers said. "We're talking massive. We're talking airport terminal-type development at a train station."

Northeast Tarrant's managed lanes

I-35W has earned a reputation for always being under construction. However, it has played an important role in connecting Fort Worth to Alliance and its estimated \$120 billion in total economic impact over the last 35 years.

"Without the managed lanes, [without 3C](#) — the latest connection — we really would have been two distinct, separate areas," said former Fort Worth Mayor Betsy Price. "Without the managed lanes, you'd be sitting in gridlock."

While the toll lanes on I-35W were considered a milestone in addressing the growth surrounding the Alliance area, it may not have been enough.

At the time of the start of the toll lane construction, the contract between North Tarrant Express and TxDOT said once traffic levels reached a certain point, the NTE would be required to add capacity.

The traffic surge came eight years ahead of schedule, said Robert Hinkle, director of corporate affairs for NTE.

As a result, an [additional general purpose lane](#) will be added to I-820 in each direction between SH 121/183 and I-35W as well as a managed lane in each direction along SH 183 between Industrial Boulevard and I-820.

Construction is expected to be finished by 2027. The \$414 million cost of the project will be paid for with the money collected from NTE's other tolls.

Alongside more highway lanes has been the investment in rail infrastructure over the last few years, including the TEXRail line all the way to the Dallas Fort Worth International Airport.

“You didn’t need to be very bright to realize that if we didn’t get to the airport with rail, we were going to be left behind,” Price said.

Editor’s note: This story was updated Feb. 12 to correct the investment left for the Stockyards.

DALLAS COUNTY DELAYS VOTE ON FUNDING FOR COTTON BELT TRAIL

By Colby Farr

[Dallas County Commissioners Court](#) delayed a vote that would authorize about \$5.9 million for construction on the Cotton Belt Trail after county staff requested the item be pulled during a Feb. 6 meeting.

Two-minute impact

If approved, the court order would have authorized an interlocal agreement with the [North Central Texas Council of Governments](#), providing funds for the trail's second and third phases of construction. County staff requested the agreement be pulled before the commissioners voted on the agenda's court orders.

The [Cotton Belt Trail](#) is a proposed 57-mile trail running along the proposed [Silver Line Regional Rail](#). The trail will link several cities, including Grapevine, Coppell, Richardson and Plano, according to the [NCTCOG's website](#).

A closer look

The overall project is split into three phases. Dallas County is planning to commit about \$5.9 million to the project's second and third phases of construction, according to the court agenda. About \$1.8 million is due in 2024 for the trail's second phase. About \$4.1 million is due in 2025 for the trail's third phase.

Phase 2 construction on the trail is expected to begin this fall, according to the NCTCOG's website.

Zooming out

[Dallas Area Rapid Transit](#) oversees [design and construction for the Cotton Belt Trail and Silver Line Rail projects](#) between Dallas Fort Worth International Airport and Plano. In 2018, the board approved a contract with [Archer Western Herzog](#) for design and construction of both.

The Silver Line Rail will extend 26 miles and connect several cities across Collin, Dallas and Tarrant counties, according to its website. Service is expected to begin in late 2025 or mid-2026, according to DART's website.

By [Colby Farr](#)

NEW EFFORT TO CUT DELAYS ON DALLAS RIVERFRONT BOULEVARD RECONSTRUCTION

A total upgrade for the street near downtown was first planned nearly 20 years ago.

By Ken Kalthoff

People wonder why road work takes so long even if there's money for the job.

Riverfront Boulevard in Dallas is a perfect example of extreme delay.

The street [name was changed](#) from Industrial Boulevard in 2008 to promote the whole new downtown neighborhood that was envisioned there.

Plans to upgrade the street date back even longer, but most Riverfront Boulevard work remains undone.

It was known for liquor stores and bail bonds on a bumpy street near the Dallas County Jail in the past, and little has changed.

"I was 19 years younger when this project was first authorized," said commercial realtor Marcus Wood.

He has watched the pavement decline through those years, even though \$60 million is authorized to rehabilitate Riverfront Boulevard with wide new sidewalks and all new utilities from the Frank Crowley Dallas County Criminal Courthouse south to Cadiz Street.

Multiple layers of government and several utilities are involved with very old infrastructure in the right of way.

Marcus Wood has attended meetings on the project for years.

"Well, it's like we have a lot of cooks in the kitchen but we really don't have a chef," he said.

Transportation Director Michael Morris with the North Central Texas Council of Governments was asked to be that chef a week ago as costs for construction projects keep rising.

"So we're working overtime to get agreements in place to cut this inflation churning that's occurring on this particular project," Morris said.

Among the challenges is a major power substation with lines under Riverfront Boulevard.

Power provider Oncor blames Dallas County for delays. Dallas County people have told Morris that Oncor is to blame, with juice for most of Downtown Dallas at stake.

"You obviously don't have any time or any opportunity to fail in this regard," Morris said.

Meanwhile, Riverfront keeps crumbling.

An example of how the old sections of Riverfront were supposed to look by now is in the stretch near Continental Avenue which was completed in 2018.

That portion has wide new sidewalks with landscaping. A big new apartment complex has just been completed there, exactly the sort of development envisioned for all of Riverfront Boulevard.

But that section is torn up again for new utility work.

And planners say they've just skipped the road upgrade under a railroad underpass for now because cooperation from the Union Pacific Railroad has been a challenge.

Wood said Dallas development deals are passing Riverfront.

"People have been interested for a long time but until this road is improved, nothing is going to happen," Wood said.

The \$60 million set aside for improvements may not be enough by the time the project is actually ready to move forward.

Another reason for sluggish development along Riverfront Boulevard is the planned [Trinity River Park](#) has not been completed but that is still in the works, too.

There has been much more development on the west side of the Trinity River without the park's completion.

An example of the complexity of the project and opposing views on who is to blame is the long statement provided by Oncor in a request for comment:

"Oncor is not responsible for any delays the Riverfront project may be facing. We have consistently expressed our support and commitment to this important project, and we are willing and able to move forward with Oncor's portion of work once the county provides us with the related project scope and its timelines. This will include protecting existing electric infrastructure and relocating some facilities. We have also committed to performing all work in a timely manner by coordinating with the contractors selected by Dallas County.

We understand this is a complex and evolving project requiring the coordination of multiple partners. Our team has been in regular contact, including multiple meetings, with county officials since last summer to review plans related to the work, discuss project timing, and answer questions related to potential work Oncor may need to perform.

Oncor has completed similar relocation projects working alongside countless state, county and city partners across our service territory. We are confident this work would be completed with that same level of safety, care and precision and we stand ready to begin work."

TRANSPORTATION SUMMIT FOCUSES ON GROWTH, PARTNERSHIPS

By John Fletcher



Transportation Summit (from the left): Michael Morris, Gary Fickes, Oscar Trevino, Betsy Price, Robert Hinkle

Tarrant County Precinct 3 Commissioner Gary Fickes presided over his 14th and final Tarrant Transportation Summit today at the Hurst Conference Center.

Commissioner Fickes launched his transportation summit in early 2010 on the same day as the groundbreaking for the DFW Connector project in Grapevine. On that day, the summit took place in the morning and was followed by the groundbreaking ceremony. Fickes, who has served on the Tarrant County Commissioners Court since 2006, announced last April that he would not seek re-election this year.

This year's theme was "Surge – Readiness for Exponential Population Growth." The four sessions before the keynote consisted of:

- Session #1 – Surge North & West: There's Nothing Quiet on the Western Front
- Session #2 – Surge East: From Grand Prairie to Fort Worth, How Updates to I-30 Support Arlington and the Region's Diversifying Economic and Mobility Options
- Session #3 – Surge Central: Fort Worth is Focused on Its Very Bright Future
- Session #4 – Surge Northeast: All Roads Lead from Here

The consistent theme throughout the summit was collaboration, as speakers addressed how well their communities had formed partnerships consisting of the county, local cities, Texas Department of Transportation and North Central Texas Council of Governments (NCTCOG).

They gave examples of how their collaborations helped them apply successfully for federal funding.

One panelist stated that one of the greatest drivers of economic development was having quality transportation in place or in the planning stages.

Following are some key takeaways.

Session #1 North & West:

- Parker County has established collaborations that have led to partnerships among the county, cities, Texas Department of Transportation, and NCTCOG far more efficiently than ever before.
- Requests for funding were more fruitful when approaching NCTCOG with a vision and plan rather than just a generic request.

Session #2 Surge East:

- The construction of the George W. Bush Turnpike dramatically improved the ability of Grand Prairie to attract new development.
- The City of Arlington is testing its logistics capabilities with the Major League Baseball All-Star Game this summer to prepare for the upcoming World Cup.

Session #3 Surge Central:

- The Fort Worth-Dallas Metro is projected by some researchers to become the highest population center in America by 2100.
- The Fort Worth Stockyards area generates over 9 million attendees per year, which is more than the famed Eiffel Tower in Paris attracts.
- The City of Fort Worth declines a lot of prospective economic development proposals because the prospects do not have the potential for long-term commitment.
- The Walsh development in West Fort Worth could impact 30,000 acres.

Session #4 Surge Northeast:

- North Richland Hills accessed federal funds for its TEXRail stations only because the cities of Fort Worth and Grapevine joined forces with the proposal.
- Public Private Partnerships have been essential in funding projects.
- Managed lanes (toll roads) have allowed TXDOT to minimize its funding for major projects such as the DFW Connector, thus allowing TXDOT to move large sums to other projects.

The keynote conversation consisted of Ross Perot, Jr., Chairman of The Perot Companies and Hillwood, interviewing Lorie K. Logan, President/CEO of the Federal Reserve Bank of Dallas. Logan shared her insights on the national economy, which she projected as positive but contingent on potential global disruptions.

She also cited cybersecurity issues as potential challenges that could negatively impact the national and even global economy.

Logan moved to the Dallas office in late 2022 from New York's Federal Reserve Bank and praised the Texas culture as being more community-oriented. She added that Texas is definitely friendlier than New York.

The most touching moment occurred when a video celebrating Commissioner Fickes' impact on the community surprised him as he was preparing to introduce the keynote speakers. Fickes also was presented with an award honoring his leadership during a 35-year in public service that includes 10 years as mayor of Southlake. The audience gave the commissioner three standing ovations during the event.

With Commissioner Fickes stepping down, The Tarrant Regional Transportation Coalition will assume responsibility for the Tarrant Transportation Summit in 2025 under the direction of Victor Vandergriff, executive director of the coalition.

KRLD

CITIES, DEVELOPERS WORK TOGETHER AS TARRANT COUNTY TOURISM GROWS

By Alan Scaia

With cities in Tarrant County growing as a tourism destination, officials and developers in the western part of the metroplex are working together to keep people moving. City planners and business leaders met in Hurst for the Tarrant Transportation Summit.

Among the topics they discussed was growth in the eastern part of Tarrant County around Arlington, which will host nine World Cup matches in 2026.

"We've got to innovate," Arlington Chamber of Commerce president and CEO Michael Jacobson said. "That's the long-term solution for everything we do in our world. We've got to innovate."

He said businesses and city governments work together with the North Central Texas Council of Governments to plan for large events and the area's population growth.

The NCTCOG said about 1 million people move to North Texas every seven years.

"Imagine that," NCTCOG senior program manager for transportation planning Dan Lamers said. "There are places in the country that would give anything to have that kind of growth."

Lamers said the NCTCOG brings 200 local government entities under one roof for regional projects including cities, counties, and transportation organizations like the North Texas Tollway Authority, DART, Trinity Metro, and Denton County Transportation Authority. He said the budget for the Regional Transportation Council exceeds the budget of 16 states.

"Could you imagine if each one of those local governments tried to do things on their own? It wouldn't be done," he said. "It's the communication between all of you, the RTC, TxDOT, North Texas Tollway Authority, DART, the great transit stuff going on in Arlington now."

Voters in Arlington have rejected plans to join DART or Trinity Metro. The city is the largest in America without a mass transit system.

Arlington had previously run a bus route from the Trinity Railway Express stop near DFW Airport to downtown. At the summit, city manager Trey Yelverton said Arlington discontinued the service because of low ridership. Instead, he said Arlington has adopted a system that better uses current technology.

Arlington's Via provides an on-demand point-to-point transportation service. Trips less than 1.5 miles cost \$3. Prices range to \$5 for trips longer than 6 miles.

Rob Matwick, executive vice president of business operations for the Texas Rangers, said the public and private sectors are aligned to develop a transportation plan that can accommodate the biggest events in the world.

"It's great, the partnerships you have to have, but the visions need to be aligned, too," he said. "I think that's where the relationships between the Rangers, different entities with the city and development partners are really critical for us."

"I totally agree," Yelverton added. "Planning, alignment, and the icing on the cake is political will, all the stakeholders have the will to take the risk and have the trust in the staff to execute it."

In another panel, developers talked about tourism in Fort Worth. They said the Stockyards drew 9.3 million visitors last year, more than visited the Eiffel Tower. They said they also draw more tourists on an average Thursday through Sunday than attended the Super Bowl last weekend.

"Our baseline is, 'Are we doing the right thing for the 9 million people?'" Majestic Realty executive vice president Craig Cavileer said.

Majestic Realty has been redeveloping land in the Stockyards. Since opening Hotel Drover in 2021, Cavileer said travel has rebounded after the pandemic, and he said spending and the value of goods and services in the Stockyards has increased from \$175 million to almost \$400 million.

"When I met with [Mayor Betsy Price] in 2015, she said the Stockyards are an amazing institution. The locals don't really go there, but it's really just demolition by neglect," he said. "The Hickman family cared for it, but there wasn't a vision. There was no local focus on it. Locals didn't go there."

Cavileer said they met with the owners of Billy Bob's and started working with the city of Fort Worth and Tarrant County to look at options to attract more people. He says 70% of visitors live in Texas and 40% live in Fort Worth.

Cavileer said he "would have never dreamed of 9 million people showing up," so he said Majestic is now focused on maintaining the area's historic characteristics while helping visitors reach the district more easily.

"How do they get off I-35? It's not a beauty contest going down 28th Street. Northside's even worse," he said. "But coming down from downtown is pretty cool now with Main Street being improved. That connectivity to downtown, Panther [Island] is a gigantic opportunity for all of us that we can't screw up."

Cavileer said they also want to be a partner on traffic within the Stockyards, saying Majestic Realty plans up to \$800 million more development in the area.

REGIONAL TRANSPORTATION COUNCIL AWARDS \$30M FOR NEW TRINITY RAILWAY EXPRESS TRAINS

By Colby Farr



The Trinity Railway Express connects downtown Fort Worth to downtown Dallas and is jointly owned by Dallas Area Rapid Transit and Trinity Metro. (Courtesy Dallas Area Rapid Transit)

Dallas-Fort Worth's [Regional Transportation Council](#) awarded \$30 million in federal funds to obtain new vehicles for the [Trinity Railway Express](#) during a [Feb. 8 meeting](#).

What's happening?

The funds will be used to purchase nine replacement vehicles for the TRE, according to the Regional Transportation Council's agenda. [Dallas Area Rapid Transit](#) and [Trinity Metro](#) will each contribute \$30 million in local funds to the project.

"Our Trinity Railway Express rail vehicles are past their point of beauty," Senior Program Manager [Christie Gotti](#) said. "They're still clearly running, but they're getting to that point that people are maybe getting uncomfortable being in those vehicles, so we wanted to help with that."

Additional money will be needed to update all of the TRE's vehicles, Gotti said. DART and Trinity Metro will pursue additional federal funding for the project, according to the agenda.

Taking a step back

The Regional Transportation Council approved grant awards for more than three dozen transportation projects across the metroplex during the meeting. Over the past two years, staff from the [North Central Texas Council of Governments](#) accepted funding requests from transportation agencies and local governments.

Staff recommended a list of projects that meet one or more of the Regional Transportation Council's policy goals or assists the region in meeting federal performance targets, according to the agenda.

Also of note

The TRE rail is jointly owned and operated by Trinity Metro and DART, according to its website. The commuter rail connects downtown Fort Worth to downtown Dallas with several stops in between.

The Regional Transportation Council also awarded federal funds for Trinity Metro to purchase four new passenger rail vehicles for the TEXRail. The new vehicles will enable expansion of services to Near Southside Station in the Fort Worth Medical District.

Trinity Metro board Chair [Jeff Davis](#) said the funding will help advance Trinity Metro's opportunities available for the TexRail and TRE.

"It will really be a benefit in the future of getting even better service with better vehicles in the future," Davis said. "It's a big deal for Dallas and Fort Worth and for the region to be able to do that project."

COLLIN COUNTY APPROVES \$60M AGREEMENT AS PART OF US 380 PLAN

By Samantha Douty

Collin County commissioners approved a \$60 million interlocal agreement for the McKinney National Airport Runway Extension and Panther Creek Parkway projects.

The projects are part of a greater US 380 project plan, [according to a Feb. 5 agenda](#).

The details

The commissioners approved an interlocal agreement between the county, the [Regional Transportation Council](#) and the [North Central Texas Council of Governments](#) involving the roads as a greater US 380 funding strategy during a Feb. 5 commissioner meeting.

The \$30 million for the McKinney project comes from regional toll revenue.

The runway extension project is half of a greater \$60 million approval, which also included \$30 million for the Panther Creek project, according to the agenda. Funding for the Panther Creek project comes from federal surface transportation block grant funds.

The item was included on the consent agenda, so there was no discussion.

The background

The Panther Creek Parkway project will construct a six-lane roadway from Dallas North Tollway to Preston Road in Frisco, according to the [Frisco Capital Improvement website](#). The project is in the design phase, and construction will be complete by the end of 2025.

[McKinney's runway expansion project](#) is underway, and the runway will be extended by 1,500 feet. It is estimated to be completed later this year.

WFAA

STUDY SAYS DFW HAS THE WORST DRIVERS IN TEXAS AND NEARLY ALL OF THE U.S

Both Dallas and Fort Worth landed in the top 10 of Forbes Advisor's rankings, at No. 6 and No. 9, respectively.

By Ryan Osborne

DALLAS — A new ranking broke down the cities with the worst drivers in the country. And North Texas did not fare well.

Both Dallas and Fort Worth landed in the top 10 of [Forbes Advisor's rankings](#), at No. 6 and No. 9, respectively.

The study analyzed several factors, per 100,000 residents, including the number of fatal accidents, fatal accidents involving a drunk driver, fatal accidents involving a distracted driver and fatal accidents involving speeding.

Dallas, at 6th on the list, scored worst when it came to the number of fatal crashes involving a drunk driver, at 6.25 per 100,000 residents.

Fort Worth, at 9th on the list, also had its worst showing when it came to drunk driving crashes, at 4.7 fatal wrecks per 100,000 residents, fifth among U.S. cities.

Albuquerque, N.M., topped the overall rankings, followed by Memphis, Tenn., Detroit, Tucson, Ariz., and Kansas City, Mo.

Between Dallas and Fort Worth, the rankings had Louisville, Ky., and Phoenix, Ariz. at 7th and 8th, respectively.

San Antonio was the next-ranked Texas city, at 12th. El Paso checked in at 20th, Houston was 23rd and Austin was 24th.

Here's the full Top 25:

1. Albuquerque, New Mexico
2. Memphis, Tennessee
3. Detroit, Michigan
4. Tucson, Arizona
5. Kansas City, Missouri
6. Dallas, Texas
7. Louisville, Kentucky
8. Phoenix, Arizona
9. Fort Worth, Texas
10. Tampa, Florida
11. Oklahoma City, Oklahoma
12. San Antonio, Texas
13. Tulsa, Oklahoma
14. Jacksonville, Florida
15. Charlotte, North Carolina
16. Atlanta, Georgia
17. Nashville, Tennessee

18. Wichita, Kansas
19. Milwaukee, Wisconsin
20. El Paso, Texas
21. Indianapolis, Indiana
22. Fresno, California
23. Houston, Texas
24. Austin, Texas
25. Bakersfield, California

[Check the full Top 50 rankings here.](#)

TRANSPORTATION IS POLLUTING NORTH TEXAS AIR. OFFICIALS SEEK ABOUT \$200M FOR SOLUTIONS

By Haley Samsel



Savana Nance, a senior air quality planner for the North Central Texas Council of Governments, speaks to Fort Worth residents during a Jan. 18, 2024, open house about the Dallas-Fort Worth air quality improvement plan. (Haley Samsel | Fort Worth Report)

With just weeks to finalize Dallas-Fort Worth's [air quality improvement plan](#), North Central Texas Council of Governments staff have revealed its initial ideas for reducing pollution across the region.

In 2022, the council was awarded a \$1 million Environmental Protection Agency grant to develop a [regional climate action plan](#). Along with Houston, San Antonio, El Paso, Austin and the state of Texas, Dallas-Fort Worth is expected to submit its preliminary, short-term plans to reduce greenhouse gas emissions by March 1.

Using funding made available by the Inflation Reduction Act, the EPA will award \$4.6 billion to local governments and states to execute those climate action plans. That grant application is due by April 1.

Members of the [Regional Transportation Council](#), made up of elected officials from across North Texas, approved a rough draft of the climate action plan during their Feb. 8 meeting.

Although mayors and city managers across the region may hold different opinions of the federal government or about climate change, every official can find a reason to support this plan, said Michael Morris, transportation director of the North Central Texas Council of Governments.

He referenced the region's failure to meet [federal ozone requirements](#) and the EPA's recent announcement that Tarrant and Dallas counties will fail to [meet new standards](#) for soot pollution if air quality doesn't improve by 2026

"If you're into climate change, you should be interested," Morris said. "If you're into attainment of the ozone standard, you should be interested. If you do not want to come into non-attainment of the particulate matter standard, you should be interested. If you're interested in funding transportation and air quality projects, you should be interested."



(click to view larger image)

Nearly 300 people across North Texas filled out an online survey telling the North Central Texas Council of Governments how the region should approach improving its air quality. Here's a sampling of the anonymous responses. (Haley Samsel | Fort Worth Report)

After gauging interest through an online survey and open house meetings, the council's [initial plan](#) focuses heavily on air quality issues related to transportation. North Texas is seeking between \$105 and \$185 million for transportation programs.

The council's clean vehicle and equipment program would carry the highest price tag — between \$30 and \$50 million. Most of the funds would go toward providing incentives to local governments and companies to replace high-pollution diesel vehicles with cleaner options, including electric vehicles and lower-emission engines. Other programs include a pilot program for [hydrogen fuel vehicles](#) and incentives to replace gas-fueled lawn equipment with electric options.

Graphic: Haley Samsel | Fort Worth Report
Source: Air Quality Improvement Plan Online Survey | North Central Texas Council of Governments

What else is in the North Texas climate action plan?

If the Environmental Protection Agency approves Dallas-Fort Worth's [grant application](#), North Texas planners would spend millions to:

- Enhance existing transit services by upgrading bus stops, expanding routes and subsidizing passes to increase use of public transit, among other options.
- Improve bicycle and pedestrian facilities while incentivizing hubs of development built for people to walk, bike and take transit.

- Upgrade traffic signals, build bus priority lanes and improve signal timing to allow for better traffic flow.
- Develop more parks and open spaces, plant more vegetation along streets and preserve existing green space to reduce urban heat island effect.
- Update roadways to minimize idling and construct roadways or underpasses to reduce wait times at railroad crossings.
- Retrofit street lights with LED lighting.
- Incentivize construction companies to use recycled materials and follow best practices for reducing emissions.

Some programs will be part of the overall climate action plan, but won't be part of Dallas-Fort Worth's application for funding from the EPA.

