

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, May 24, 2024

North Central Texas Council of Governments

**1:30 pm Full STTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

1:30 – 1:35

1. Approval of April 26, 2024, Minutes

☒ Action ☐ Possible Action ☐ Information Minutes: 5

Presenter: Walter Shumac, III, STTC Chair

Item Summary: Approval of the April 26, 2024, meeting minutes contained in [Electronic Item 1](#) will be requested.

Background: N/A

1:35 – 1:40

2. Consent Agenda

☒ Action ☐ Possible Action ☐ Information Minutes: 5

2.1. Proposed Amendments to the Mobility 2045 – 2022 Update

Presenter: Brendon Wheeler, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval to amend the Mobility 2045 Update with the inclusion of one and the removal of two non-regionally significant roadway projects.

Background: A roadway project is proposed for addition to Mobility 2045: the Metropolitan Transportation Plan for North Central Texas – 2022 Update for the Texas Department of Transportation (TxDOT) to advance planning and design activities. These projects are not yet ready to be considered for inclusion in the Transportation Improvement Program (TIP) and are only proposed to be included as a part of the system of recommendations in the Mobility 2045 Update at this time. As these projects are considered “non-regionally significant” (designation for air quality purposes), their addition to the Plan does not impact transportation air quality conformity. Additionally, two non-regionally significant roadway projects are proposed for removal from the Mobility 2045 Update for financial constraints. Removal of these projects does not preclude them from being re-added at a later date. Fact sheets of the proposed additions can be found in [Electronic Item 2.1](#).

Performance Measure(s) Addressed: Roadway

1:40 – 1:50

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

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Anthony Moffa, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of three demonstration projects, including vehicle safety components, metal license plate readers, and a heavy-duty diesel vehicle emission tampering assessment.

Background: Efforts continue to reduce negative transportation impacts on regional air quality and safety. Three projects will total \$1 million in funding from Regional Toll Revenue (RTR) and RTC Local funds. With the phasing out of vehicle safety inspections by January 2025, there is a need to continue to educate the public on the importance of proper vehicle safety component operation and maintenance to decrease roadway crashes and fatalities. The car care safety integration project will partner with vendors and coordinate to replace safety components in vehicles as needed. Staff plan to start the project by January 2025 using RTC Local funds. While vehicle temporary paper plates will phase out beginning July 1, 2025, the potential for fraud remains with the current metal license plates. The license plate readers project will be coordinated with local law enforcement to utilize cameras that can read license plates, determine the rate of fraudulent plates, and identify next steps as necessary. This project will start in the fiscal year 2025 using RTR funds. The ease of which heavy-duty diesel vehicles can have their emissions systems tampered with and disabled has led to potential widespread tampering within the region. The truck assessment and goods movement program will evaluate the severity and impacts of tampered trucks operating in the region, assess air chemistry modeling and regional air quality monitors disparity, and determine options to eliminate these illegal practices. Staff plan to initiate the project in the fiscal year 2025 using RTR funds. These initiatives are an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan. [Electronic Item 3](#) provides additional details.

Performance Measure(s) Addressed: Air Quality, Safety

1:50 – 2:00

4. **2025 – 2028 Transportation Improvement Program Development**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of the 2025-2028 Transportation Improvement Program (TIP) document, including the final listing of RTC commitments will be requested.

Background: A new TIP is developed every two years through a cooperative effort between the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area. [Electronic Item 4](#) contains an overview of the TIP development process and schedule. The financially constrained 2025-2028 TIP Document and final Statewide Transportation Improvement Program (STIP) listings are available at the following weblink: <https://www.nctcog.org/trans/funds/tip/transportation-improvement-program-docs/2025-2028tip>. Projects in FY2025-2028 will be included in the 2025-2028 TIP, and projects in FY2029 and later will be placed in Appendix D of the TIP. Projects in FY2024 and earlier are provided for information but will not be included in the 2025-2028 TIP.

Performance Measure(s) Addressed: Roadway, Transit

2:00 – 2:10

5. **Active Transportation Infrastructure Investment Program Grant Application Partnership for the Cotton Belt Trail**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Kevin Kokes, NCTCOG

Item Summary: Staff will request approval of a partnership with Dallas Area Rapid Transit (DART) to submit a grant application for funding to construct Phase 3a of the Cotton Belt Trail along the Silver Line rail project.