Those unfunded elements include a program to install additional air quality monitors in North Texas and an initiative to pay law enforcement personnel to enforce laws relating to methane emissions and fraudulent vehicle inspections. As many as 5 million cars in Texas receive fraudulent inspections each year, allowing drivers to skirt safety and emissions requirements, according to [a NBC DFW investigation](#) published last year.

Lori Clark, senior program manager and head of DFW Clean Cities, said the council will aim for a total award between \$100 million and \$199 million, the second-highest tier of funding available.

The federal government anticipates doling out between 30 and 115 awards nationwide by this fall, with somewhere between six and 13 applicants earning the second-highest tier.

Because the state of Texas will likely apply for the highest funding tier of more than \$200 million, the North Texas region shouldn't appear to compete directly with the state government, Clark said.

"It may be in our best interest to make sure that they are successful and that we are successful, to the extent that we can influence that," she said.

Staff are still finalizing other elements of the climate action plan, including programs related to energy, water and agriculture. Regional Transportation Council members will vote on the specific grant proposals during their March 14 meeting.

Before then, the North Central Texas Council of Governments will host [a Feb. 15 workshop](#) focused on each element of the air quality improvement plan at the University of Texas at Arlington. Attendees will have the chance to share feedback and hear about the state's EPA grant proposal during the event, which kicks off at 9 a.m. in the E.H. Hereford University Center.

FIVE PEDESTRIANS KILLED IN 11 MONTHS ON LESS THAN A MILE OF LOOP 12, PROMPTING CALLS FOR CHANGE

City representative says they would like to reduce speeds on Loop 12 and install mid-block crossings but that they can't with current speed restrictions

By Scott Friedman, Eva Parks, Frank Heinz & Edward Ayala



After a dozen stretches of Loop 12 were pegged as being among the worst locations for traffic fatalities and serious injuries in the city of Dallas, a man whose sister was killed crossing that same roadway is calling on leaders to take action to save lives.

That deadly crash happened on a less-than-one-mile section of Loop 12 where five pedestrians have been struck and killed in just 11 months, according to TxDOT records reviewed by **NBC 5 Investigates**.

A 2022 City of Dallas study found the 12 worst sections of road for fatal and serious crashes were all on Loop 12. Plotting those locations on a map reveals a loop of death and injury. **NBC 5 Investigates** searched TxDOT crash data and discovered at least 479 serious injury crashes and 105 deadly crashes on Loop 12 in less than five years. That includes more recent data than the city analyzed in its 2022 study.

Fatal and Serious Injury Crashes on Dallas Stretch of Loop 12 [\[see map here\]](#)

Using data from the Texas Department of Transportation, NBC 5 Investigates mapped every fatal and serious injury crash on Loop 12 in the City of Dallas. TxDOT captures data from Texas Peace Officer's Crash Reports (CR-3). TxDOT requires law enforcement to report "Any crash involving a motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to the property of any one person to the apparent extent of \$1,000." The data compiled in this map is from Jan. 1, 2019 through Dec 31, 2023.**

***Please note, there is a lag in reporting so 2023 numbers aren't complete.*

Circling Dallas, Loop 12 goes by many names. East of downtown, going north from Interstate 30, it's known as Buckner Boulevard. Going west from there, it's known as Northwest Highway as it passes just north of Dallas Love Field Airport. After crossing Interstate 35E, the road then briefly dips into Irving where it heads south as a freeway known as Walton Walker Boulevard. The freeway continues south, past Texas 183 and Interstate 30. South of I-30, Loop 12 leaves the freeway and splits off to the east as Ledbetter Drive before later becoming Great Trinity Forest Way.

On one stretch of Loop 12 where Ledbetter turns into Great Trinity Forest, **NBC 5 Investigates** identified a location where pedestrians are dying again. That's where Arthur Fleming lost his sister and where the Fleming family said the city and state must work together to make the loop safer, especially along Ledbetter.

"I'm going to do what I can to make sure that the killing stops over here in this area," Fleming said.

Arthur's sister Betty Sue Fleming was 77 when she was killed along the 2800 block of Ledbetter Drive. She was walking to the store on a November evening when she was hit while crossing the street.

"This area needs to be modified to be more pedestrian friendly. Right now, it's not pedestrian-friendly," Fleming said.

NBC 5 Investigates searched TxDOT crash records and discovered Betty Sue was the fifth pedestrian killed in just 11 months of 2023 on that stretch of Ledbetter near Bonnie View Road. TxDOT records also showed that over the last decade, 11 pedestrians were killed within less than a mile of where Betty Sue was killed.

A police report said Betty Sue caused the crash because she was not in a crosswalk. When that happens, police typically say the pedestrian "failed to yield the right of way to the car," but some road safety advocates said that finding often ignores other important questions about whether the street was designed to give pedestrians safe, convenient places to cross.

"You have the police saying, 'Oh, they were jaywalking, they broke the rules.' Whereas, really the responsibility should largely fall on the road designers, in my view," said David Zipper, an urban planner and subject matter expert on transportation policy and road safety.

Zipper walked part of Loop 12 with **NBC 5 Investigates** in the fall of 2023 and was stunned to see a lot of pedestrian traffic and no mid-block crosswalks near bus stops, apartment buildings, or stores. The lack of crosswalks left pedestrians to walk long distances to find a crosswalk or risk crossing the street elsewhere.

Without a safe, easy place to cross, Zipper said traffic engineers should expect people will take their chances and cross in the middle of the street.

"It's the road designers who have really failed in the beginning. And I would say it's still a failure that it hasn't been fixed yet because this road looks like it's been here for decades," Zipper said.

Not far from where Betty Sue Fleming died, there's a bus stop where our cameras captured a constant flow of traffic right through the middle of the street. Searching this location on Google Maps also reveals images dating back years of pedestrians crossing mid-block.



Edward Ayala, NBC 5 Investigates

People crossing portions of Loop 12 in Dallas, mid-block and without crosswalks.

Traffic planners sometimes call that spot "the desire line," a place where it's clear people instinctively want to cross the street.

Some cities, like Austin, are installing more mid-block crosswalks with pedestrian-activated stop lights in places where pedestrians have been killed.

Arthur Fleming wonders why it hasn't happened on Loop 12 in Southern Dallas, where so many people have died.

"I see neglect. I see community neglect. I see a not caring bureaucracy," said Fleming.

Because it's both a street and a highway, there are two bureaucracies in charge of Loop 12 -- the city of Dallas and the Texas Department of Transportation. Records obtained by **NBC 5 Investigates** showed the city and TxDOT have been aware of pedestrian dangers on the loop for years.

Two years ago, the city's Vision Zero road safety plan identified the section of Ledbetter where Betty Sue Fleming died as one of the city's top five locations for pedestrian deaths and serious injuries. In 2019, a TxDOT study also raised concerns about pedestrian safety on another nearby section of Loop 12 further east where at least five other pedestrians have been killed.

The report said engineers observed, "generally aggressive vehicle-vehicle and vehicle-pedestrian behaviors" and "a lot of 'jaywalking' along with some vehicular disregard for pedestrians." They found that "most pedestrians were observed to be crossing Loop 12 to access the DART bus stops." And, the report mentions "...possible solutions involved the installation of crosswalks, adding pedestrian bridges, (OR) implementing pedestrians' signals, such as Pedestrian Hybrid Beacons."



A man runs across Ledbetter Drive, avoiding an oncoming car.

So why haven't pedestrian beacons and mid-block crosswalks been installed where so many deaths have occurred? One possible answer can be found deep in the 2019 TxDOT report. It says, "TxDOT installs Pedestrian Hybrid Beacons only on roadways with speed limits of 40 mph or lower."

On Loop 12, the state set the speed limit between 40 mph and 50 mph. So TxDOT would have to conduct traffic studies and recommend a lower speed limit before any mid-block crossings could be installed.

Last fall, Kathryn Rush, the City of Dallas's Chief Transportation Planner, said the city would like to reduce speeds on the loop and install mid-block crossings but that they can't with the 40-mph speed limit restriction.

"We could put in a bridge, but that's very expensive. A lot of times people don't use them. So it has resulted in taking away some of the tools in the toolbox," Rush said.

For months, **NBC 5 Investigates** has asked to interview Ceason Clemens, TxDOT's Dallas District engineer who oversees the region's state roads. Those requests for an interview have been declined but TxDOT did provide a statement that said they conducted a speed study on one section of Loop 12 over the summer and that it was still being discussed with the city to determine if any revisions to the current speed limit were needed.

TxDOT told **NBC 5 Investigates**, "The department has spent \$15 million on projects along Loop 12/Buckner/Northwest Highway/Great Trinity Forest Way since 2015" including upgrading traffic signals and installing sidewalks. A spokesman said, "TxDOT will continue to work with the city of Dallas and DART to improve pedestrian safety."

Arthur Fleming wants to see more urgency.

"So, we're going to try to wake them up and see if we can't make them care or at least respond to what we're talking about," Fleming said.

Fleming, who once headed Dallas' NAACP chapter said he plans to push city officials to advocate for more rapid changes. In a statement the city's transportation director told **NBC 5 Investigates** they were currently evaluating opportunities for improvements in coordination with partnering agencies including TxDOT and DART.

The city is also considering bond funding to improve street lighting on six sections of Loop 12, but Fleming believes it will take more than lighting to make the loop safer for those living in Southern Dallas.

"That's what I'm going to do to try to organize to go down and see if we can get something done about it citywide but, particularly over here," Fleming said.

TxDOT's 2019 Loop 12 study found 85% of drivers in the section they studied travel above the speed limit. Obviously, higher speeds also make pedestrian crashes more deadly. TxDOT said more speed enforcement is needed but road safety advocates said police can't be there all the time and that changing the physical design of the road is often more effective at calming speeds.

STATE OPENS INTERSTATE 30, SH 360 INTERCHANGE TO EASE TRAFFIC THROUGH ARLINGTON

By Lance Murray



The interchange at Interstate 30 and SH 360 has opened. (Courtesy photo |TxDOT)

Since 2016, drivers on Interstate 30 and State Highway 360 in Arlington have navigated road construction that often slowed and frustrated their progress.

That changed in December, as the new interchange linking 360 and I-30 in Arlington opened, creating a driving experience that some have called “smooth sailing.”

The opening wrapped up construction on the \$233 million Interstate 30/SH 360 Interchange Project, with only a small section of 360 still being worked on as part of the original project, said Michael Morris, director of transportation for the North Central Texas Council of Governments.

“The project transformed the original cloverleaf design into a modern, fully directional interchange with connection ramps for all movements between I-30 and SH 360. These improvements will increase safety, connectivity and mobility for motorists,” TxDOT public information officer Val Lopez said.

Other improvements included the rebuilding of the I-30 and 360 main lanes, with auxiliary lanes added to I-30 and one lane in each direction added to 360, Lopez said. within the project limits.

The Six Flags Drive bridge over I-30 will be rebuilt from two lanes to five lanes, extending Six Flags Drive north to Avenue H, Lopez said.

He said that construction on Six Flags Drive, landscaping and other items will continue through the spring.

TxDOT announced in December that the opening of several ramps linking 360 and I-30, and a new ramp linking northbound 360 with east and westbound I-30 marked completion of the project.

Lopez said TxDOT held regular meetings with stakeholders in the area throughout the construction, such as Six Flags Over Texas, AT&T Stadium, Globe Life Field and General Motors, as part of its efforts to minimize the impact on the venues and businesses.

“We are proud of our partnership with the venues and our efforts to make sure patrons and employees got there safely and in a timely manner, and these stakeholders have expressed their gratitude for our outreach and partnership during this project,” Lopez said.

The new interchange replaces one built in the 1950s, when Interstate 30 was known as the Dallas-Fort Worth Turnpike. For decades, the highway was noted for its cloverleaf exits and toll booths.

In October 2001, the former turnpike was renamed the Tom Landry Highway, after the late Dallas Cowboys head coach and North Texas sports legend.

Once the turnpike became a toll-free highway, exiting drivers were still forced to navigate off the highway through cloverleafs and stoplights before entering frontage roads with on-ramp access to I-30 or SH 360.

TxDOT said the new design looks more like other large interchanges across North Texas, including the High Five in Dallas.

NEW TRINITY LAKES TRAIN STATION OPENING ALONG THE TRE IN FORT WORTH

Pablo Arauz Peña



The new Trinity Lakes station in east Fort Worth is part of a new multi-use development in the area.

The new Trinity Lakes train station in east Fort Worth begins service along the Trinity Railway Express on Monday as part of a plan to develop the area as a local destination centered around public transit.

A spokesperson for Trinity Metro, which operates the TRE, told KERA that the station replaces the Richland Hills station after the city of Richland Hills chose to discontinue public transit services with the Tarrant County agency.

"The location was selected based on close proximity to Richland Hills, and the site was located within the City of Fort Worth, which is a member of Trinity Metro," Laura Hanna, director of communications at Trinity Metro, said in an emailed statement.

The \$26 million station is located east of Loop 820 and north of Trinity Boulevard, between the current Richland Hills and Bell stations.

The station's opening comes as ridership grows along the TRE, which takes passengers along a one-hour trip between Fort Worth and Dallas.

Hanna said the commuter rail served more than 98,000 riders in January, up 26% from the previous January. Annual ridership has steadily trended upward since 2021, Hanna added.

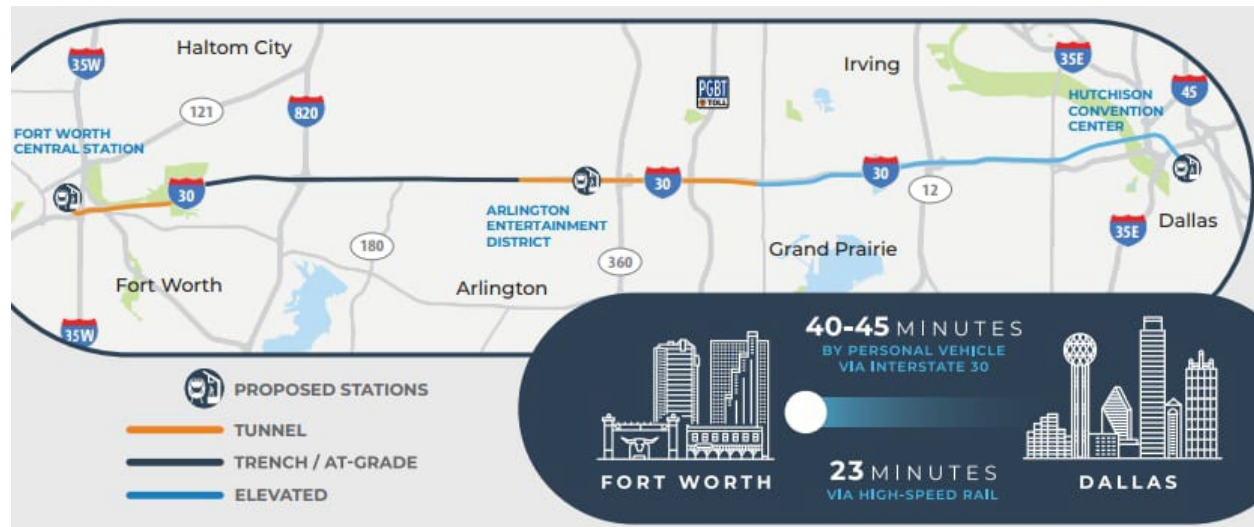
The opening of the new station is part of a multi-use planned community that will include retail and residential space in the coming years and that [planners hope will spur investment](#) in east Tarrant County.

The new station also includes 500 parking spots and two ticket vending machines, one for each platform. Passengers can also purchase tickets on [DART's GoPass app](#).

DALLAS HIGH-SPEED RAIL APPROVAL SHOULD NOT HOLD TRANSPORTATION FUNDS HOSTAGE

NCTCOG wants unrelated Dallas projects subject to rail sign off.

By Editorial Staff



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

The transportation department of the North Central Texas Council of Governments (NCTCOG) has a case of tunnel vision when it comes to high-speed rail between Dallas and Fort Worth.

In a recent presentation, staff of the regional council laid out the different transportation projects they would be funding for the year across North Texas. Curiously, seven out of the 10 projects within Dallas' city limits will only receive funding from the NCTCOG [if city officials agree to the "high-speed rail 'one seat ride' concept" and the "sitting plans for \[the\] future station."](#)

As we've written previously, the high-speed rail project is constantly evolving. Dallas City Council members have said that they do support high-speed rail, but want to see clear maps and plans before they make any final decisions. Withholding funding for unrelated transportation projects seems like a bad-faith way to build consensus for a high-speed rail project that is still not fully planned out.

Most of the seven projects have been on the drawing board for a while. A road with sidewalks and bike lanes under the Union Pacific railroad to connect West Dallas to downtown is partially funded by the city's 2012 bond program. Other projects like sidewalk and intersection improvements around Forest Theater, pedestrian infrastructure and a right-turn lane at the intersection of Frankford Road and the Dallas North Tollway, and the pedestrian deck over Interstate 30 have also secured a smattering of federal and local grants. Regional toll-road funds that NCTCOG could provide would fill an important gap created by high construction costs.

Michael Morris, director of transportation for the NCTCOG, said that city of Dallas officials have been supportive of high-speed rail for 10 years, but are wavering now. He added that many of

the seven projects were considered for funding late in the process. "Why are we bending over backwards to help fund projects that aren't really our responsibility," Morris said when asked about the contingency.

NCTCOG may be stepping in to fund projects that the city was initially going to pursue on its own, but as a metropolitan planning organization, it is its job to distribute funds to fill in those gaps. And it's an oversimplification to think that the city council's approval of high-speed rail should continue without question. In those 10 years, the project has changed considerably from a Dallas-to-Houston train spearheaded by a private company to two different projects, one between Dallas and Fort Worth being planned by NCTCOG and another section to Houston being undertaken by Amtrak.

Members of NCTCOG's regional transportation council who voted to pass the funding plan, including the contingency, should have considered a one-month hold on the Dallas projects proposed by council members Cara Mendelsohn and Jesse Moreno. That modest delay would have given the council a chance to hear the presentation on March 6 and get more answers about the high-speed rail project before agreeing to a vague and unfair contingency.

FORT WORTH LOOKS TO CONVERT OFFICE BUILDINGS AS SOLUTION TO ITS AFFORDABLE HOUSING CRISIS

By Sandra Sadek



The Bob R. Simpson Building at 711 W. Houston St., which used to house First National Bank, is one of many former office buildings downtown being turned into a hotel. (Sandra Sadek | Fort Worth Report) Credit: Sandra Sadek

When the former Fort Worth National Bank Building at 115 W. 7th St. went on the market in 2021, Joe Slezak immediately saw the potential of the property that used to house Oncor Electric.

Slezak, CEO of 3L Real Estate, purchased the property in January 2023 with plans to convert the former office building into more than [300 apartments](#). He is one of many developers who are looking at the growing trend of office conversion to hotels or residences with the post-pandemic rise of hybrid and remote work.

“Our view is (this trend) will continue to grow as something that needs to happen,” Slezak said. “That is creating a scenario where a lot of the square footage isn’t going to be office space again. ... Inevitably, a change has to occur.”

Unlike other cities now turning to this approach as a last resort, Fort Worth has long been ahead of the trend, said Michael Hennig, economic development manager for the city.

“A lot of cities have had to react to the new environment, where Fort Worth has already been positioned to just continue the trend it’s already been building into,” Hennig said.

Changing landscapes

For a decade, XTO Energy was the largest downtown employer, requiring office space for nearly 2,000 workers.

Its merger with Exxon Mobile and [subsequent relocation in 2017 to the Houston area](#), left numerous vacant buildings on the market. Although the vacancies appeared on the market in a phased approach, the impact on downtown was felt.

Hennig said the city was able to work with the company to find a way to use the spaces left behind. A prime example of the resultant reuse was the transformation of the former XTO downtown headquarters at 714 Main St. into what is today the [Kimpton Harper Hotel](#).

That redevelopment brought in \$56.1 million in private-sector investment to the city.



The Kimpton Harper Hotel was an adaptive reuse project that transformed a vacant XTO Energy building into a hotel. (Sandra Sadek | Fort Worth Report) Credit: Sandra Sadek

The same strategy can be noted in the adaptive reuse of other downtown buildings, including [The Sinclair Hotel](#) in the former Sinclair Oil Holdings building, and the Sandman Signature Hotel in the former Waggoner Building.

All these undertakings were pre-pandemic, Hennig said, noting that the city has been working on conversions since at least the 1970s.

“These were, in most cases, very historic and very well-maintained, beautiful Class B offices — some of the nicest Class B offices you will find in America,” Hennig said. “They were already pretty well-positioned for conversion.”

Class B offices, especially those built before the 1950s, are often well-suited for conversions because of their structure: smaller floor plates, more windows and utilities located at the center of the building.

This strategy has allowed the city to not only address vacant office space but also focus on a new goal: more 200-room, four-star hotels to supplement plans to [expand the convention center](#).

“There was a very deliberate effort on our part to work with developers to support the development of new hotels. Some of those were ground-up new development, but obviously, the majority of them have been redevelopment,” Hennig said.

Downtown Fort Worth Inc. President Andy Taft said the popularity of office conversions depends on the real estate market’s changing preferences when it comes to places to live and work.

“What we’re seeing is just a continuation of the appeal of downtown as a place to live and visit and the development community recognizing the value of these very sturdy, historic structures,” Taft said.

However, Taft doesn’t believe the changing work environment post-COVID is the main driver of this trend. He emphasized Fort Worth’s office occupancy rate [remains high at 90%](#).

“It’s more about how the space is being used and not how much is being occupied. There have been reductions in certain industry clusters, but I think it’s too early to say with any degree of certainty that this is COVID-related or work-from-home-related,” Taft said.

The Biden administration also has promoted adaptive reuse by unveiling new federal tools to encourage vacant office conversions, as [stated in an October 2023 memo](#).

Filling in the gap

While Fort Worth has been mostly focused on converting vacant office buildings into hotels to close the room gap needed to support the planned convention center expansion, the city has also been exploring the role these conversions could play in addressing the [affordable housing crisis](#).

“I wish there was a silver bullet on affordable housing,” Hennig said. “That is something that every city in America is grappling with.”

There are many benefits to these conversions, Slezak said. Rather than building affordable housing from the ground up, which can be expensive, starting with a shell allows these types of projects to be more viable. Plus, a lot of these sites, if historic, can qualify for historic preservation tax credits or low-income housing tax credits that help alleviate costs.

One example downtown of this approach is the Historic Electric Building, which was converted into apartments in 1996.

More recent projects include the Oil & Gas/Star-Telegram Building, purchased by Dallas-based Bluelofts in January 2023. The site will house 180 apartment units and amenities, as well as retail on the ground floor.

The new Georgian Oaks project will repurpose the Binyon-O'Keefe Building, former office space for XTO Energy, into 76 multifamily units.

"There's a huge need for housing, especially in the downtown, where a lot of these properties are," Slezak said. "This is going to be a way, hopefully, to solve kind of two problems at once."

According to Downtown Fort Worth Inc.'s 2022 State of Downtown, the average downtown apartment rent price was about \$1,700. Taft said the rental cost of some of the new apartments will be lower than the average.

While there is a lot of potential for office conversions, not every building should be converted, he said. 3L Real Estate's whitepaper on the subject emphasized the importance of finding a cost-conscious property.

With plenty of projects underway to give former office spaces downtown a second life, it's hard to predict how long this trend will continue as buildings come onto the market and economic conditions change.

Only a few former office and commercial buildings remain, most notably the T&P Warehouse on West Lancaster Avenue.

"This trend comes in waves," Taft said. "There are a handful of other buildings in downtown that might be candidates in the future, but, for the most part, there's very little inventory left available for this kind of adaptive reuse."

FORT WORTH PEDALS FORWARD WITH INNOVATIVE BIKE LANE PROJECT

By City of Fort Worth

On Thursday, Feb. 15, the Transportation & Public Works (TPW) Department held a public meeting in Council Districts 8 and 11 about the exciting East Fourth Street/First Street Bike Lane project that will debut new bike signal technology in Fort Worth.

Why it matters: This location was chosen to connect Gateway Park and downtown through designated bike lanes and special bike signals at three intersections. Bike detection pads communicate with standard signals showing a red, yellow or green stenciled bike signal.

Go deeper: Construction costs are estimated to be \$2.9 million and funding is provided by the North Central Texas Council of Governments through the Transportation Alternatives Project, which funds pedestrian bicycle related projects across the region.

What's new: One existing lane along East Fourth Street/East First Street will become a bike lane, which will run in both directions from I-35 to Haltom Road.

This project is going into construction this month, and once installed, it will provide connectivity, innovation, safety, inclusivity, safe user experience with protected bike lane signals.

Learn more: [View the community meeting.](#)

\$1K BILLING SNAFU FOR NORTH TEXAS COUPLE BRINGS UP QUESTION: HOW DO TEXAS TOLLWAYS WORK?

By Star-Telegram Staff

A mix up with billing at the North Texas Tollway Authority gave a North Richland Hills couple a shock of their lives: [A bill for \\$1,065 since 2022](#) for 11 vehicles they do not own, the Star-Telegram previously reported.

They complained and were told to prove the cars were not theirs.

The snafu was fixed after the NTTA received a request for an interview last Thursday, but not before Dale and Anne Smith had lost sleep over the excessive bill.

“Does this look like a used car lot?” Anne asked a Star-Telegram reporter who dropped in at their home.

So, how do tollways work in North Texas?

Whether you avoid them or use them, toll roads offer an alternative and often faster route on Texas highways.

North Texas has its share of tollways from the President George Bush Turnpike and Chisholm Trail Parkway to toll lanes along Interstate-35 and State Highway 183, but not all tolls are owned by the same entity.

Who owns toll roads?

In Texas, it depends on which toll road you take.

[Tolls in the Dallas-Fort Worth area](#) are operated by either the North Texas Tollway Authority or the Texas Department of Transportation.

The NTTA operates and maintains the following toll roads:

- President George Bush Turnpike
- Sam Rayburn Tollway
- Chisholm Trail Parkway
- State Highway 360 Tollway
- Dallas North Tollway
- Lewisville Lake Toll Bridge
- Mountain Creek Lake Bridge
- SH-360 and SH-161 toll connector
- Addison Airport Tunnel

TxDOT operates and maintains all TEXpress lanes including:

- North Tarrant Express lanes on Interstate 820, State Highway 121, State Highway 183
- NTE lanes on Interstate 35W
- LBJ lanes on Interstate 635 and I-35E

Who sets toll road prices?

For NTTA operated roads, the authority's board of directors follows a schedule of toll rate increases that take effect on July 1 in odd-numbered years, an NTTA spokesperson said in a statement.

The NTTA board of directors reviews the toll rate schedule and determines if biennial increases should continue during the annual budget process.

Unlike [TEXpress toll roads](#), NTTA operated toll rates are fixed and do not change or fluctuate with traffic conditions.

In the first six months following the opening of TEXpress road, toll rates are on a fixed variable schedule with higher pricing during rush hour traffic.

Once a TEXpress road has been open for six months, variable congestion-management pricing is put in place which sets prices based on real-time traffic conditions.

Prices go up on TEXpress lanes during periods of high traffic and go down during low demand.

Toll rates for TEXpress can range from less than a dollar to well over [a gallon of gas](#) depending on the toll segment, the date and time of day.

The SH-26 and SH-183 to Mark IV Parkway segment, operated by TEXpress, averages \$2 as its weekly highest price during the evening rush hour traffic. By comparison, the SH-121 and SH-183 to I-820 and Bedford Euless Road segment's [highest average price](#) each week is over \$16.

Where does toll road money go?

Roads operated by NTTA collect tolls to cover the cost of building the roadway system and help maintain road conditions. NTTA is in the process of repaying around \$9.5 billion it borrowed to build a system of toll roads in North Texas and the debt will not be paid off until 2049, an NTTA spokesperson said.

If NTTA is asked to build more toll roads for the region, it could add to their debt and extend the time it would take to pay it off, the spokesperson said.

TEXpress lanes were created by the North Central Texas Council of Governments' Regional Transportation Council to [fund state transportation projects](#) like roadways improvements.

How are toll rates charged?

Drivers using both NTTA and TEXpress roads pay at specific segments on the toll roads and are charged per segment they enter.

Are there ways to save on toll roads?

For drivers who want to skip the rush hour traffic, a [NTTA TollTag](#) is one way to save.

Drivers can open an account and get a TollTag through the NTTA website. TollTag accounts can be opened with \$20 in prepaid tolls for one vehicle, \$40 for two to three vehicles and \$80 for four to six vehicles.

With a TollTag, the cost of the toll road automatically gets taken from the account and can be replenished online.

[TxTags, a statewide toll road tag](#), work similarly to TollTags and a TxTag account can be opened with \$20 in prepaid tolls.

Carpoolers and motorcyclists qualify for 50% off select TEXpress tolls if they activate their HOV toll discount through [GoCarma](#) ahead of their trip.

In order to qualify for an [HOV discount](#), there must be two or more people in the vehicle and have a TollTag or TxTag account in good standing. The HOV discount period is during peak travel periods Monday-Friday, 6:30 a.m. to 9 a.m. and 3 p.m. to 6:30 p.m.

HOV discounts apply to the following toll roads:

- LBJ TEXpress Lanes
- NTE TEXpress Lanes
- NTE 35W TEXpress Lanes
- I-30 TEXpress Lanes
- I-35E TEXpress Lanes
- SH-114 TEXpress Lanes
- Loop 12 TEXpress Lanes
- SH 183 TEXpress Lanes

NBCDFW

FRISCO'S TOP PRIORITIES INCLUDE STAYING AHEAD OF INFRASTRUCTURE NEEDS

By Maria Guerrero



The city of Frisco isn't just trying to keep up with growth; they're trying to stay ahead of it.

During a town hall meeting Monday evening, Mayor Jeff Cheney and other city officials [outlined the city's 2024 top priorities, including infrastructure to handle continuing growth.](#)

"Residents are concerned about the growth and how that will affect traffic and congestion around Frisco," said interim director of engineering services Jason Brodigan.

"What that means for us is we have to be ahead of that."

The community of 232,000 has experienced a roughly five percent increase in population since 2024.

According to the city, North Frisco, home to the PGA Frisco, is the focus of 'billion dollar' development projects and 'forward-thinking' roadway construction.

"That's the part of town that's going to see the most growth over the next five years," said Cheney.

City leaders tell NBC 5 they 'shifted strategy' after landing the coveted PGA complex on a 660-acre campus.

"We build roads ahead," said Brodigan.

Instead of constructing Legacy Drive with four lanes from PGA Frisco to Prosper, the city opted for six to avoid widening it soon due to anticipated congestion.

Fields Parkway, a four-lane roadway, is expected to open in March, and construction on Panther Creek will soon get underway, according to Brodigan.

When easing current trouble areas like El Dorado Parkway, Cheney says road construction projects from the north will eventually provide relief.

Recognized for having the most roundabouts in the state and among the top in the country, Frisco plans to add at least six more roundabouts, according to Brodigan.

These improvements are in the design stage but could be added in single-family developments.

"They're safer, slower speeds," he said. "And they're great for air quality because you're not idling."

Cheney, also a realtor, gave residents insight into the housing market in Frisco and surrounding communities.

Frisco does not receive as many new home build requests as cities like Celina, Cheney acknowledges, partly because Frisco has just about 'built out' as much as possible.

The mayor recalls driving to Plano for baby items when his family moved to Frisco two decades ago.

He says that as growth continues to move north, Frisco is becoming Plano to communities like Prosper and Celina.

"A lot of those residents drive through Frisco to get to services and jobs," he said.

The city is also preparing for temporary influxes of people in the coming years, including for two major sporting events.

"We need to be open by the 2026 World Cup and the next year is the PGA Championship hosted here in Frisco," said Cheney. "It's two years of major events focused in this region, so Fields West and Firefly Park want to be ready because it's going to be a big boon."

Frisco will host the World Cup in 2026, along with Arlington, Dallas, and Fort Worth.

Each community expects a significant boost to the local economy.

Toyota Stadium and the National Soccer Hall of Fame in Frisco mean the city will likely host World Cup events.

Teams might even stay in the city to practice at the stadium, said an eager Cheney.

Universal Kids Resort, which has broken ground on the northeast corner of Dallas Parkway at Panther Creek, is expected to be completed by the start of the World Cup.

The resort, geared toward small children and their families, will include a 300-room hotel.

"We've heard hotels up to 300 miles away will be booked for a month straight," he said. "That's why there's a race to get things done."

NBCDFW

'IT COULD HAVE KILLED SOMEONE' DALLAS RESIDENTS PLEAD FOR PROTECTION FROM DANGEROUS DRIVERS ALONG NORTHWEST HIGHWAY

Homeowners threatened by speeding cars say neither the city nor state will help them calm traffic.

By Scott Friedman, Eva Parks, Edward Ayala & Frank Heinz

Some drivers along Northwest Highway in Dallas travel so fast they're not only a danger to people on the road but also to those inside their own homes.

Northwest Highway is both a city street and a state road that runs east to west from Garland to Las Colinas. A stretch of the roadway, near Buckner Boulevard in Dallas, is known as Loop 12 to the west and Spur 244 to the east.

Viewers who lived along Northwest Highway reached out to **NBC 5 Investigates** saying they weren't getting any help from the city or TxDOT in slowing down the traffic.



The pictures tell the story of what it's like to live near a street with cars moving so fast that sometimes a giant fence isn't enough to keep them from posing a danger to families.

"We've got people in the neighborhood that are afraid to have their kids play in the backyard," said Steve Mendoza.

Mendoza told **NBC 5 Investigates** that at least three times vehicles have shattered the fence outside his neighborhood, The Enclave at Wyrick Estates, which backs up to Northwest Highway and its six lanes of fast-moving traffic.

One of those crashes showered Barry O'Reilly's home with debris.



Barry O'Reilly -- Damage done by a truck that plowed through a neighborhood barrier fence in Dallas.

"A vehicle lost control and knocked down a number of trees, steel poles, a fence and then stopped outside the bedroom window," O'Reilly said. "That one, it happened in the middle of the night. And it was like, it scared the family. All of us were home and I've got young kids."

In November, a driver was killed in a crash near the entrance to the neighborhood.

NBC 5 Investigates searched records from the Texas Department of Transportation and found at least 688 crashes over five years just along the stretch of Northwest Highway between Audelia and Garland roads.

O'Reilly and his neighbors want help from TxDOT and the city of Dallas because Northwest Highway is both a state road and a city street.

"People are dying and I don't know what it's going to take for them to take it seriously enough to do something about these troublesome areas and to do something right outside our gate," O'Reilly said.

O'Reilly and his neighbors have asked TxDOT to install a stoplight to slow traffic and a guardrail to protect their homes. O'Reilly emailed TxDOT officials a warning 18 months ago saying, "This is the second time a vehicle has come through our back yard and this time it could have killed someone."

Officials with TxDOT responded by email and said, "Based on all information reviewed guardrail will not be added at this location. We will continue to monitor..." In another email, TxDOT told residents that speeding appeared to be a problem on the roadway and said "the city should be contacting the local law enforcement."

"The state is saying that it's for the city of Dallas to solve. The city of Dallas is saying this is a TxDOT road so they have no control over it. And really, we're just we're looking for help because we're caught in the middle," Mendoza said.

NBC 5 Investigates repeatedly contacted TxDOT. Through an agency spokesperson, Dallas District Engineer Ceason Clemons turned down multiple requests for an interview.

The spokesperson told **NBC 5 Investigates** that TxDOT, "Installed flashing speed feedback signs near this location" in October and that the city is responsible for installing traffic lights, and that "the city of Dallas will request authorization from TxDOT if the city plans to add a signal at this location."

The spokesman said TxDOT does not plan to install a guardrail because "The neighborhood homes are outside of the right-of-way and beyond the roadway clear zone."

"We feel that our voices are not being heard right now and we're not getting help from either TxDOT or the City of Dallas," Mendoza said.

NBC 5 Investigates took the neighborhood's concerns to City Councilmember Paula Blackmon, who represents the area, and asked her if there should be a stoplight installed to slow traffic and a guardrail installed to protect homes.

"I believe, yes. But there is a process for all of this," Blackmon said. The councilwoman said she is urging city staff to expedite a traffic study and encourage TxDOT to approve a stoplight. She's also requested a meeting with TxDOT's district engineer.

"We're going to have a meeting in March, of a little working group, and really, start honing in on what is the solution," Blackmon said.

As part of a long-term solution, Blackmon said she'd like the city to negotiate with TxDOT to take back control of Northwest Highway and other state roads that run through congested city neighborhoods. She said those highways, built decades ago and which were designed to move traffic fast, should be redesigned as pedestrian-friendly boulevards with narrow lanes that slow speeds.

"We need to ask to say, 'Hey, are you willing to acknowledge that these are not highways anymore and that they are a part of our fabric of a city,'" Blackmon said.

Mendoza, who said walking in the area with traffic zooming by was nerve-racking, said reshaping the road would treat the causes of the high speeds and not just the symptoms. Without that change, he worries about people even beyond his neighborhood.

NBC 5 Investigates joined Mendoza on a walk to a nearby bus stop. There were no sidewalks to get there and the stop was surrounded only by grass. Anyone wanting to get to the bus stop from the apartment complex across the road would have to walk a long way to first find a crosswalk.

"There's no crosswalk to get across the street. And there's traffic flying by," Mendoza said.

Blackmon said that the lack of a crosswalk and sidewalk was "really unfortunate planning" and that "it shouldn't be that way." The councilwoman said she planned to address that location with TxDOT and city road planners.

Meanwhile, neighbors continue to wait, hoping for swift action to tame traffic and restore their sense of safety.

"We can do better as a city. This is just ridiculous, really," Mendoza said.

The city's Transportation Department said it has been conducting a "signal warrant analysis" to see if it can request that TxDOT approve a traffic light near the neighborhood entrance. In a statement to NBC 5 the city said, if the study shows a signal is not warranted the city, "will evaluate and seek TxDOT approval for other possible mitigating measures."

The bigger changes proposed by Blackmon would involve substantial money and would likely involve years of planning, construction and negotiation with TxDOT.

However, Blackmon said if voters approve [the city's proposed capital bond program in May](#) she will [use some of the discretionary money allotted to her district](#) to begin implementing more quick-fix traffic calming and pedestrian safety devices on some of the city's legacy roadways.

'NEXT GENERATION' TRANSIT PLANNING FOR NORTH TEXAS MOVES FORWARD

Consultants will examine how to enhance transit in the area by 2050 as officials plan for growth.

By Amber Gaudet



A study commissioned by the North Central Texas Council of Governments will explore transit enhancements in Dallas-Fort Worth ahead of expected population growth. (Juan Figueroa / Staff Photographer)

A study exploring crucial transportation investments needed to plan for growth in D-FW is moving ahead, The North Central Texas Council of Governments announced Wednesday.

The council's executive board approved \$2.2 million worth of contracts to consultants McKinsey & Company and InfraStrategies LLC to help design a transit system that serves residents who will live outside existing transit authority service areas in the future. The area population is forecast to grow to more than 11 million by 2045 and bring an additional three million jobs.

"This substantial growth will compound a seemingly insatiable demand for passenger and goods movement that has already exacerbated the limited capacity of the region's streets and highways," a [request for proposals](#) document created by the council reads. "Much of the regional growth is forecast to occur outside of transit authority boundaries, presenting challenges related to congestion, sustainable development, and lack of alternative transportation options beyond the single-occupant vehicle."

Dubbed “Regional Transit 2.0,” the study is aimed at supporting sustainable development throughout the 12-county Dallas-Fort Worth region and serving cities that lack the sales tax capacity to join Dallas Area Rapid Transit, the Denton County Transportation Authority or Trinity Metro in Fort Worth.

Thirteen DART member cities pay a one-cent sales tax to belong to the transit authority, while Denton, Highland Village and Lewisville pay a half-cent tax to DCTA. Fort Worth and Blue Mound pay a half-cent sales tax to support Trinity Metro, and Grapevine and North Richland Hills support the TEXRail commuter service.

Consultants will develop a transit legislative program, create strategies to increase transit authority membership, develop collaborations between existing transit authorities and review fare collection strategies. The plan will also explore how to substantially fund public transportation and incentivize people and companies to locate where multiple forms of transportation are available.

The study is in response to a letter from the mayors of 12 Dallas-Fort Worth area cities and the chair of Dallas Regional Mobility Coalition requesting the Regional Transportation Council explore how public transportation can evolve to meet the needs of the area.

“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 reads. “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 initiative would strengthen the partnership between existing transit authorities through opportunities for service coordination and other measures to enhance customer experiences.

“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,” said NCTCOG director of transportation Michael Morris. “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.”

ARLINGTON BECOMES FIRST UT CAMPUS TO SET SIGHTS ON CLIMATE ACTION PLAN

By Haley Samsel



The University of Texas at Arlington will become the first UT campus to develop and implement a climate action plan. The effort kicked off in January 2024. (Emily Nava | KERA News)

When Meghna Tare became the University of Texas at Arlington's first sustainability director in 2010, the [sustainability office](#) was in its infancy. She started from scratch, building the university's [reputation](#) as a hub for recycling, food waste reduction and student education initiatives.

Fourteen years later, the university is embarking on a new journey: becoming the first UT campus to create a climate action plan, with goals to significantly reduce carbon emissions by 2040.

Other UT institutions have sustainability offices working toward energy efficiency and other environmental benchmarks, Tare said. What sets UTA apart is the formal climate planning process, which kicked off Jan. 22, and its focus on becoming carbon neutral over the next 15 years.

"We are taking the next step forward by saying: 'OK, we have accomplished all these operational sustainability and efficiency goals. How do we take that success and move the goalposts a little further and work towards it?'" Tare said.

What is carbon neutrality?

Carbon neutrality means that an organization [puts as much carbon dioxide](#) into the atmosphere as it takes out through some other means, such as installing solar panels, reducing vehicle trips or switching to renewable energy sources like wind or geothermal.

With more than 40,000 students and 5,000 faculty and staff, UTA is a “city in itself,” Tare said. The sustainability office provides a wide range of services to that population, including composting and recycling services, an e-bike rental program, a community garden and environmental policy research. Students work as “eco-reps” to educate their peers about sustainability programs through outreach on campus and social media campaigns.

Tare’s team is also responsible for tracking the [university’s greenhouse gas emissions](#). Greenhouse gases such as carbon dioxide, methane and nitrous oxide trap heat in the atmosphere and contribute to global warming, according to the [Environmental Protection Agency](#). Burning fossil fuels for electricity, heat and transportation is the largest source of emissions.

Because UTA’s campus expanded in size between 2010 and 2022, the university’s overall greenhouse gas emissions decreased only slightly from 73,000 metric tons in 2010 to 71,847 in 2022.

However, the university reported that emissions per square foot decreased by almost a third during that period, largely because of decreases in electricity use. UTA’s emissions ticked up slightly in 2023, as officials increased their purchase of electricity.

Compared with its peer institutions like UT-Dallas, UT-San Antonio and UT-Austin, UTA emits fewer total greenhouse gas emissions and emissions per square foot. Data collected over the past 14 years will help inform university officials on where they need to focus their efforts next, Tare said.

“The intention of the climate action plan is to create a roadmap that sets UTA on a path of decarbonization,” Tare said. “Working with our facilities management and transportation people, how do we go on this decarbonization path considering all the challenges that we face?”

Groups of staff, faculty and students will convene every three months until the final document, including goals for carbon emissions reduction and strategies to get there, is ready by the end of the year. Climate action plans [often include strategies](#) such as installing solar panels on buildings, transitioning from diesel to electric vehicles and expanding existing programs to reduce food waste.

At the same time the climate action plan is being developed, university officials are also updating the [campus master plan](#) to identify necessary improvements to infrastructure and buildings. Simultaneous planning efforts will help ensure that UTA is in position to withstand more frequent extreme weather events, Tare said.

“We’re working toward making sure the operational aspect of the campus, the infrastructure, is sustainable, but also the students,” she said. “They are our biggest assets on campus.”

As UTA [sets new enrollment records](#) each year, the university must prepare for the future in terms of sustainability on campus and in the classroom, Tare said.



Students at University of Texas at Arlington's campus distribute information about a potential green fee to fund sustainable projects on UTA's campus. That fee was approved in spring of 2022. (Courtesy photo | Meghna Tare)

"UTA is on this immense journey of growth right now, and for the next few years," she said. "How do you grow in a sustainable way so that it accommodates students physically on campus, but also in terms of the kind of courses they want to study?"

Thanks to student support in 2022, UTA became the first university in Tarrant County to [create a green fund](#). Each student pays a flat fee of \$5 per semester to go toward environmental projects on campus. For UTA, which implemented the fee last fall, the green fund can support programs such as electronic waste recycling, composting, urban farming and the climate action plan process itself.

While Dallas and other Texas cities have developed climate action plans, Tarrant County cities have not. Of the top 25 largest U.S. cities, [Fort Worth is the only city](#) that has not adopted a long-term plan to reduce its carbon footprint, achieve sustainability goals or address the challenges posed by climate change.

Tare sees an opportunity for UTA to help the region achieve its environmental goals, including [improvements to air quality](#). The university has built strong partnerships with the Arlington-based North Central Texas Council of Governments, the city of Arlington and other government agencies.

“UTA is such a big part of the region,” Tare said. “Over the last 14 years, we have transitioned from making sure everything is functioning right on campus in terms of operational sustainability to building those stakeholder relationships and partnerships outside of the campus walls.”

DALLAS WANTS TO KILL PARKING MINIMUMS. WHAT COULD THAT MEAN FOR DRIVERS?

Experts say proposed changes are aimed at increasing design flexibility, not ditching parking

By Amber Gaudet



Parking minimums require businesses to provide a specified number of parking spots, such as this block in Dallas' Bishop Arts District. (Chitose Suzuki / Staff Photographer)

Hexel Colorado remembers the first meeting he attended of Dallas Neighbors for Housing. The grassroots advocacy group spent most of the hour talking about parking.

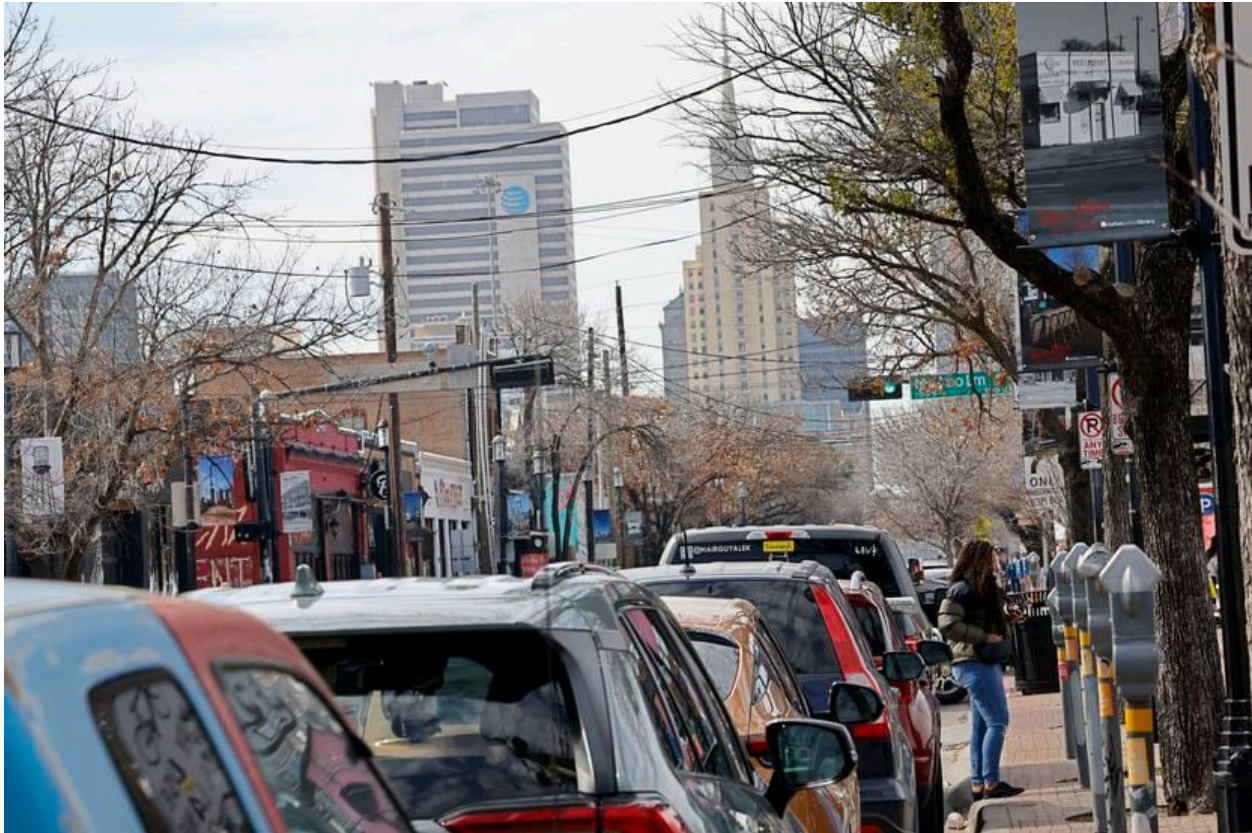
“You wouldn’t think that parking has a lot to do with housing, but it really has an immense impact,” Colorado said.

Parking — and the rules cities have around it — plays a role in everything from housing costs to architecture. It’s prompted Dallas and other cities to rethink parking requirements often baked into city code.

The codes create parking ratios that require a specific number of spots per square foot of development for most areas of the city, such as one spot for every 333 square feet of an office building. Take downtown Dallas’ tallest skyscraper, the 72-story Bank of America Plaza tower. It has about 1,336 spaces in its garage.

Dallas leaders have been flirting with eliminating minimum parking requirements since 2019. The conversation gained momentum last month when a committee of the City Plan Commission voted 6-2 to recommend abolishing them.

Reform proponents say eliminating parking requirements brings Dallas closer to being a more walkable and affordable city. Opponents fear it will mean taking a step back in terms of traffic flow and quick, easy access to the places Dallasites visit most. Both groups agree the outcome will help define what the city looks like a few decades from now.



Parking spaces fill up at certain times of the day in neighborhoods like Deep Ellum but go unused at other times. (Chitose Suzuki / Staff Photographer)

A car-centric plan

In 1955, the Dallas area's population was rapidly approaching 1 million as newcomers filtered into city suburbs. The Dallas Citizens Traffic Commission, tasked with improving road safety, feared the growth would create traffic bottlenecks and curbside congestion since most parking was street parking at that time.

"Even a schoolboy could figure out that downtown streets can't be used at the same time for both car storage and traffic movement as the load increases," the [commission argued in the 1955 video Report to Dallas](#).

That vision carried over to the city code established in 1965. Like other cities across the country, Dallas required developers to plan for parking when they built.

It seemed a common-sense solution to an obvious problem: developments would bring more cars, and those cars would have to be stored somewhere.

Six decades later, many developers, urbanists and architects think rigid parking standards create as many problems as they purport to solve.

First, it's expensive to build parking. It costs as much as \$10,000 to construct a parking spot in a surface lot once land value is factored in, [estimates show](#), and up to \$50,000 in a garage.

That means many developments end up not being built. In a region like Dallas-Fort Worth, which is expected to [balloon to 8.5 million residents](#) by 2028, advocates say parking minimums will continue to worsen the housing deficit by slowing or outright halting some new builds. Dallas is expected to be [short about 80,000 units](#) for people who make between \$50,000 and \$60,000 a year by 2030.

"Unfortunately, the discussion around the development of attainable housing begins and ends with parking," Swede Hanson, a residential real estate developer and Dallas resident, said at the plan commission committee's Jan. 30 meeting. "Speaking from experience, one additional unnecessary parking space is one less high-quality, affordable unit that we can add to the market."

About 75% of the time it takes to assess a zoning application is spent determining the required parking, city staff estimate.

When new developments are eventually built, parking costs are passed onto the public. Parking costs translate to an average \$225 a month [in additional rent](#). A [study by the Victoria Transport Policy Institute](#), a nonpartisan think tank focused on improving transportation planning, estimates parking reform would lower housing costs by 10% to 20%.

Reform backers say parking minimums undermine the growing desire of many city leaders and residents to live in dense, walkable areas by encouraging sprawl. More than a quarter of Dallas's downtown is used for parking, [according to the Parking Reform Network](#).

"A commercial requirement of one parking space per 300 square feet means developers will put new retail in a car-friendly, pedestrian-hostile strip mall. And a requirement of one parking space per 100 square feet for restaurants means the typical eating establishment will devote three times as much space to parking as it will to dining," Michael Manville, an associate urban planning professor at the UCLA Luskin School of Public Affairs, [writes for The Atlantic](#).

At a time when American cities are committing to green initiatives to combat climate change, experts say parking minimums push the places people visit every day — schools, stores, restaurants — further apart, discouraging walking, biking and public transit use. That forces people to drive everywhere in the interest of practicality.

"Minimum parking requirements directly subsidize cars," Donald Shoup, distinguished research professor at the UCLA Department of Urban Planning, [told the Dallas chapter of the American Institute of Architects](#). "We drive one place to do one thing and another place to do another thing and finally drive a long way back home, parking free almost everywhere."

In addition to eliminating off-street minimums, Shoup, who wrote a book on parking reform, advocates for cities charging just enough for on-street parking to encourage turnover and using those funds for infrastructure improvements.

Dallas is considering, in a separate amendment, increasing the cost of meter parking, though some say they already pay too much for all-day metered parking at their place of business. Monthly parking garage permits average about \$70 to \$80 in Dallas.



Multi-level parking garages are unlikely to go away if Dallas City Council opts to eliminate parking minimums. Developers say they have to provide sufficient parking to attract tenants. (Steve Brown)

Divergent visions of Dallas' future

Of course, the thought of doing anything that could result in less parking is not celebrated by most drivers.

"We are a car city. We don't have the type of public transportation we need to make no parking minimums everywhere work," City Plan Commissioner Melissa Kingston told the committee that voted to drop requirements.

Taking public transit can be cumbersome, requiring transfers and extending travel times in many cases. But planners say that's partly because cities are designed around cars, not people, and that non-car alternatives can only be made better by implementing policies that improve walkability.

Bishop Arts resident Laura Palmer said her neighborhood, which is bordered by two planned developments with reduced parking, already lacks adequate accommodations.

"I can show you areas in which we have commercial businesses that are operating — and because of reduced, not eliminated parking — we have them parking on sidewalks, we have them parking in front of fire hydrants, we have them parking up and down our streets so that not even a fire truck can get down there," Palmer said. "We need to have parking minimums to help ensure a plan in order to have different uses within an area."

Some also fear an economic impact, predicting would-be customers who can't find parking will not patronize local businesses.

"Customers vote with their wallet," Dallas resident Ed Zahra told the committee. "If parking has a perception that it's difficult or expensive, they go elsewhere."

Jason Roberts, who owns a handful of small businesses in Bishop Arts, takes a different view. Roberts has reduced parking in front of his storefronts, adding more cafe seating and other "irresistible" spaces, as he puts it. Roberts is the founder of the nonprofit urban design firm Better Block Foundation.

"If you design your spaces based on cars, people don't like to be in those places," Roberts said. "In one car space, I can easily fit three tables and think about the revenue I could generate off those tables versus one car. I consistently take parking away and my numbers don't go down."

Data from the North Central Texas Council of Governments shows that, in general, Dallas has enough parking, city staff say.

"Conclusions from NCTCOG's work match those found by Dallas City staff: Parking for local districts, main street-like corridors, and transit-oriented developments tends to be either adequate for auto demand, or to even far surpass demand," [a staff report](#) reads.

Most parking in transit-oriented developments exceeds requirements, and affordable housing and office uses are particularly overparked, according to a [study by Dallas Area Rapid Transit](#).

It's an issue that's come up often in municipalities. Granite Properties [requested reducing future parking](#) during its redevelopment of Plano's Granite Park by about 2,600 spaces in 2018. Developers said more than 2,000 spots among the existing 13,000 in its garage and surface lots sat empty.

Some residents suggest incremental changes to parking minimums, such as cutting the required number of spaces in half. But city staff say that would leave the "cumbersome" permitting process in place, continue to incentivize driving if too high, and that even the proposed elimination of minimums will only "produce slow, incremental progress toward city goals," according to a staff presentation at the Jan. 30 committee meeting.

"It still keeps us in the world of throwing a dart and hoping it's in the right ratio," senior planner Michael Wade told the committee.

Advocates stress abolishing parking minimums doesn't mean eliminating parking. If the staff recommendation to amend the parking code is adopted by Dallas City Council members, who have the final say, no existing parking will be removed.

It essentially puts the free market system in charge, transferring the parking decision to the people putting up office buildings, apartment complexes and shopping centers. If projects reach

a certain threshold, developers will be required to submit a transportation demand management plan to incentivize reductions in the amount of single-occupant vehicle trips it generates.

Most residential and commercial developers will continue to build parking to meet the needs of tenants. Without blanket minimums, they can be more flexible, considering proximity to public transit and other factors to determine how much to build, experts say.

“If the city just eliminated a parking requirement for an office building, they [developers] would still develop parking — there’s still the drivers of what tenants would need,” said Deeg Snyder, co-managing director and partner at design firm Gensler Dallas. “They’ll take into consideration work-from-home trends and they’ll take into consideration ride-share and public transit if it’s an area with high walkability, but rarely would they do just no parking because it would be a marketing limitation for them.”

Eliminating minimums could present new opportunities for repurposing buildings, as well as ease the parking burden on restaurants and bars, Snyder said.

Staff recommendations for parking reform will come before the 15-member City Plan Commission in the coming months. If the commission agrees with the changes, they’re expected to be considered by Dallas City Council this summer.

UNIVERSITY DRIVE CLOSURE AND \$77M BUDGET MOVE ON THE HORIZON FOR PANTHER ISLAND

By Rachel Behrndt a& Haley Samsel



A portion of University Drive between Jacksboro Highway and Rockwood Park Drive will close in 2026 to allow construction crews to raise the road as high as 15 feet. The construction is part of the Central City Flood Control Project, which will create long-anticipated Panther Island north of Downtown. (Rachel Behrndt | Fort Worth Report)

Before the Panther Island project is considered complete, a segment of University Drive must be raised 10 to 15 feet, or about the height of a full-grown giraffe.

The project will force the city of Fort Worth to close all six lanes of University Drive for an entire year between Jacksboro Highway and Rockwood Park Drive, likely beginning in mid-2026. Raising the road will lift it out of the 100-year floodplain, creating more storage for floodwaters and protecting areas prone to flooding downstream.

The closure will primarily impact several businesses, Fort Worth ISD, the Fort Worth Stock Show & Rodeo, Dickies Arena and surrounding neighborhoods. The closure will also divert traffic to surrounding major thoroughfares.

At peak hours, traffic on Jacksboro Highway and University Drive could double or even triple, according to a traffic study presented to the Fort Worth City Council on Feb. 20.

“This is going to be extremely disruptive to a lot of businesses and residents, but you’ve done a great job thus far,” said council member Macy Hill, who represents northwest Fort Worth.

Council members are expected to approve or deny the request to close University Drive at their Feb. 27 meeting.



This map depicts where University Drive will be closed in mid-2026 for up to 18 months. (Courtesy image | City of Fort Worth)

The design and construction for raising University Drive will be completed by the U.S. Army Corps of Engineers, which is the primary entity leading the design and construction of the Central City Flood Control Project. The project is often referred to as “[Panther Island](#),” because a bypass channel rerouting part of the Trinity River will result in a man-made island between downtown Fort Worth and the Northside community.

Construction on University Drive must be completed before the Corps of Engineers can activate the north and south bypass channels. The Corps expects the project to be completed by 2032, but construction delays related to municipal utility relocations [threaten that anticipated end date](#).

To keep the project on track, leaders of the Tarrant Regional Water District and city of Fort Worth are also planning to shift \$77 million from “elective” projects to critical infrastructure such as relocating utility lines and funding construction contracts.

Assuming council members approve the closure, the Corps of Engineers expects to award the design contract for University Drive 60 to 90 days after the council vote Feb. 27, Clay Church, a spokesman for the Corps of Engineers, said in a statement. Then, the designers will decide between building a solid retaining wall or adding a sloped embankment.

Tim Yochum, vice president of Rockwood Go-Karts & Mini Golf, said he first heard about the possible closure of University Drive a decade ago. He said the city has promised to create alternative ways for customers to reach his business and the neighboring La Pulga market.

“There’s no doubt it’s going to hurt. I mean, right now you drive on University in either direction and you can whimsically pull into our parking lot,” Yochum said. “Those days will be over as of 2026.”

Fully closing University Drive will minimize construction time by up to one year and make the work area safer, Church said. After University Drive is raised, it will limit access to Yochum’s business.

Regardless of what the final design looks like, the city will consider options to create a new route to access businesses adjacent to University Drive during and after construction. During construction, the city will consider creating a temporary connector through Rockwood Park, between Rockwood Lane and Rockwood Park Drive, to access businesses on the west side of University Drive.

“Of course you don’t like it, but there’s nothing you can do about it,” Yochum said. “There’s no legal standing or recourse on any of it. We just try to make the best of it and go into negotiations and make sure that your new roads and on- and off-ramps are as good as they can be.”



Rockwood Go-Karts & Mini Golf is one of several businesses that will be impacted by the closure and subsequent raising of University Drive. (Rachel Behrndt | Fort Worth Report)

City, water district propose moving \$77M in funds

With construction costs rising due to inflation, representatives from the city of Fort Worth and Tarrant Regional Water District say they will need more funds to pay for crucial elements of the Central City Flood Control Project than they originally estimated in 2017.

[Kate Beck](#), who is coordinating Central City activity for the Tarrant Regional Water District, proposed shifting \$77 million from “elective” projects to critical infrastructure projects that are necessary to keep the Corps on track to start bypass channel construction in 2025.

“Those market escalations are happening everywhere,” Beck told the Trinity River Vision Authority board Feb. 22. “It’s not unique to our project, but because of that reality, we’ve been working together to identify the budget for elective components of the program that could be utilized for more critical elements of the program.”

The proposal will move about \$30 million in contingency funds, \$30 million allocated for expanding utility lines to accommodate development on Panther Island, \$10 million for a connection between Marine Creek and the Stockyards and \$3 million for program management costs. Another \$3 million will come from unused funds for land acquisition near the TxDOT bridges over Panther Island.

About \$31 million of those reallocated funds will be used to meet the federal government’s requirement that local governments provide cash matching for construction and permit projects. An additional \$43 million will go toward the city of Fort Worth’s bill for relocating stormwater, sewer and water utilities out of the path of the north bypass channel, while the last \$3 million will be spent on [remaining environmental remediation](#) and demolition costs.



Cars drive on the White Settlement Road bridge in May 2023. The Henderson Street bridge is shown in the background. (Rodger Mallison | Fort Worth Report)

Cars drive on the White Settlement Road bridge in May 2023. The Henderson Street bridge is shown in the background. (Rodger Mallison | Fort Worth Report)

City and water district staff are discussing alternative sources to pay for the projects that lost funding, Beck said.

“This doesn’t change the overall budget, but these changes will be reflected in the financial reports that you see,” Beck said.

Beck and water district general counsel Stephen Tatum said there was no requirement for the Trinity River Vision Authority board to approve or recommend the budget shift. But several board members, including [G.K. Maenius](#) and James Hill, said the board of directors should be involved before the revised budget moves forward.

“We’re talking about possibly reducing (the) contingency budget, so it would be best practice to have an approval mechanism,” Hill said.

The budget shift will likely come back to the board during its next meeting, currently scheduled for April 25.

In the meantime, assistant city manager Dana Burghdoff said, contractors are beginning to make progress on utility relocations after [facing delays late last year](#). In order to keep up with the Corps’ construction schedule, [Fort Worth must relocate](#) 14 stormwater, sewer and water

utilities out of the north bypass channel by summer 2024 and the south bypass channel by fall 2024.

That timeline will be delayed by at least a few months, because contractors faced challenges submitting proper documentation to the Corps, which must grant permission to companies before they begin moving utilities. After resolving the documentation issues, construction crews began work on Grand Avenue on Feb. 19, Burghdoff said.

City staff have also met with Fort Worth & Western Railroad officials to amend their license agreement so contractors can work underneath railroad crossings. Lack of communication with the railroad also caused project delays, Burghdoff said.

Beyond construction projects, economic development prospects on Panther Island are set to take center stage next month. Consultant HR&A is expected to release [its real estate and economic development road map](#) in early March.

DO PARKING MINIMUMS DRIVE UP HOUSING COSTS?

Data shows the costs of building parking are passed on to renters and homebuyers. Some reform opponents remain unconvinced.

By Amber Gaudet



Parking minimums ensure developers build enough parking, but data shows they can contribute to higher housing costs. (AP Photo/Erin Hooley)(Erin Hooley / ASSOCIATED PRESS)

As debates about required parking in Dallas have simmered over the past five years, one issue has been brought up repeatedly by reform advocates: ditching parking minimums will mean more affordable housing can be built.

[Minimum parking requirements](#) create a ratio that determines how much off-street parking developers are required to build based on the size of a development. For a duplex, for example, two spaces are required regardless of how many vehicles the occupants have.

Developers must submit a site plan showing they comply with all code requirements, including parking, for city staff review before a building permit is approved. That doesn't leave room for flexibility if, say, an apartment building is near public transit or is a senior living community where some tenants might not drive.

But how could it lead to higher housing costs, as reform proponents argue?

The most obvious way is through passing the costs of constructing parking onto renters and homebuyers. It can cost between [\\$5,000 to \\$10,000](#) to construct a surface parking spot and \$50,000 for a garage space when land value is factored in.

Parking typically occupies as much or more developed land as the buildings it serves, accounting for about [one-third of land area in U.S. cities](#) and providing roughly eight parking spaces for every car in the country. Parking lots require regular maintenance after initial construction, meaning costs will continue.

The costs can prompt developers to focus on building more high-end developments for the sake of profitability.

“Construction financing agencies often require that new building retail prices be at least three times original land costs,” a [white paper](#) by the Victoria Transport Policy Institute reads. “Each additional dollar of land costs for parking therefore increases housing prices by three dollars. Developers cannot afford to build a simple, lower priced housing when their land costs increase, so they target higher-end markets.”

Based on typical development costs, one parking space per unit translates to about a 12.5% increase in housing costs for residents, while two parking spaces per unit can drive up costs by as much as 25%, the study finds. A [2024 study](#) by the think tank found that dropping parking minimums leads to a 10% to 20% reduction in housing costs.

The city of Austin [dropped its minimum parking requirements](#) last November, citing estimates that one space per unit increases rent by as much as \$200 per month.

Parking can also slow or halt development projects if there isn’t enough land, or funds, to meet minimum requirements. Because so much land is required for parking, it limits the density of developments, meaning parking can come at the expense of more units.

That’s where experts say parking reform can help. A 2010 study found that eliminating parking minimums in downtown Los Angeles led to more housing and greater diversity in the types of housing built. [Seattle and Buffalo experienced similar increases](#) in housing following reform.

More housing supply, by its nature, [leads to greater affordability](#).

A [Brookings Institute review](#) recommended local governments reduce or modify parking requirements to allow for more flexibility. A white paper by the Rutgers Center for Real Estate also found that cutting minimums would address housing affordability.

“Any reduction in mandated parking requirements for residential developments will lower initial construction costs and decrease ongoing operating costs, which will effectively allow for the reduction of rents,” [the Rutgers paper reads](#).

Opponents of eliminating minimums say that affordability isn’t always a good thing when it comes at the expense of existing homeowners.

“It’s going to drive down parking values which, yeah, makes it more affordable, but everybody that lives here is screwed,” said [Darren Dattalo](#), vice president of the Lower Greenville Neighborhood Association.

Some worry reform will lead to developers supplying inadequate parking. Neighborhood groups and single-family home residents often argue that reduced requirements elsewhere will push parked cars onto suburban streets.

That's the case in Lower Greenville, where thousands of cars fill lots on weekends, Dattalo says.

Experts argue the market will continue to drive demand. About [70% of developments](#) with no parking requirements in Seattle, and [83% of major developments in Buffalo](#), still provided parking following reforms.

Dattalo, who also works in real estate, isn't convinced. He thinks a parking management plan aimed at allowing for shared parking will allow for more efficiency and reduce parking in a way that won't harm existing neighborhoods like his.

"You can reduce the requirements in a way that makes sense, but it doesn't allow the developer to just come in willy-nilly and do what they want to do," Dattalo said.

Dallas is one of more than 1,400 municipalities nationwide considering changes to parking minimums, according to the [Parking Reform Network](#). City staff will present proposed changes to the City Plan Commission in the coming months.

DALLAS RESIDENTS CONCERNED OLD CITY PARK TAKEOVER WILL STRIP LAND OF HISTORY

Council member Jesse Moreno and city staff met with residents Thursday to allay fears

By Devyani Chhetri



City Council member Jesse Moreno, right, and city staff members lead a meeting at Old City Park with residents concerned about the future of the park in Dallas, Texas on Thursday, February 22, 2024. (Allison Slomowitz / Special Contributor)

Preservationists and neighbors from the Cedars neighborhood are concerned that the Park Department's takeover of the city's first public park will strip the land from its historical value and pave the way for apartments and condominiums on it.

On Thursday, council member Jesse Moreno and city staff from the park department sought to quell fears in a community meeting held in the Old City Park's Browder Spring Hall.

"There is no plan, there is no agenda to bulldoze this park and build high rises or apartments," Moreno said to the crowd, adding that in recent years, and most recently with the bond program, the city of Dallas has made multiple strides in addressing park spaces.

But the term "green space" gave Mindy Fagin, a fifth generation Texan, anxiety about the kind of park city officials were envisioning. "I have watched the city of Dallas build new shiny things my whole life," Fagin said during the meeting. "We don't keep them, we destroy them."

Fears from residents were centered around two questions: Can the city guarantee that there will be no development on park lands? And what happens to the artifacts in the Victorian buildings, which have contributed to the park's living history?

Moreno said that the council could not build residential structures on park lands even if they wanted to. Municipal law restricted development in city parks. Their main priority was to preserve the site, he said.

Terri Raith, a 71-year-old realtor and preservationist, wanted to know if the city was allocating funds to preserve the artifacts in the buildings. The city park, according to her, served as an important piece of Dallas' history. Raith wonders if more can be done to elevate the old architecture as a museum.

Related: [Memories of Candlelight and school field trips: Is Dallas' Old City Park worth saving?](#)

"I know that operating these buildings with these artifacts and things as a museum— that's a whole different ball of wax. We can't just open the door and let people wander through," Raith said. "But where are our museums for the history of Dallas? The history of Texas?"

Evelyn Montgomery, a commissioner with the Landmark Commission and board member of the Dallas County Heritage Society, said she was meeting with the city Monday to discuss the upkeep of artifacts.

"We're going to talk about what they think they need out of their parks and how you can work that arrangement. It just has to be negotiated still," she said. The society has nearly 25,000 artifacts, many of them in a warehouse and her job as a curator would be to follow ethical standards and figure out what artifacts can make their way into museums.

Officials from the Park Department spent nearly an hour allaying fears from residents.

The design firm SWA Group is currently in the midst of analyzing the conditions at Old City Park.

The resulting assessment of the physical makeup of the park is scheduled to be completed mid-summer. Once that phase is completed, the city will move onto the second phase of creating the master plan. The second phase will be completed in the summer of 2025.

Steve Baker, with the park department, said the park department was looking at plans to have Dallas marshals, park rangers and an office space for park rangers.

Meanwhile, park staff will work with the landmark commission on paperwork and guidelines on how to preserve the site. By 2026, the park department will begin searching for a new management partner to operate the park.

Old City Park's revitalization is also connected with the upcoming Kay Bailey Hutchison Convention Center and a proposed I-30 deck park that will connect the Cedars neighborhood and Old City Park to Farmer's Market downtown.

Related: [Dallas' oldest park could become a city landmark, but parks officials say not so fast](#)

Rosa Fleming, director of convention and event services, said the staff will present plans for orientation of the building and preparedness for architecture, engineering and design, and ultimately construction to the City Council March 6.

With her stood Dallas Transportation Department Director Ghassan Khankarli, who said the department had worked with the Texas Department of Transportation to fund the engineering design of deck supports for the [I-30 deck park](#).

Further, the department had partnered with the North Central Texas Council of Governments to apply for federal funds under the reconnect community program.

“We feel like the application that has been put forward is a very good application. We are very positive,” Khankarli said.

Moreno said he hopes the city’s \$1.25 bond proposal would alleviate the financial hardship the park has suffered. “Unfortunately, we did not have a solid assessment plan to be able to get substantial dollars for the city park,” he said.

So far, Moreno has planned to put some of his district-led funds into the park and District 11 council member [Jaynie Schultz, too, has pledged \\$500,000](#).

TEXRAIL EXPANSION TO BRING ECONOMIC GROWTH TO GRAPEVINE

By Miranda Jaimes

The design phase of a 2.1-mile extension to the [TEXRail commuter rail line](#) into the [Fort Worth Medical District](#) is chugging toward a spring completion.

TEXRail is [Trinity Metro's](#) commuter rail service that serves Tarrant County, traveling from downtown Fort Worth up to [Grapevine's Main Street](#) and ending at [Terminal B](#) in the Dallas Fort Worth International Airport.

The planned extension will mark the 10th rail stop for the 27-mile line and the first addition to the service that launched five years ago. Both Trinity Metro and Grapevine officials predict the additional station will benefit not only Trinity Metro and TEXRail but also the city of Grapevine, which already has one of the most popular stops for the line, data shows.

"Any expansion in Fort Worth and Tarrant County is a plus," Grapevine Mayor William D. Tate said.

What you need to know

The new station will be located in the Fort Worth Medical District and called the Near Southside Station. Destinations in this area include Baylor Scott & White All Saints Medical Center, Cook Children's Hospital and independent medical clinics.

Officials estimate the medical district employs about 50,000 people, some of whom could potentially make the commute on TEXRail instead of driving their own cars.

Reed Lanham, Trinity Metro's vice president of rail, pointed out the variety of restaurant and shopping options in the area, which could also serve as destinations for TEXRail riders.

The more than \$167 million project, funded by the city of Fort Worth, Trinity Metro and federal dollars, is expected to begin construction next year, Lanham said. Trinity Metro planning documents show project completion is set for late 2026.

Paul W. McCallum, executive director of the [Grapevine Convention & Visitors Bureau](#), said the stop will offer an easy option for accessing the hospitals and medical centers in the area.

"It still serves the citizens of Grapevine, and Tarrant County for that matter," he said.

[Click here](#) to see a map of the planned new station.

How we got here

TEXRail experienced record ridership in 2023, with Nov. 20 being the highest-ever single day of ridership for the line. This was also the day Grapevine's annual Christmas tree lighting

celebration, Carol of Lights, took place.

“We see huge ridership numbers for a lot of the Grapevine festivals,” Lanham said.

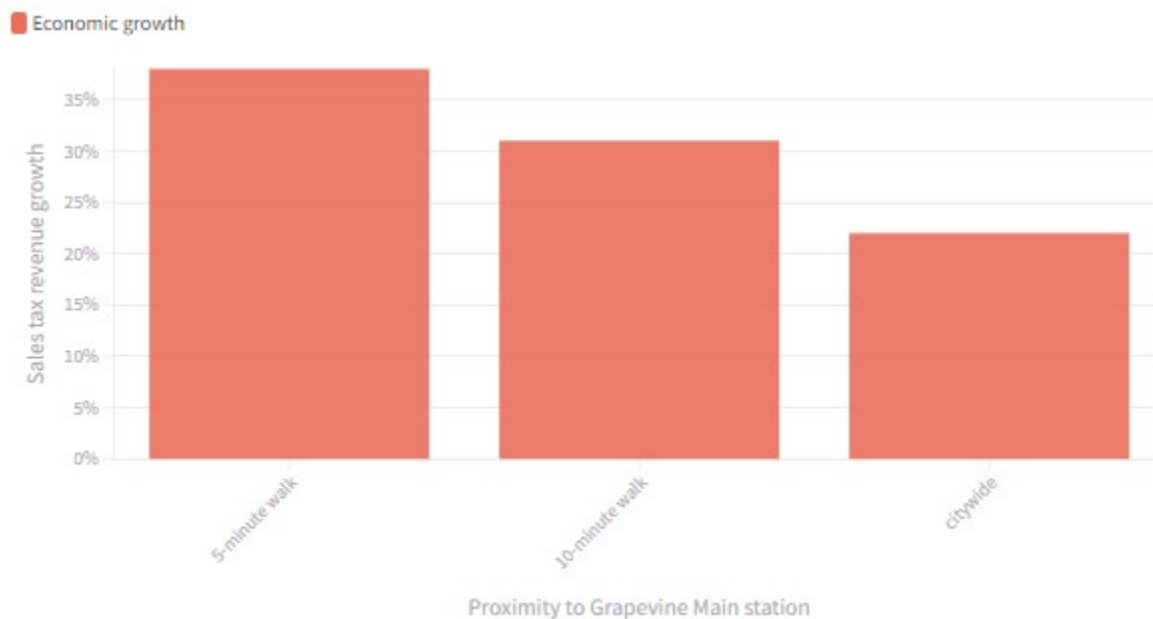
McCallum said the Near Southside stop will not only give Grapevine residents access to this new area, but it also will open up a new batch of potential riders. They will be able to take the train and enjoy the festivals and attractions in Grapevine.

Dan Weinberger owns Weinberger’s Deli on Main Street near the station in Grapevine. He said he saw an immediate boost in revenue once TEXRail began operations in 2019, and rail expansions should only continue that trend.

“I can tell you when there has been an exceptional explosion in business, and the train was one of them,” he said. Citywide sales tax revenue is up 22% since 2020, with businesses within a 5-minute walk of the station, like the deli, seeing even higher gains.

Sales tax revenue gains

Grapevine has seen increases in hotel occupancy, beverage and retail sales taxes since TEXRail opened in late 2019. Data for 2022 sales tax revenue grew nearly 40% for businesses located within a five-minute walk to TEXRail’s Grapevine/Main Street Station.



Source: Trinity Metro/Community Impact

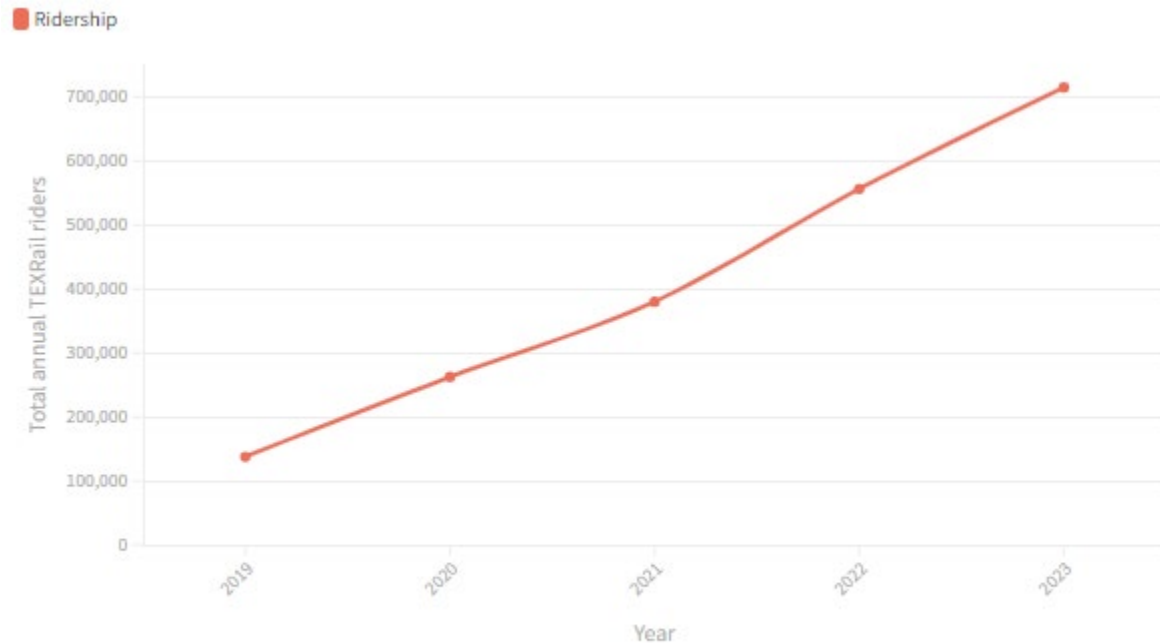
A closer look

The sales tax revenue growth and the ridership numbers are both good indicators of the success of a TEXRail station, Lanham said. Projections show the number of rides to increase by

another 14% this fiscal year, and then ridership could increase by another 5%-10% over the next four years, he said.

TEXRail ridership on the rise

With the launch of TEXRail in October 2019, ridership has grown, though more slowly than first expected due to the COVID-19 pandemic. Total annual rides on TEXRail has grown five-fold over the past five years.



Source: Trinity Metro/Community Impact

What's next?

As TEXRail ridership grows, transit agency Dallas Area Rapid Transit is moving full-steam ahead with its passenger rail line that will connect downtown Plano to the DFW Airport. This new Silver Line route is slated for completion in 2025.

Grapevine City Council member Paul Slechta, who also serves on the Trinity Metro board, said he foresees TEXRail and the Grapevine station growing in what they can accomplish.

"TEXRail is still in its infancy, but Trinity Metro and Grapevine have gotten it right so far," he said.

[Click here](#) to see a map of the Silver Line connection.

FORT WORTH LAUNCHES INNOVATIVE EAST 4TH/1ST STREET BIKE LANE PROJECT TO ENHANCE CYCLIST SAFETY

Fort Worth introduces the East Fourth Street/First Street Bike Lane project, integrating new bike signal technology to enhance cyclist safety and connectivity. Learn more about this innovative project and its potential impact on urban cycling.

By Emmanuel Abara Benson

Fort Worth is advancing a significant bicycle infrastructure project, the East Fourth Street/First Street Bike Lane project, aimed at enhancing bicycling options east of downtown.

Advertisement

This project is notable for several reasons, including the introduction of new bike signal technology designed to improve safety for cyclists. Specifically, an existing lane along East 4th Street/East 1st Street will be converted into a bike lane that spans 2 miles from I-35W to Haltom Road, featuring a buffer space to separate it from vehicle lanes.

The chosen location aims to link Gateway Park and downtown via designated bike lanes and will include special bike signals at three intersections to facilitate safer movement. The innovative bike signal technology being introduced consists of bike detection pads that will interact with standard traffic signals to display bike-specific signals (red, yellow, or green stenciled bike symbols), enhancing connectivity, safety, and the overall user experience.

The construction of this project is scheduled to begin in February and is expected to last nine months, with work carried out during daytime hours. The project's budget is estimated at \$2.9 million, with the majority (\$2.3 million) funded by the North Central Texas Council of Governments through the Transportation Alternatives Project. An additional \$617,000 will be sourced from bond funds. The project's development and funding details were shared by project manager Ishkal Shrestha during a public meeting organized by the Transportation & Public Works (TPW) Department on February 15.

Advertisement

Project Overview

The East Fourth Street/First Street Bike Lane project represents a major step forward in Fort Worth's commitment to improving cyclist safety and promoting alternative modes of transportation. By converting an existing vehicle lane into a dedicated bike path, the city is not only creating safer biking routes but also encouraging residents to consider biking as a viable and environmentally friendly mode of transportation. The inclusion of new bike signal technology is a testament to Fort Worth's investment in innovative solutions to enhance the urban cycling experience.

Innovative Technology for Enhanced Safety

Advertisement

The introduction of bike detection pads is a groundbreaking feature of this project. These pads will enable the integration of bike-specific signals into the existing traffic signal system, allowing for a more seamless and safe interaction between cyclists and motor vehicle traffic. This

technology is expected to significantly reduce the potential for accidents at intersections, thereby making the bike lane a safer choice for cyclists of all ages and skill levels.

Impact and Expectations

The East Fourth Street/First Street Bike Lane project is anticipated to have a positive impact on the local community by improving connectivity between key areas of Fort Worth and promoting a healthier, more active lifestyle. The project's completion will likely encourage more residents to take up cycling, either for recreation or as a primary mode of transportation, contributing to reduced traffic congestion and pollution. Furthermore, the successful implementation of this project could serve as a model for future bike lane projects in Fort Worth and beyond, highlighting the city's leadership in innovative urban planning.

ELECTRIC VEHICLE CHARGERS LIMITED TO WEST, NORTH FORT WORTH. WILL \$15M GRANT HELP?

By Kevin Vu



Electric car enthusiasts talked to vendors and car owners during a National Drive Electric Week event at Tanger Outlets Fort Worth on Oct. 1, 2023. (Haley Samsel | Fort Worth Report)

Natalia Carter has owned an electric vehicle for nearly three years in Fort Worth. As an environmentalist, she found the vehicle a great opportunity to increase her environmental footprint while traveling. She didn't have to worry about gas prices as she could charge her car overnight with the solar panels installed in her home.

But in January of this year, while heading home on Interstate 35W, Carter noticed she had only a few miles of power left. Looking at an app showing her the nearest chargers, she realized there were either no chargers near her or were out of service. By the time she got home, she only had 5 miles of electricity left.

"I wish there were more chargers on the road," Carter said. "It would be nice if we had more charging stations."

North Texas has 94,298 electric vehicles, with Fort Worth making up 6,074 of those registered vehicles as of Feb. 23, according to a [North Central Texas Council of Governments map](#). Only Dallas and Frisco outnumber Fort Worth.

As more electric vehicles are registered in the city, the council of governments will [receive \\$15 million](#) from the federal government to install 100 public charging stations across the region.

Fort Worth's transportation and public works department is working with environmental services and other departments to expand EV charging to high-demand and underserved communities, Kelly Porter, assistant director of the transportation and public works department, said in an email.

"We are actively working on a coordinated strategy to enhance the city's competitiveness for future projects," Porter said. "Expect to see the city integrating this infrastructure in applicable roadway and facilities projects."

Fort Worth currently has 118 public Level II EV chargers throughout the city, but only 15 DC fast chargers, sometimes referred to as Level III chargers, according to Brian Wilson, communications supervisor for the council of governments. Level III chargers can typically charge EVs from empty to full in an hour, while Level II chargers can take four to 10 hours, according to the U.S. [Department of Transportation](#).



Visitors learn more about electric vehicle policies in North Texas during a National Drive Electric Week event at Tanger Outlets Fort Worth on Oct. 1, 2023. (Haley Samsel | Fort Worth Report)

Most chargers are found in west Fort Worth, while chargers in east Fort Worth and south Tarrant County are sparse, according to [the map](#) maintained by the council of governments. Many of those chargers are clustered around shopping areas, including Hulen Mall and the WestBend retail center on University Drive.

A [2023 study](#) by University of Houston and Texas Southern University researchers found that 46% of respondents are holding back from getting an electric vehicle due to lack of chargers near them. Another study [published last year](#) found that 72% of public electric vehicle chargers across the U.S. are in counties that ranked in the top 20% of income per resident.

Lori Clark, senior manager for the council of government's transportation department and director of the DFW Clean Cities initiative, said charging stations are primarily located in higher income areas because there's likely more people who would be charging their vehicles while doing other activities.

"They're going to go shopping, they're going to go to a restaurant, they're going to go to the movies, they're going to do some sort of entertainment out and about, and while they're doing that, they can be charging up their car," Clark said.

As the council awaits the federal funding, the organization will work on projects [involving community engagement](#) to look into which underserved communities need EV chargers. Putting chargers in underserved communities will allow for economic growth as more people who might be traveling stop by these communities as they charge their cars, Clark said.

But at the same time, Clark said her team is being practical by having affordability and public transportation at the forefront of their conversations with these communities.

"We don't want to just show up and be like, 'Hey, you're a gap on the map, we think you need a charging station,'" Clark said. "Some areas of the region are transit dependent, we don't want to pull people off of transit. Some of them are zero car households. We don't want to necessarily say just because you've never had a car, suddenly you need an EV. And there is a real affordability issue with electric vehicles that we want to be sensitive to."

Barriers to installing EV chargers

Installing EV chargers and infrastructures has its challenges, with one of them being time. With most of the Dallas-Fort Worth area powered by electric utility company Oncor, Clark said it can take a while for Oncor to install chargers as they have other projects to work on.

"In a region like ours where we have so much economic growth and we have so much population growth, Oncor is just trying to keep up with the pace of jobs," Clark said. "EV chargers are just another utility project from their perspective. It's another electrical load that they need to serve."

Another challenge is cost. According to the [U.S. Department of Energy](#), Level II chargers can cost up to \$6,500, while Level III fast chargers can range from \$10,000 to \$40,000. Depending on equipment, hardware and construction, Level III fast chargers can go up to \$100,000 to buy and install, Clark said.

"I think the one that we reimbursed last year was over \$200,000 because it has integrated battery storage," Clark said.

Despite the logistics, the council is excited about the increasing availability of EV chargers. With LG Electronics recently opening its [first electric vehicle charger factory in the United States in Fort Worth](#), Clark said that the industry of transportation is changing.



LLG Electronics opened its first U.S. electric vehicle charging manufacturing factory in north Fort Worth on Jan. 12, 2024. LG estimates it can make up to 12,000 chargers a year in the factory. (Seth Bodine | Fort Worth Report)

In the meantime, Clark said the first EV chargers installations won't happen until two years from now, after environmental clearance and site selection.

"It's a really exciting time to be working in transportation," Clark said. "The whole industry of transportation is shifting."

[Kevin Vu](#) is a journalism student at the University of Texas at Austin and contributor to the Fort Worth Report. He previously worked for The Texas Tribune as a reporting fellow.

HOW FORT WORTH COULD BECOME A HUB FOR BLACK HISTORY

The city hopes to become a destination for future generations to learn about Fort Worth's Black history, culture and contributions

By Tahera Rahman

[VIDEO](#)

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.

NATIONAL JUNETEENTH MUSEUM COMES TO FORT WORTH



This rendering shows how the 50,000 square-foot National Juneteenth Museum on Fort Worth's Southside will look.

The [National Juneteenth Museum](#) will educate the public on the newest national holiday, which commemorates the day in 1865 when slaves in Texas learned they were free, two years after the Emancipation Proclamation was signed.

It will also honor the work done by Miss Opal Lee who spent decades working to make Juneteenth a national holiday.

"Oh, I am ecstatic if that's a word I can use," said Lee. "I've been wanting this for so long, you know."

The museum's location on the city's Southside will also serve to educate, as it is home to an important figure in Fort Worth's history.

"Texas's first black millionaire was a Fort Worth guy. His name was William Madison McDonald," said National Juneteenth Museum CEO Jarred Howard.

Howard said the neighborhood's zip code, 76104, holds Texas' shortest life expectancy and highest infant mortality rate.

"And so, a community like this needs a lot more than just a museum. And we're bringing more than just a museum," he said.

The 50,000 square foot cultural center is expected to host events in its amphitheater, and will also have a food hall.

FRED ROUSE CENTER FOR ARTS AND COMMUNITY HEALING



The building at 1012 N. Main St. is unremarkable — a brick shell that appears to be little more than a relic of Fort Worth's industrial past. But in 1925, it marked the power of racism in Texas as Klavern 101, a meeting hall for Tarrant County's Ku Klux Klan within sight of the courthouse.

A building at 1012 N. Main St labeled 'Ellis Pecan Co.' once served as the headquarters for the Ku Klux Klan in Fort Worth, it [will become the Fred Rouse Center for Arts and Community Healing](#).

Mr. Fred Rouse was a black father and butcher in Fort Worth who was lynched in 1921. [A memorial](#) already sits at the intersection where he was killed, NE 12 Street and Samuels Avenue, about a mile away from the future center in his name.

Fort Worth Assistant City Manager Fernando Costa says the center serves as poetic justice for some, celebrating all communities historically targeted by the Klan.

"It's highly ironic, in that sense," said Costa. "Using the performing, visual arts, as a platform to bring people together and promote healing in the community."

Nonprofits have been working to raise \$35 million for the project, it's expected to take several years to fix up and open.

FORT WORTH AFRICAN AMERICAN MUSEUM AND CULTURAL CENTER

The third project, the proposed African American Museum, is in the earliest stage of the three, with no confirmed location, just yet.

The Fort Worth Community Arts Center in the city's cultural district is one of the locations being considered.

The museum and cultural center would highlight the city's most prominent leaders.

"African Americans who played a vital role in our history and in the development of our culture since our founding. That part of Fort Worth history has not been shared as broadly as we think it should be," Costa said.

He said the city has received other request for proposals for the community art center and is [deciding what to do with that site](#) but that if the museum doesn't go there, they plan to find another home for it in the city.

[VIDEO: Five Fort Worth Locations Proposed for New African American Museum](#)



The Fort Worth Community Arts Center at 1300 Gendy Street is one of the locations being considered for the Fort Worth African American Museum and Cultural Center.

"Many folks don't tend to associate Fort Worth with a rich black heritage, but I think that's precisely why it's important for us to make these efforts; to lift up that part of history that has been largely untold," Costa said.

Three unique perspectives to preserve important stories in a fast-growing Fort Worth, and perhaps making it a destination for future generations to experience Black history.

"As the country matures and creates new history, it's important that we mark the space in previous history," said Howard.

NEW AGRICULTURAL HUB IN FORT WORTH WILL BRING FRESH PRODUCE TO 500,000 PEOPLE ACROSS NORTH TEXAS

The Sid W. Richardson Agricultural Hub will receive and distribute fresh fruits and vegetables, filling an important nutritional gap for many families in need

By Keenan Willard



A major new tool to fight hunger is officially online in Fort Worth, as Wednesday marked the grand opening of the Sid W. Richardson Agricultural Hub.

The new facility will send out fresh produce to families in need, and local leaders hope it will make an impact on the overall health of our community.

“That is a reality for our kids, to not have an apple sauce you can share with your sibling,” said Fort Worth mayor Mattie Parker. “To not have cereal in the morning, and certainly not have fresh produce.”

The Tarrant Area Food Bank serves 500,000 people facing hunger in North Texas. The latest tool to take on that issue is the Sid W. Richardson Agricultural Hub.

At the grand opening at the site on North Vacek Street near downtown Fort Worth, city, county, and state leaders came together to celebrate a potential game changer for food insecurity.

“And this is the perfect example of what we do in Fort Worth that makes our community different,” said Pete Geren with the Sid W. Richardson Foundation. “Our great big heart brings us together.”

The AgHub is a joint effort from the Tarrant Area Food Bank, the city of Fort Worth and Tarrant County, as well as private donors.

Fresh produce will be donated here from local farmers and those as far away as the Rio Grande Valley and Arizona.

It'll be sorted and shipped to 500 partner agencies across the region.

"This food bank covers 13 counties, they service half a million hungry people," said Sid Miller, the commissioner of the Texas Department of Agriculture. "And that's just sad, in this state, the land of plenty, the number one agriculture exporter."

Organizers said fresh produce is one of the most crucial parts of a healthy diet, and they hoped the AgHub would help take on hunger in North Texas for years to come.

"This is a really innovative solution to bring better quality, higher nutritious food into our community and to the families that are struggling with food insecurity," said Julie Butner, president and CEO of the TAFB.

"This is Fort Worth at its best," said Geren. "This is an example of its great big heart."

RICHARDSON COUNCIL APPROVES PORTION OF FUNDING FOR \$9.7M CENTRAL TRAIL EXTENSION

By Kevin Cummings



Richardson City Council approved transportation improvements near the intersection of Greenville Avenue and Buckingham Road. (Community Impact staff)

Richardson officials have agreed to chip in funding for a project to extend Central Trail along the Dallas border.

At a Feb. 26 council [meeting](#), members approved up to \$475,000 in funding for the project, which will extend the trail by 1.4 miles and includes updating sidewalks and crosswalks.

The details

The nearly \$9.7 million project will include:

- Off-street path improvements from the existing Central Trail at Buckingham Road to the existing sidewalks west of the Dallas College Richland Campus in order to create better connectivity with Dallas' Cottonwood Creek Trail
- An enhanced Dallas Area Rapid Transit rail crossing for pedestrians and cyclists on Buckingham Road

- A 12-foot trail with a concrete buffer and drainage improvements along Greenville Avenue
- Americans with Disabilities Act improvements at the intersection of Greenville Avenue and Buckingham Road
- A 12-foot trail with a concrete buffer tying into an existing sidewalk near Abrams Road

The cost

Dallas County will be the lead agency on the project after county commissioners [approved](#) an advance funding agreement in November. The project has several funding sources, according to city [documents](#):

- \$6.5 million from the Texas Department of Transportation
- \$1.4 million from Dallas County
- \$1.3 million from the Regional Transportation Council
- \$475,000 from the city of Richardson

No timeline for the project was provided. However, a contractor must be chosen by December 2025, according to county documents.



**U.S. Department
of Transportation**

Office of the Secretary
of Transportation

Under Secretary for Policy

1200 New Jersey Avenue, SE
Washington, DC 20590

February 2, 2024

The Honorable Gyna Bivens
Chair
Mayor Pro Tem, City of Fort Worth
Regional Transportation Council (RTC)
P.O. Box 5888
Arlington, TX 76005

Dear Mayor Bivens:

Thank you for your letter supporting the Bridging Highway Divides for DFW Communities application for the Reconnecting Communities and Neighborhoods (RCN) Grant Program.

The deadline for submitting final applications was 11:59 pm Eastern on September 28, 2023, and we anticipate announcing awards in the near future. Please be assured all properly submitted applications will receive full and careful consideration.

Thank you for your support of this program and for your partnership as we work to strengthen our nation's infrastructure.

Sincerely,

A handwritten signature in blue ink, appearing to read 'C. Monje, Jr.', with a stylized flourish at the end.

Carlos A. Monje, Jr.



North Central Texas
Council of Governments

PRESS RELEASE

Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

Online Input Opportunity Gives Residents Chance to Provide Feedback on Transportation Projects Starting Feb. 12

NCTCOG to post information on planned projects, strategic partnerships and Safe Routes to School

Feb. 12, 2024 (Arlington, TEXAS) – The North Central Texas Council of Governments (NCTCOG) is opening an online input opportunity beginning today to give residents the chance to provide feedback on transportation plans and projects. North Texans can review and comment on information about Transit Strategic Partnerships, a Safe Routes to School update and proposed modifications to funded projects. Information will be posted online at www.publicinput.com/nctcogFeb24 through March 12.

The Transit Strategic Partnerships competitive grant program funds innovative transit projects from public agencies looking to directly implement service and those seeking partnerships with an existing transit provider. These projects will directly support services for seniors, persons with disabilities and low-income populations. Proposed projects must be in the Dallas-Fort Worth-Arlington and Denton-Lewisville Urbanized areas. An update on projects from the November 2023 proposal submission cycle will be posted online for review and comment. More information on the Transit Strategic Partnerships Program can be found at www.nctcog.org/strategicpartnerships-transit.

The Transportation Improvement Program (TIP) maintains a comprehensive list of funded transportation projects from now through 2026. To maintain an accurate project listing, this document is updated regularly and will be posted for review and comment.

NCTCOG's Community Schools and Transportation Program will post an update about Safe Routes to School activities, including related surveys. This program seeks to encourage and enable active transportation among school-aged children by promoting and supporting safer routes for students to walk and bike to school.

Resources and information about Map Your Experience, the Regional Smoking Vehicle Program (RSVP), vehicle incentive and funding opportunities, Try Parking It, and the business engagement program will also be made available.

For special accommodation due to a disability or language interpretation, or to request printed copies of the information, contact Jackie Castillo at 817-695-9255 or jcastillo@nctcog.org. Reasonable accommodation will be made.

Public Input Opportunity
Monday, Feb. 12- Tuesday, March. 12, 2024
How to Comment: Website: www.publicinput.com/nctcogFeb24

Email: nctcogFeb24@publicinput.com Phone: 855-925-2801 (code 2719) Fax: 817-640-3028 Mail: P.O. Box 5888, Arlington, TX, 76005-5888

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development.

NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered in the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 228 member governments including 16 counties, 169 cities, 19 school districts and 27 special districts. For more information on the Transportation Department, visit www.nctcog.org/trans.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

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North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

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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North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

Rolling Toward Safety: NCTCOG Launches Bike & Roll to School Day Promotion

Bike & Roll to School Day is May 8, highlighting safe routes to school

March 7, 2024 (Arlington, TEXAS) -- North Texas schools will celebrate Bike & Roll to School Day on May 8, and preparations are underway to ensure this year is a success. Schools registering events by March 29 can enter to win giveaways and new bikes to raffle off to students to encourage them to safely bicycle to school.

National Bike & Roll to School Day is an event organized by the National Center for Safe Routes to School. This event aims to promote awareness and support for safer active transportation options for all, while providing traffic safety education to children. By participating in events that day, schools will join a growing movement in the region that is committed to fostering safe and active school routes, building strong communities and inspiring families to spend more time outdoors.

This year, the North Central Texas Council of Governments plans to celebrate Bike & Roll to School Day with various giveaways to encourage participation among schools and students. NCTCOG will raffle off safety-themed items for schools and bicycles for students to encourage them to remain active. To enter NCTCOG's raffles, school administration can visit www.nctcog.org/walkbikeroll and submit a participation pledge before March 29. Students will be eligible for the bike raffle through their schools' participation.

Elementary and middle schools will host Bike & Roll to School Day events to promote awareness and support safer active transportation options, while also providing traffic safety education to children.

Past Bike & Roll to School participants hosted a variety of engaging events such as bicycle trains, bicycle bingos and remote drop-offs for students who live too far to participate safely. These initiatives not only promote active transportation but foster a sense of community involvement and support for safer routes to school.

Moreover, communities that permanently adopt alternative transportation options to school can see long-term benefits such as a reduction in air pollutants and traffic congestion, safer streets, improved accessibility and healthier students.

Bike & Roll to School Day is among several events planned for May, which is celebrated as Bike Month nationwide. Along with Bike to Work Week and Bike to Work Day, the month highlights the importance of biking as a sustainable and healthy mode of transportation. Last year saw 35 Bike & Roll to School Day events hosted by throughout the region.

For more information on Bike & Roll to School Day events or to register your school for participation, visit www.nctcog.org/walkbikeroll.

May is not the only month schools in North Texas can celebrate active transportation. NCTCOG will partner with campuses across the Dallas-Fort Worth area in October in observance of Walk & Roll to School Day.

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PRESS RELEASE
Contact: Brian Wilson
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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.”

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development.

NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered in the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 228 member governments including 16 counties, 169 cities, 19 school districts and 27 special districts. For more information on the Transportation Department, visit www.nctcog.org/trans.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the

region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers.

###

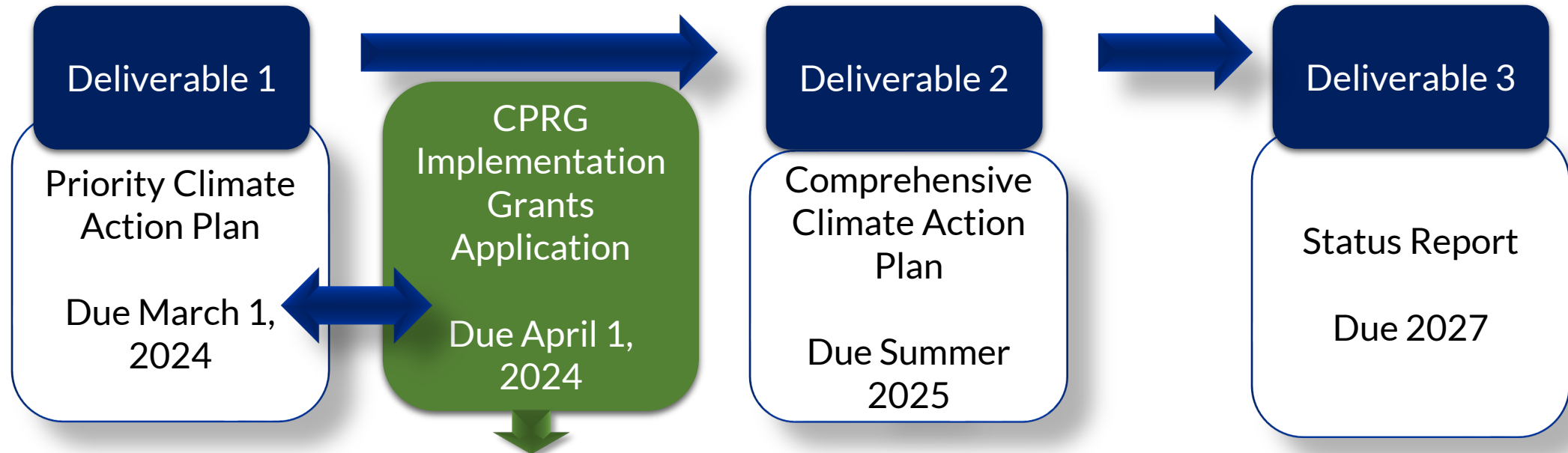


Approval of Transportation Programs for the Climate Pollution Reduction Grants Program

Lori Clark
Senior Program Manager & DFW Clean Cities
Director
Regional Transportation Council
3.21.2024

Implementation Grant Program Background

DFW Air Quality Improvement Plan Submitted March 1 Enables Eligibility Under EPA Climate Pollution Reduction Grants: Implementation Grants Program



Opportunity to Implement Measures in the Plan that:

- ✓ Reduce greenhouse gases (GHGs)
- ✓ Reduce ozone pollution
- ✓ Reduce particulate matter pollution
- ✓ Implement infrastructure projects



Implementation Grants Structure

Tier	Grant Ranges	Potential Transportation Allocation if Proportional to GHG Emissions Inventory	Anticipated Number of Grants to be Awarded
Tier A	\$200M - \$500M	\$86M - \$215M	4-10
Tier B	\$100M - \$199M (Agency \$199M)	\$43M - \$85M (Actual \$122M)	6-13
Tier C	\$50M - \$99M	\$22M - \$42M	6-12
Tier D	\$10M - \$49M	\$4.3M - \$21M	6-30
Tier E	\$2M - \$9.9M	\$1M - \$4.2M	10-50

Proposed Approach

- NCTCOG Pursue Proposal on Behalf of the Entire NCTCOG Region
- **NCTCOG Transportation administrative costs and oversight will be charged to other grants to maximize investment to winning applicants**
- Primarily Utilize EPA Standard Advance Payment for Cash Flow as Financial Mechanism
- **Projects Selected Through Mix of Strategic Selection and Call for Projects**
- **No Match Requirements Proposed for Projects Implemented by Local Governments for Transportation**



The State's Plan – Potential Measures

Focus on 3 Sectors that Contribute 87% of State Greenhouse Gas Emissions:

Industry

Electric Power

Transportation












Clean Vehicle Grants to Rural Areas

State Intends to Apply in Tier A for Individual Application

State is Considering Participation in Applications with Other Entities



Transportation Measures – Proposed Implementation Grants Request

Measure	Includes	Benefits	Minimum Funding (Tier B)	Maximum Funding (Tier A)
Transit Enhancement Program	Increase Transit Frequency Enhance Mobility Hubs & Transit-Oriented Developments		\$10M	\$25M
Active Transportation Program	Improve/Expand Bicycle and Pedestrian Facilities		\$10M	\$25M
Green Purchasing/Green Construction Program	Use Low Carbon, Recycled Content, and/or High-Efficiency Materials Employ Reduced-Emission Construction Methods	  	\$10M	\$20M
Urban Heat Island and Green Spaces Program	Expand Use of Landscaping, Vegetation, and Tree Cover Develop Parks/Plazas/Open Spaces Preserve Existing Green Spaces	  	\$15M	\$25M
Enhanced Regional Traffic Signal Timing Program	Bus Signal Prioritization Improve Signal Timing in the Region	  	\$10M	\$20M

 Few Other Transportation Funding Options
  Direct Climate Change Benefits
 Strong Public/Stakeholder Input
  Direct Benefits for Nonattainment Issues



Transportation Measures – Proposed Implementation Grants Request

Measure	Includes	Benefits	Minimum Funding (Tier B)	Maximum Funding (Tier A)
Truck/Rail Flow Optimization Program	Technology and Multimodal Connectivity Improvements Road/Rail Grade Separations	\$   	\$25M	\$64M
LED Streetlighting Program	Retrofit Streetlights with Light-Emitting Diodes (LEDs)	\$ 	\$5M	\$5M
Clean Vehicle & Equipment Program*	Heavy-Duty Hydrogen Pilot Program Zero- and Near-Zero Freight and Work Truck/Bus Program Add Wayside Power for Rail Operations (for Trinity Railway Express) Replace/Improve Diesel Locomotives (for Trinity Railway Express) Low-Emission Non-Road Equipment Program Public Sector Fleet Transition Program	\$   	\$37M	\$60M
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 measure



Approval of Transportation Programs for the Climate Pollution Reduction Grants Program



Few Other Transportation Funding Options
Strong Public/Stakeholder Input
Direct Climate Change Benefits
Direct Benefits for Nonattainment Issues

Schedule

Milestone	Date
STTC Recommendation of RTC Approval of Transportation Programs for Grant Application	February 23, 2024
Plan Submitted to EPA Enabling Grant Eligibility	March 1, 2024
Regional Transportation Council Action on Implementation Grants Application	March 21, 2024
Executive Board Action on Implementation Grants Application	March 28, 2024
Grant Applications Due to EPA	April 1, 2024
Anticipated Award of CPRG Grant	October 2024
Comprehensive Climate Action Plan Due to EPA	June 17, 2025



Action Requested

Approval of Transportation Programs to be Included in Application to EPA Climate Pollution Reduction Grants: Implementation Grants Program

Approval of Proposed Funding Ranges to be Adjusted by Staff as Needed to Accommodate Environment and Development Department and State Application

Approval to Increase Request to Tier A Grant Range if State Does Not Apply

Tier	Grant Ranges	Anticipated Number of Grants to be Awarded
Tier A	\$200M - \$500M	4-10
Tier B	\$100M - \$199M	6-13



Contact Us

DFW AQIP Plan and Strategy Development and CPRG Grant Proposal

Lori Clark
Senior Program Manager &
DFWCC Director
lclark@nctcog.org

Savana Nance
Senior Air Quality Planner
snance@nctcog.org

Chris Klaus
Senior Program Manager
cklaus@nctcog.org

Greenhouse Gas Inventory Development

Daniela Tower
Air Quality Planner
dtower@nctcog.org

Vivek Thimmavajjhala
Transportation System Modeler
vthimmavajjhala@nctcog.org

Jenny Narvaez
Program Manager
jnarvaez@nctcog.org





Transit Strategic Partnerships Program

Selected Project from the November 2023 Cycle

Regional Transportation Council

March 21, 2024

Shannon Stevenson, Senior Program Manager

FEDERAL FUNDING PROGRAMS FOR TRANSIT

Funding Source	Program	Purpose	Match
Section 5307	Urbanized Area Formula (includes Job Access/Reverse Commute projects)	Serve general public, (including low-income populations)	Capital: 80/20 Operating: 50/50
Section 5310	Enhanced Mobility of Seniors and Individuals with Disabilities	Serve <u>only</u> needs of the elderly and individuals with disabilities	Capital: 80/20 Operating: 50/50



FEDERAL FUNDING PROGRAMS FOR TRANSIT: FUNDING PROCESS

Federal Transit Administration (FTA) apportions
Sections 5307 and 5310 funds to our region:

Non-competitive
(Formula)

~98% available annually to transit
providers through
Program of Projects (POP) process

Competitive*
(Transit Strategic Partnerships Program)

By RTC policy ~2% set aside for transit projects
that support long-range mobility plan goals and
address needs outlined in Access North Texas

**Any funds in jeopardy of lapsing will be programmed to the
region's transit authorities according to the East/West split*



TRANSIT STRATEGIC PARTNERSHIPS PROGRAM: PROGRAM ELIGIBILITY

Competitive funding program to support strategic transit projects and implement new/expanded services that address Mobility 2045 Update goals and Access North Texas.

Eligible applicants	Transit authorities Public Transit providers Non-profits (encourage partnership with an existing transit provider)	Project elements	Cannot be used for operating shortfalls Service must be in an urbanized area with a population of 200,000 or more Encourage partnerships and collaboration between non-service providers (non-profits) and transit providers Address innovation, Access North Texas, recent transit study recommendations, accessibility, environmental justice, transit dependent populations
Eligibility	Must be an entity that can receive federal funds		
Project Length	Typically a 2-3 year pilot		



SUBMITTED PROJECT PROPOSALS

Applicant	Project	Project Description	Location	Funding Source	Federal Request
Trinity Metro	Mansfield On-Demand ZIPZONE Service	Introduce one-year pilot of ZIPZONE on-demand service for the City of Mansfield.	Mansfield (West)	5307	\$684,254
Feonix Mobility Rising	Catch-A-Ride Program	Provide shared rides to mobility impaired residents and senior citizens where no other services are available or accessible.	Southern Dallas County (East)	5310	\$454,648
City of Richland Hills	Transportation Service for Mobility Impaired and Over 60 Residents	Grow existing city-provided service to mobility impaired residents and senior citizens.	Richland Hills (West)	5310	\$375,000

TOTAL FEDERAL REQUESTED AMOUNT: \$1,513,902



FUNDING RECOMMENDATIONS

RECOMMENDED FOR FUNDING

Agency	Project	Description	Local Match	Federal Amount	Total Project Cost
Trinity Metro	Mansfield On-Demand ZIPZONE Service	Introduce one-year pilot of ZIPZONE on-demand service for the City of Mansfield.*	\$171,064	\$684,254	\$855,318

**Funding for Phase II subject to Mansfield approval; process will follow TIP modification process*

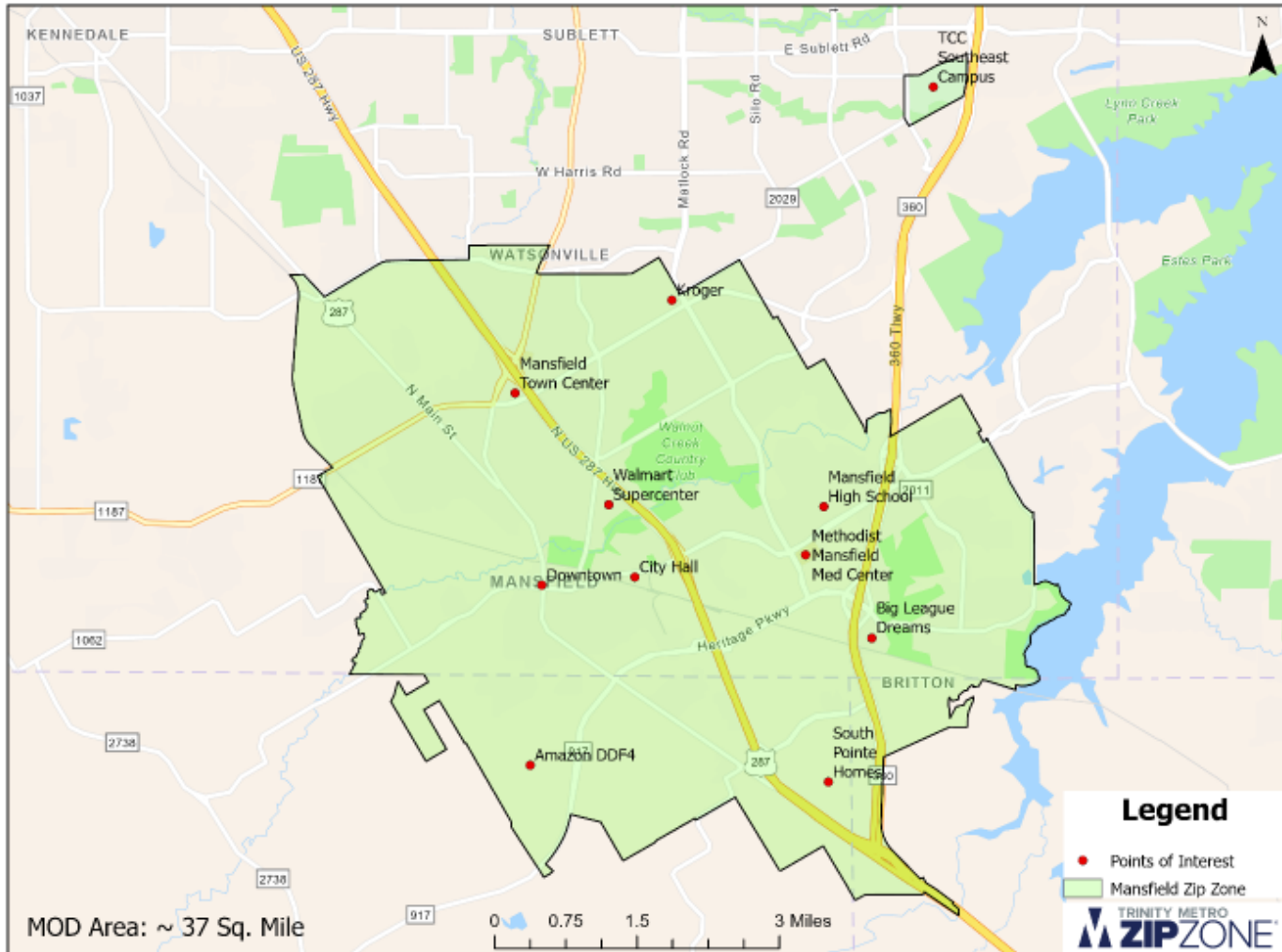
ADDITIONAL INFORMATION NEEDED

Feonix Mobility Rising	Catch-A-Ride Program	Additional information/coordination needed before funding can be recommended.
City of Richland Hills	Transportation Service for Mobility Impaired and Over 60 Residents	Additional information/coordination needed before funding can be recommended.



MANSFIELD ZIPZONE SERVICE AREA

Trinity Metro Zip Zone - Mansfield



Service will include weekday operations, Monday – Friday from 7:00 am to 7:00 pm.

Includes connection to Tarrant County College Southeast Campus.

Supports recommendations from Tarrant County Transit Study Report.

Builds foundation of transit service in the area and potential regional connections.



TRANSIT STRATEGIC PARTNERSHIPS PROGRAM: PROGRAM FUNDING OVERVIEW

	Dallas-Fort Worth-Arlington UZA		Denton-Lewisville UZA	
	Section 5307	Section 5310	Section 5307	Section 5310
Total Available ¹	\$1,121,930	\$8,275,076	\$577,789	\$258,665
November 2023 Cycle Project Requests	-\$684,254	\$0	\$0	\$0
Remaining Funds in Transit Strategic Partnerships Program	\$437,676	\$8,275,076	\$577,789	\$258,665

¹ Program funding includes estimated amounts from Federal Transit Administration FY2023 Apportionment set-aside for regional transit projects. Funding totals do not include FY2024 apportionments.



TRANSIT STRATEGIC PARTNERSHIPS PROGRAM: TIMELINE

Milestone	Date
Project Submittal Deadline	November 30, 2023
Evaluation and Finalizing of Projects	December 2023 – January 2024
STTC Recommendation	February 23, 2024
RTC Approval	March 21, 2024
Develop Federal Agreements	April – May 2024



ACTION REQUESTED

Regional Transportation Council 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.



CONTACT INFORMATION



Julie Anderson
Sr. Transportation Planner
JAnderson@nctcog.org
817-704-5625

Zoë Aguilar
Transportation Planner
ZAguilar@nctcog.org
817-695-9285



Gypsy Gavia
Principal Transportation Planner
GGavia@nctcog.org
817-695-9134

Shannon Stevenson
Senior Program Manager
SStevenson@nctcog.org
817-608-2304

Program Email: TransitSPP@nctcog.org

<https://www.nctcog.org/strategicpartnerships-transit>





Regional Transportation Council

Regional Safety Performance Targets Update

Sonya J. Landrum | Program Manager
March 21, 2024

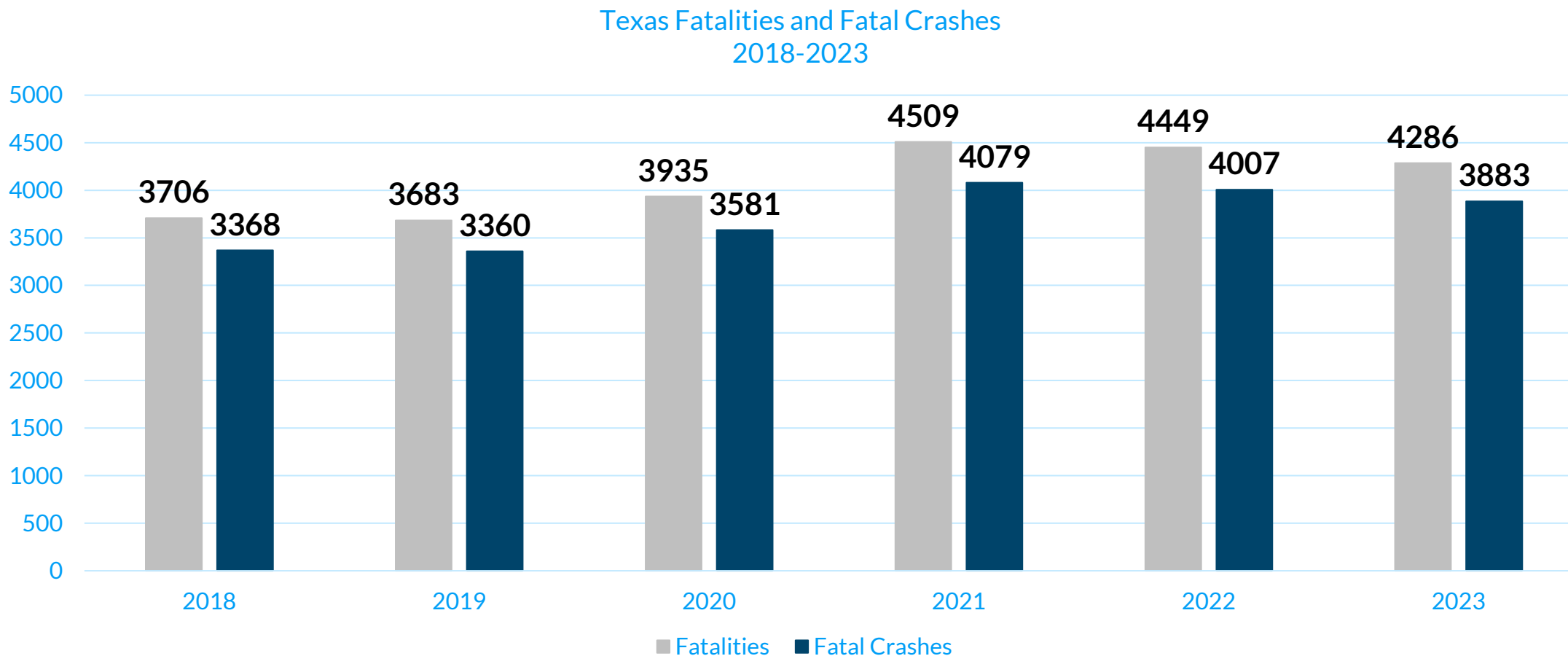


Recent and Upcoming Federal Performance Measure Action

Rulemaking	Last RTC Target-Setting Action	Next Anticipated RTC Target-Setting Action	Target-Setting Schedule
PM1 – Roadway Safety	February 2023	March 21, 2024 (Info/Update Only)	Targets established as reductions over 5-year period
PM3 – Greenhouse Gas Emissions	N/A (New Rule)	Mid-Late 2024	Every 4 Years
PM3 – System Performance, Freight, and CMAQ	September 2022	Mid-Late 2024	Biennial
PM2 – Pavement and Bridge	July 2023	Late 2024	Biennial
Transit Safety (PTASP)	May 2021	Early 2025	Every 4 Years
Transit Asset Management (TAM)	September 2022	Late 2026	Every 4 Years



Texas Fatalities and Fatal Crashes



Data as of 1/22/2024 - TxDOT's Crash Records Information System (C.R.I.S.).



Background of Safety Performance Targets

- Regional Transportation Council (RTC) approved the 2023 – 2027 Safety Performance Target reduction schedule in February 2023
- Targets are updated and reported annually
- NCTCOG currently supporting TxDOT targets
- Fatalities, fatality rates, and bike and pedestrian fatalities to 50 percent by 2035 and zero by 2050
- Serious injuries, serious injury rates, and bike and pedestrian serious injuries two percent reduction from the trend line

Number of Fatalities

Rate of Fatalities*

Number of Serious Injuries

Rate of Serious Injuries*

Bicyclist and Pedestrian Fatalities and Serious Injuries

*Rates Calculated per 100 million Vehicle Miles Traveled



NCTCOG Safety Performance Target Schedule: 2023-2027

Targets: Number of Fatalities and Fatality Rate	
Year	Percentage Reduction*
2023	3.4%
2024	3.6%
2025	3.7%
2026	3.8%
2027	4.0%

Targets: Number of Serious Injuries and Serious Injury Rate	
Year	Percentage Reduction
2023	2%
2024	2%
2025	2%
2026	2%
2027	2%

The number of non-motorized fatalities and serious injuries target will use both reduction percentages to calculate the combined measures.

*Based on linear trendline of 50 percent reduction by 2035 and zero by 2050.



NCTCOG Safety Performance Targets: 2023-2024

Safety Performance Targets	2023 Adopted Targets	Preliminary 2024 Targets	Target Reduction
No. of Fatalities	590.4	598.5	3.4% in 2023 3.6% in 2024
Fatality Rate	0.767	0.760	3.4% in 2023 3.6% in 2024
No. of Serious Injuries	3,711.5	3,943.7	2% per year
Serious Injury Rate	4.615	4.793	2% per year
No. of Non-motorized Fatalities and Serious Injuries	637.3	634.7	Fatalities: 3.4% in 2023 / 3.6% in 2024 Serious Injuries: 2%

Targets are based on a 5-year rolling average. 2024 targets calculated using 2020-2023 (observed) data and 2024 (projected) data. Fatality data calculated using TxDOT's Crash Records Information System (C.R.I.S.) due to 2022 FARS data being unavailable.



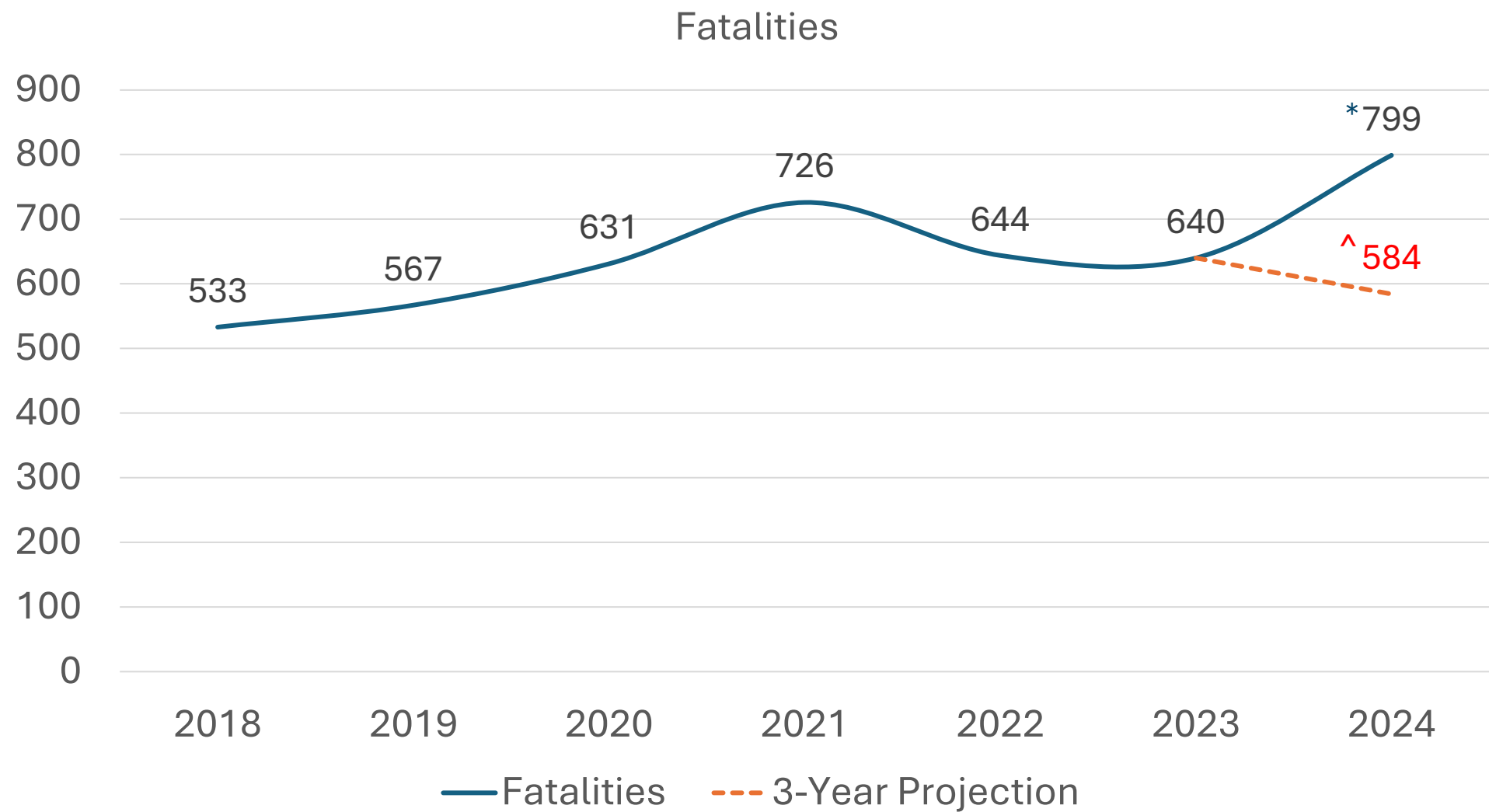
Preliminary NCTCOG Safety Performance Update for 2022

Safety Performance Measures	Original 2022 Target	PY2022 Actual Performance	PY2016-2020 Baseline Performance	Met Target?	Better than the Baseline?	Met or Made Significant Progress?
Number of Fatalities	579.5	622.2	584.8	No	No	No
Rate of Fatalities	0.755	0.799	0.802	No	Yes	
Number of Serious Injuries	3,032.9	3645.8	3,559.8	No	No	
Rate of Serious Injuries	3.939	4.685	4.891	No	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	594.7	594.6	588.4	Yes	No	

Original 2022 Target was calculated using observed data for 2018-2020 and projected data for 2021-2022. PY2022 actual performance includes 2018-2022 observed data.



NCTCOG Region Actual Vehicle Fatalities (2018-2023)



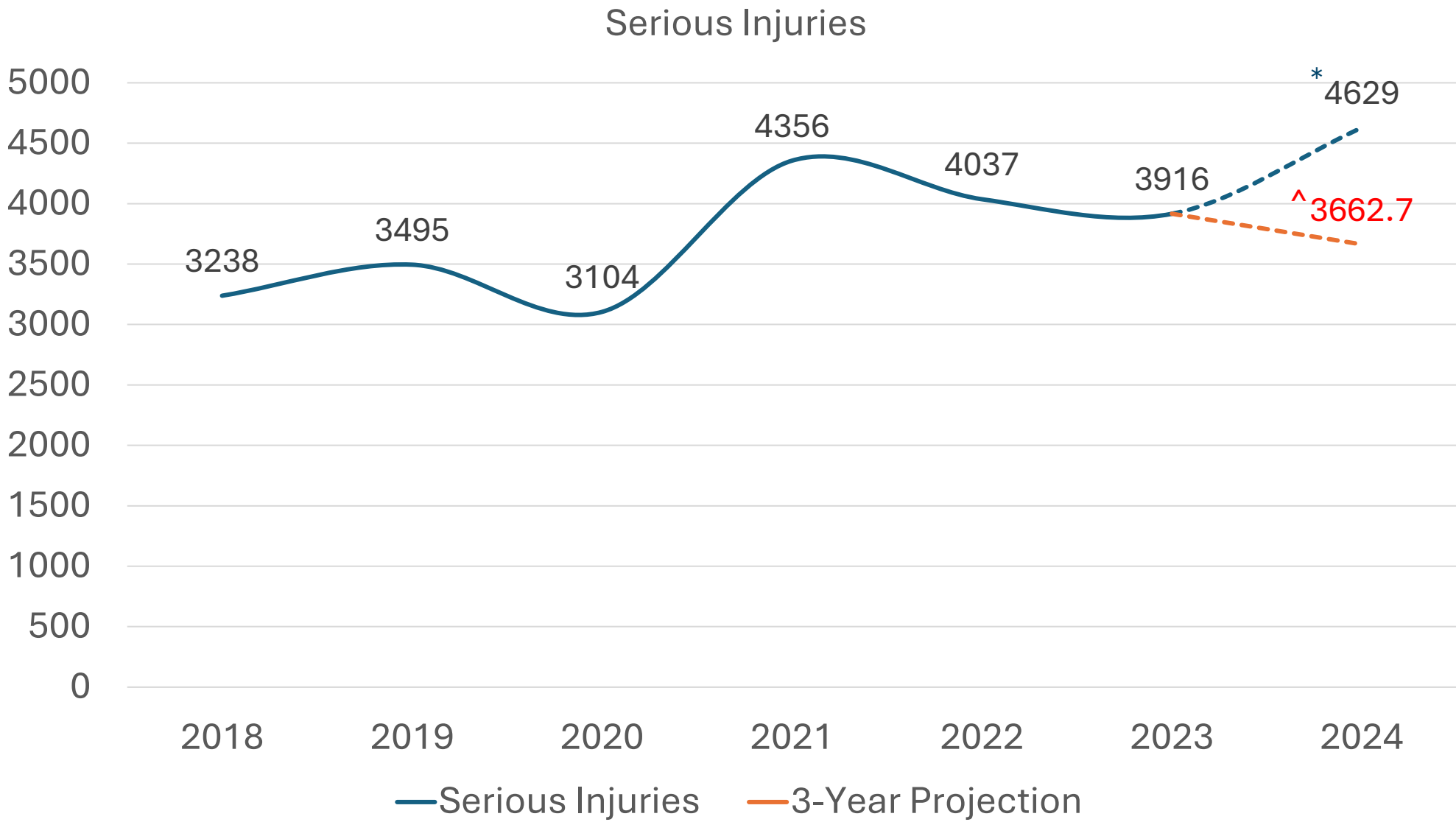
Data as of
1/22/2024 –
Based on data
from TxDOT's
Crash Records
Information
System
(C.R.I.S.)



* 2024 Projected 5-year Trend Line
^ 2024 Projected 3-year Trend Line



NCTCOG Region Actual Vehicle Serious Injuries (2018-2023)



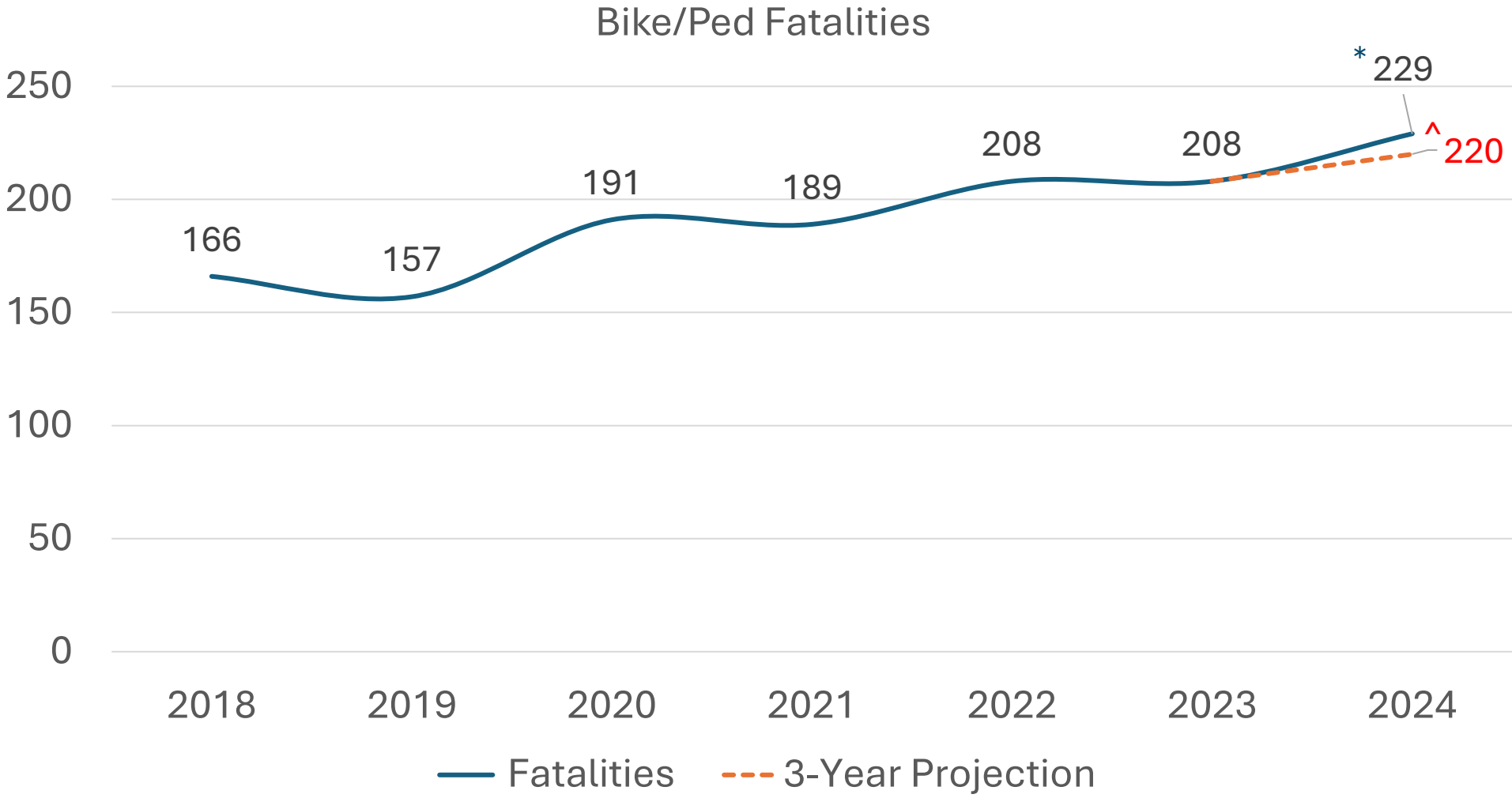
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Crash
Records
Information
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(C.R.I.S.)



* 2024 Projected 5-year Trend Line
^ 2024 Projected 3-year Trend Line



NCTCOG Region Actual Bike/Ped Fatalities (2018-2023)



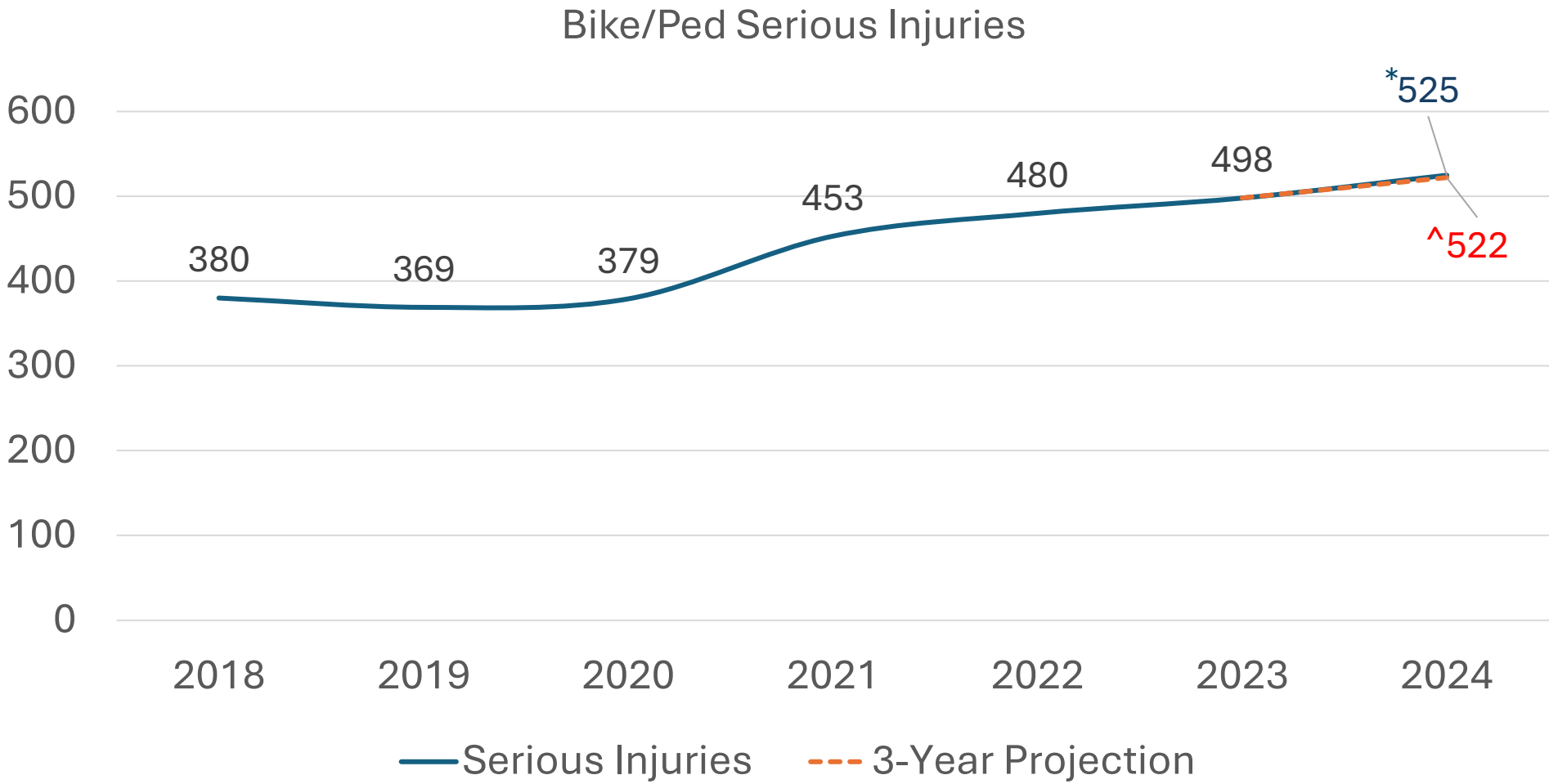
Data as of
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* 2024 Projected 5-year Trend Line
^ 2024 Projected 3-year Trend Line



NCTCOG Region Actual Bike/Ped Serious Injuries (2018-2023)



Data as of
1/22/2024 –
Based on data
from TxDOT’s
Crash Records
Information
System
(C.R.I.S.)



* 2024 Projected 5-year Trend Line
^ 2024 Projected 3-year Trend Line



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

Category	Final
Speed Enforcement ¹	\$7 Million
Speed Education ²	\$2 Million
Bicycle/Ped Education ²	\$2 Million
Bicycle/Ped Engineering ³	\$10 Million
Freeway Operations Engineering and Intercity Connections ³	\$25 Million
Innovative Ideas to Reduce Youth Fatality Rate	\$4 Million
Other	\$4 Million
Total	\$54 Million



Questions and Contacts



Sonya J. Landrum

Program Manager

slandrum@nctcog.org

Camille Fountain

Senior Transportation Planner

cfountain@nctcog.org



Shreya Bandi

Transportation Safety Intern

SBandi@nctcog.org

Natalie Bettger

Senior Program Manager

nbettger@nctcog.org

Michael Misantonis

Transportation Planner

mmisantonis@nctcog.org



[North Central Texas Council of Governments](http://nctcog.org)
[- Roadway Safety \(PM1\) \(nctcog.org\)](http://nctcog.org)

MOBILITY2050

*The Metropolitan Transportation Plan
for North Central Texas*

Regional Transportation Council

March 21, 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

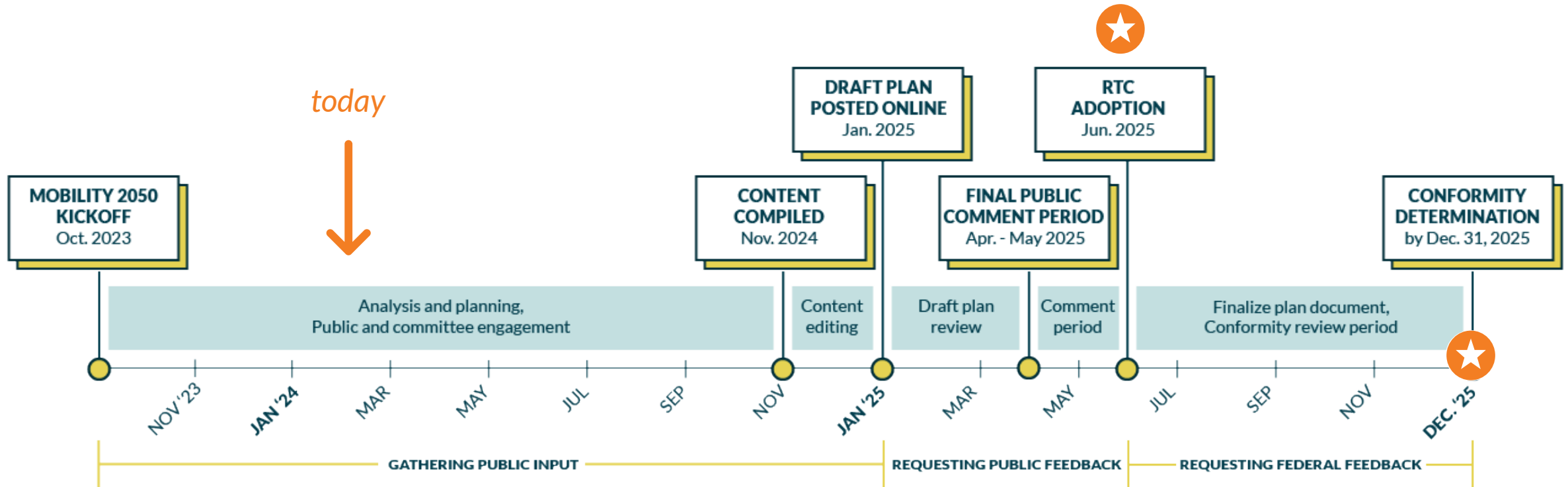
Major updates to projects, programs, and policies

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.

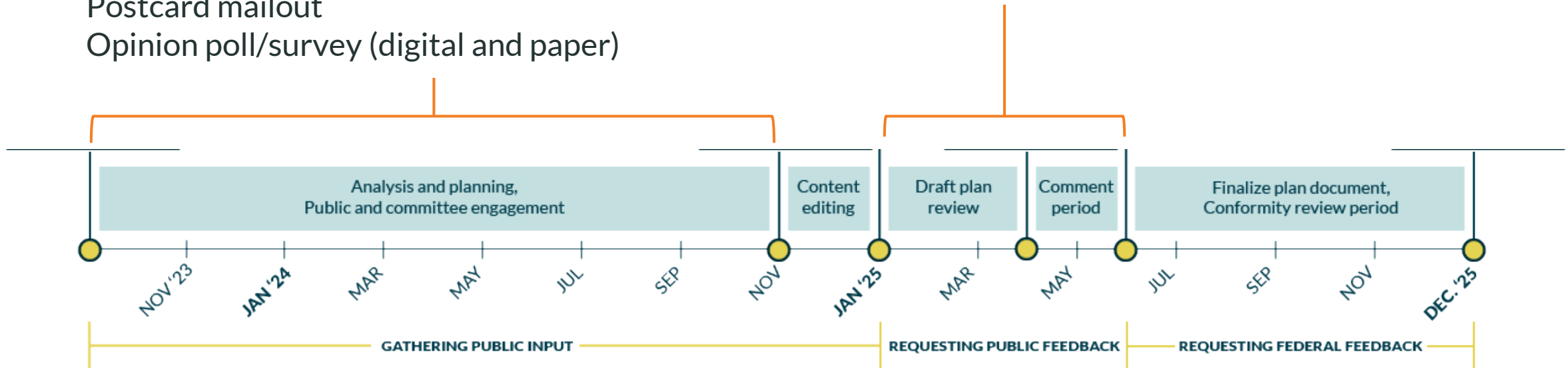
Public Involvement Strategy

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



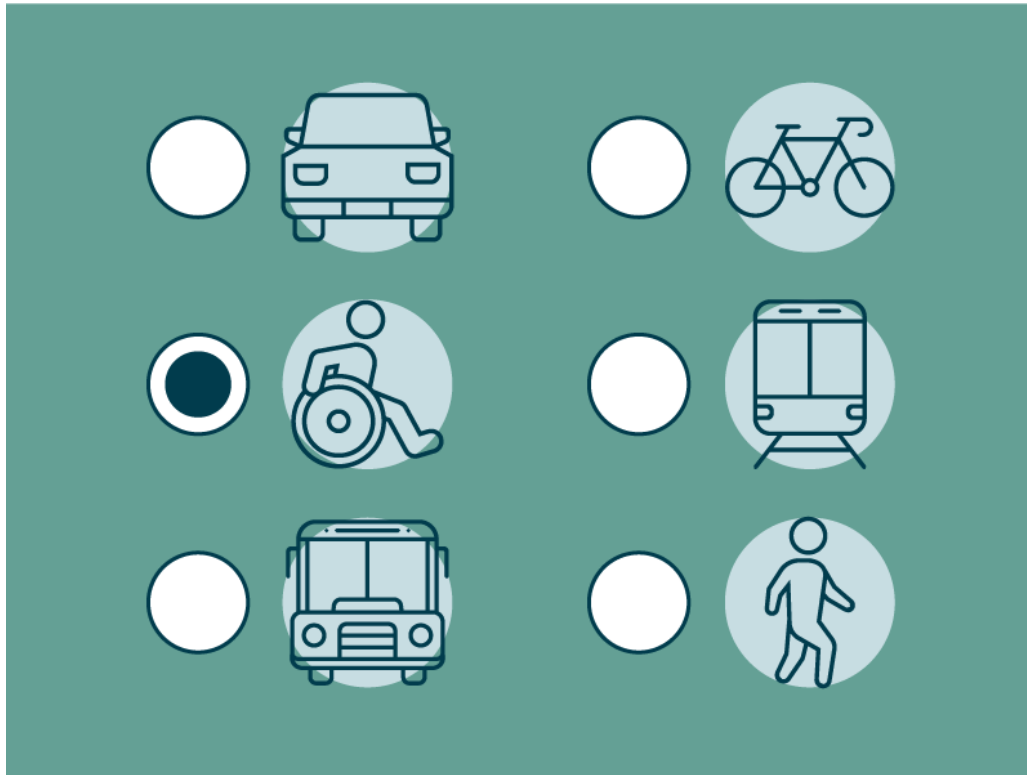
Schedule

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

3.21.2024

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

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Bicycling 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.

NCTCOG Look Out Texans - Walk...




Walking Tips

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.

NCTCOG Look Out Texans - Walk...



Walking Tips


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.

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



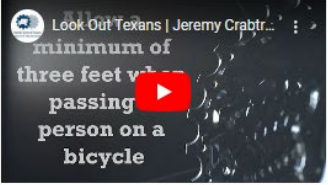
Look Out For... LaKisha

Look Out Texans | Sebastian BUS



Look Out For... Sebastian

Look Out Texans | Jeremy Crabtr...



Look Out For... Jeremy

CONTACT US



Karla Windsor, AICP
Senior Program Manager

kwindsor@nctcog.org | (817) 608-2376



Kevin Kokes, AICP
Program Manager

kkokes@nctcog.org | (817) 695-9275



Catherine Richardson
Transportation Planner II

crichardson@nctcog.org | (682) 433-0485



Regional Transportation Council Attendance Roster
March 2023 - February 2024

RTC MEMBER	Entity	3/9/23	4/13/23	5/11/23	6/8/23	7/13/23	8/10/23	9/14/23	10/12/23	11/9/23	12/14/23	1/11/24	2/8/24
Daniel Alemán Jr (01/22)	Mesquite	P	E(R)	P	P	P	E	E(R)	P	E(R)	P	P	P
Arfsten, Bruce (07/23)	Addison	-	-	-	-	P	P	P	P	P	P	P	E(R)
Steve Babick (06/22)	Carrollton	E	P	P	P	P	A	P	P	P	P	P	P
Dennis Bailey (02/21)	Rockwall County	P	P	P	P	E(R)	P	A	P	P	A	E	P
Rick Bailey (07/22)	Johnson County	P	P	P	P	P	P	E	P	P	P	P	P
Adam Bazaldua (09/21)	Dallas	E	P	P	P	E	P	P	P	A	P	P	A
Elizabeth M. Beck (08/21)	Fort Worth	P	A	P	P	P	P	A	A	E	P	E(R)	P
Gyna Bivens (08/21)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Alan Blaylock (03/23)	Fort Worth	P	P	P	P	P	P	A	P	E	P	P	P
J. D. Clark (07/22)	Wise County	A	P	E(R)	P	A	P	A	E(R)	P	P	E(R)	E(R)
Ceason Clemens (10/22)	TxDOT, Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Michael Crain (06/22)	Fort Worth	P	P	A	P	P	P	P	P	A	P	P	P
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	E(R)
Jeff Davis (11/19)	Trinity Metro	P	A	E	E	P	P	A	P	P	P	P	P
Andy Eads (1/09)	Denton County	E	P	E	P	E	P	P	P	E	P	E	P
Michael Evans (2/23)	Mansfield	P	A	P	P	P	E(R)	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant County	P	E	P	P	E(R)	P	E(R)	E	E	P	P	P
George Fuller (07/17)	McKinney	P	E	P	P	P	P	P	E(R)	P	E	E	P
T.J. Gilmore (11/23)	DCTA	--	--	--	--	--	--	--	--	E(R)	P	P	P
Raul H. Gonzalez (09/21)	Arlington	P	P	P	P	E(R)	P	P	P	P	P	E(R)	P
Barry L. Gordon (12/20)	Duncanville	P	P	P	P	P	P	P	P	P	P	P	E(R)
Lane Grayson (01/19)	Ellis County	P	P	P	P	E	E	P	P	P	E	P	A
Mojy Haddad (10/14)	NTTA	P	P	P	P	P	P	E	P	P	P	P	E
Clay Lewis Jenkins (04/11)	Dallas County	P	E	E(R)	P	P	P	P	P	E(R)	E(R)	P	P
Ron Jensen (06/13)	Grand Prairie	E(R)	P	P	A	P	P	E(R)	P	E(R)	P	E	P
Brandon Jones (05/21)	Lewisville	P	P	P	P	P	P	A	P	P	P	P	A
John Keating (12/19)	Frisco	A	P	A	E	A	A	A	A	A	A	A	A
Brad LaMorgese (07/22)	Irving	E	P	P	E	P	A	E	P	P	P	E	E
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	E(R)	P	A	P	P	P	P
Ed Moore (07/22)	Garland	P	P	E	P	E(R)	P	P	P	P	E	P	P
John Muns (6/23)	Plano	-	-	-	P	A	P	P	P	E	P	A	A
Raj Narayanan (03/23)	DFW Airport	P	P	P	P	E	E	E(R)	P	P	E(R)	E	E(R)
Omar Narvaez (09/21)	Dallas	P	E	E(R)	P	E	P	E	P	P	A	P	P
Manny Ramirez (1/23)	Tarrant County	P	P	P	E(R)	P	P	E	P	E	P	E	E
Jim R. Ross (07/21)	Arlington	E(R)	P	P	P	P	P	P	P	E(R)	P	P	P
David Salazar (10/22)	TxDOT, FW	P	P	P	P	E(R)	P	P	P	P	P	P	P

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Chris Schulmeister (07/20)	Allen	P	P	E(R)	P	A(R)	P	P	E(R)	P	A	P	P
Gary Slagel (11/23)	DART	--	--	--	--	--	--	--	--	P	P	P	P
Jeremy Tompkins (10/19)	Eules	P	P	P	P	P	P	P	P	E(R)	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	A(R)	A(R)	P	P	E	P	A	P	P
William Tsao (3/17)	Dallas	P	P	P	P	E(R)	P	P	P	P	P	P	P
Watts, Chris (12/22)	Denton	E	E	P	P	P	P	E	P	E	A	E	A
Duncan Webb (6/11)	Collin County	P	P	P	P	E(R)	E(R)	P	P	P	A	P	P
Chad West (11/22)	Dallas	P	A	A	A	E	P	A	E	P	P	P	E

Note: Date in parenthesis indicates when member was
1st eligible to attend RTC meetings

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Surface Transportation Technical Committee Attendance Roster
February 2023 - February 2024

STTC MEMBERS	Entity	2/24/23	03/24/23	04/28/23	5/26/23	6/23/23	7/28/23	8/25/23	9/22/23	10/27/23	12/8/23	1/26/2024	2/23/2024
Joe Atwood	Hood County	A	A	A	P	P	P	A	A	A	A	P	A
Melissa Baker	Irving	P	E	P	R	P	P	P	R	P	P	P	R
Micah Baker	Dallas County	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	A	A	P	A	P	P	P	P	P	A	P	P
Shon Brooks	Waxahachie	A	P	P	A	A	A	P	P	A	P	P	P
Tanya Brooks	DART	A	A	P	R	A	P	A	A	P	P	P	P
Daniel Burnham	Arlington	--	P	P	R	R	P	P	P	A	P	R	P
Brenda Callaway	Rockwall County	--	--	--	--	--	--	--	--	--	--	--	P
Travis Campbell	TxDOT Dallas	--	--	--	--	--	P	P	P	P	P	E	P
Layne Cline	Coppell	--	--	A	A	P	P	P	P	A	A	A	P
Robert Cohen	Southlake	A	A	A	A	A	A	A	A	P	A	A	A
John Cordary, Jr.	TxDOT FW	P	P	E	E	A	E	P	P	A	P	E	P
Jackie Culton	Duncanville	R	P	P	P	A	R	P	R	R	A	R	A
Clarence Daugherty	Collin County	P	P	P	P	P	P	R	P	R	A	P	P
Chad Davis	Wise County	P	P	A	A	P	P	P	A	A	P	P	A
Arturo Del Castillo	Dallas	P	P	E	E	P	P	P	A	P	R	R	P
Pritam Deshmukh	Richardson	--	--	P	R	P	P	P	P	P	P	P	P
Caryl DeVries	Grand Prairie	P	P	A	A	P	P	P	P	P	P	P	P
Greg Dickens	Hurst	P	A	A	A	A	R	P	A	A	R	R	A
Rebecca Diviney	Denton	A	P	P	P	E	P	P	P	P	A	A	R
Phil Dupler	FWTA	P	P	P	P	P	P	P	P	R	P	P	P
Chad Edwards	Trinity Metro	P	P	P	P	P	P	P	E	P	R	P	R
Martiza Figy	Dallas	--	--	--	--	--	--	--	--	A	A	A	A
Eric Fladager	Fort Worth	P	A	P	P	A	P	P	P	P	A	A	P
Chris Flanigan	Allen	P	A	P	P	P	P	A	A	P	P	P	P
Austin Frith	DCTA	--	--	--	--	--	--	--	--	--	--	P	P
Ricardo Gonzalez	TxDOT FW	P	P	P	P	P	P	P	P	P	P	P	P
Gary Graham	McKinney	A	P	P	A	A	P	P	P	R	P	P	P
Tom Hammons	Carrollton	P	A	P	P	A	A	P	P	A	P	P	P
Ron Hartline	The Colony	P	A	A	A	P	A	A	A	P	A	A	A
Barry Heard	Kaufman County	P	P	P	P	A	A	P	P	P	P	P	A
Shannon Hicks	Addison	P	P	A	R	R	P	A	A	A	A	A	A
Matthew Hotelling	Flower Mound	P	P	P	R	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	P	A	P	A	P	A	P	P	P
Thuan Huynh	McKinney	P	P	P	P	A	P	P	P	P	P	P	P
Joseph Jackson	Tarrant County	P	P	P	P	P	P	P	P	P	P	P	P
Joel James	NTTA	P	P	P	P	A	P	P	P	P	A	A	A
William Janney	Frisco	--	P	P	R	P	A	P	P	A	P	A	A

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Kelly Johnson	NTTA	P	A	P	A	P	A	A	P	A	P	P	A
Major L. Jones	Euless	P	P	P	P	P	P	P	P	A	P	P	A
Gus Khankarli	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Alonzo Liñán	Keller	A	A	A	A	A	A	P	A	A	A	A	A
Eron Linn	DART	P	P	E	A	P	E	P	P	P	P	P	P
Clay Lipscomb	Plano	P	A	P	P	P	P	P	A	P	A	R	P
Paul Luedtke	Garland	P	P	P	P	P	P	P	P	P	A	P	P
Stanford Lynch	Hunt County	A	A	A	A	A	A	P	R	P	R	P	P
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	P	A	R	P	P	P	P	P	P	P
Brian Moen	Frisco	P	P	P	P	A	P	P	P	P	P	P	P
Mark Nelson	Richardson	P	P	E	E	P	P	R	P	P	P	P	P
Jim O'Connor	Irving	P	A	P	P	P	P	P	P	P	P	P	P
Alfredo Ortiz	Dallas	--	--	--	--	--	--	--	--	--	--	P	P
Cintia Ortiz	Parker County	A	A	A	A	A	A	A	A	A	A	A	A
Dipak Patel	Lancaster	P	P	A	A	P	P	P	A	P	P	P	P
Martin Phillips	Fort Worth	P	P	P	P	P	P	R	E	E	P	P	E
John Polster	Denton County	A	P	P	P	A	A	P	P	P	A	P	P
Kelly Porter	Fort Worth	E	P	P	P	P	P	P	P	E	P	P	P
Tim Porter	Wylie	P	P	P	P	P	P	P	P	P	P	P	A
Elizabeth Reynolds	Grapevine	--	--	--	--	--	P	P	P	P	P	P	P
Jahor Roy	Mesquite	--	--	--	--	--	--	P	P	A	P	P	P
Greg Royster	DFW Int. Airport	P	P	P	A	P	A	P	P	P	P	P	P
Kathryn Rush	Dallas	P	A	A	A	A	A	A	P	A	A	P	R
David Salmon	Lewisville	A	P	P	A	P	R	P	R	P	R	P	P
Ryan Sartor	Farmers Branch	A	P	P	A	P	P	P	A	P	R	P	P
Brian Shewski	Plano	P	P	P	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	E	P	P	P	P	E	P	P	P	A	P	P
Randy Skinner	Tarrant County	P	P	P	P	P	A	P	P	P	P	P	A
Chelsea St. Louis	Fort Worth	--	--	--	--	--	--	--	--	--	--	--	P
Cheryl Taylor	Bedford	P	A	P	P	A	A	A	A	P	P	P	P
Errick Thompson	Burleson	--	--	--	--	--	--	--	--	--	A	P	P
Caleb Thornhill	Plano	A	A	P	P	P	P	A	R	P	A	P	P
Press Tompkins	Greenville	A	A	A	A	A	A	A	A	A	A	A	A
Jennifer VanderLaan	Johnson County	P	A	P	P	P	A	A	P	P	P	P	P
Gregory Van	Haltom City	P	P	P	P	P	P	P	P	P	P	P	P
Daniel Vedral	Irving	P	E	E	P	P	R	P	R	P	P	P	P
Caroline Waggoner	North Richland	A	P	P	P	P	P	A	A	A	A	P	P
Jana Wentzel	Arlington	--	P	P	P	P	R	P	P	P	P	P	P
Robert Woodbury	Cedar Hill	P	P	A	P	P	P	P	P	A	P	A	P
Larry Wright	Colleyville	A	A	A	A	A	A	A	A	A	A	A	A

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Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

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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.