Background: The DART Silver Line rail project is coordinating the regionally significant parallel Cotton Belt Trail providing pedestrian and bicycle access to rail stations in seven cities across three counties from Dallas Fort Worth International Airport to Plano. Accommodation for the approximate 26-mile regional trail was included as part of DART's planning and construction of the commuter rail corridor. A \$12 million federal grant application will be submitted for trail construction consisting of nearly three miles of additional trail sections, trail bridges, signals, and street crossings in portions of Addison, Coppell, and Dallas. Developed by North Central Texas Council of Governments staff, a grant application will be submitted by DART to the Federal Highway Administration Active Transportation Infrastructure Investment Program (ATIIP) to advance Phase 3a construction by leveraging existing federal and local funding currently programmed in the Transportation Improvement Program for trail construction within the application area. Regional Toll Revenue funding of \$4.3 million will be requested as a local contribution to

support this leveraging of requested ATIIP federal funds. If awarded funding, DART will procure a contractor and manage construction of the trail which is primarily within rail right-of-way. Staff will provide an overview of the DART partnership grant application and funding recommendations to construct the Phase 3a sections of this priority regional trail corridor. Additional information is provided in [Electronic Item 5](#).

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

2:10 – 2:30

6. Director of Transportation Report on Selected Items

☐ Action ☐ Possible Action ☒ Information Minutes: 20

Presenter: Michael Morris, NCTCOG

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

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

1. New Officers in June
2. Transit 2.0 Implementation – Next Steps ([Electronic Item 6](#))
3. Committee Status Survey
4. Regional Transportation Council Cluster Membership Correspondence Deadline – June 30, 2024
5. Current Hold on Regional Transportation Council Policy – Temporary Suspension of Dynamic Pricing of Managed Lanes During Reconstruction

Performance Measure(s) Addressed: Administrative

2:30 – 2:40

7. 2050 Demographics for New Mobility Plan

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Dan Kessler, NCTCOG

Item Summary: North Central Texas Council of Government (NCTCOG) staff will present Population and Employment Regional Control Totals for the year 2050 to support the upcoming development of the Mobility 2050 Metropolitan Transportation Plan.

Background: Federal Metropolitan Planning regulations require that demographic forecasts to support the Metropolitan Transportation Plan are evaluated every four years consistent with the four-year Metropolitan Transportation Plan development cycle. One of the initial steps in NCTCOG's demographic forecasting process is the review of Regional Control Totals for population and employment. Forecasts from external sources have historically been utilized to estimate these regionwide estimates of future growth in the region. Over the past year, NCTCOG Research and Information Systems (RIS) and Transportation staff have completed an analysis of various control total forecasts. Results of this analysis and the

recommended 2050 Regional Control Total for Population and Employment will be presented. A summary of data collection activities which have been pursued over the past four years to develop the detailed 2050 demographic forecast and steps being taken to complete the 2050 forecast for local review will be highlighted.

Performance Measure(s) Addressed: Roadway, Transit

2:40 – 2:50

8. Updates on Dallas-Fort Worth Clean Cities Coalition

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will present an update on the status of the Dallas-Fort Worth (DFW) Clean Cities Coalition and highlight opportunities to get involved, including an upcoming process to be redesignated by the Department of Energy.

Background: Since 1995, the North Central Texas Council of Governments (NCTCOG) has been the host organization for DFW Clean Cities Coalition, a United States Department of Energy initiative to reduce total energy impacts in the transportation sector. DFW Clean Cities recently completed a major data-gathering effort to compile impacts of local fleet efforts in using alternative fuels, reducing idling, and other measures to improve fuel and energy efficiency. The Coalition has also established a Technical Advisory Committee and established a strategic plan. Finally, the Department of Energy has notified NCTCOG staff that the Coalition is due for a review and redesignation this fall. [Electronic Item 8](#) provides more information.

Performance Measure(s) Addressed: Air Quality

2:50 – 3:00

9. Invitation to Participate in the Charging Smart Program

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Amy Hodges, NCTCOG

Item Summary: Staff will provide a brief update and invite local governments to participate in Charging Smart, a new designation program that awards municipalities for electric vehicle (EV) readiness.

Background: The North Central Texas Council of Governments, in conjunction with its role as host agency of the Dallas-Fort Worth Clean Cities Coalition, received funding to partner in a project led by the Interstate Renewable Energy Council (IREC) called Charging Smart. This program launched a pilot phase of Charging Smart for local governments in North Texas. Through this program, Dallas-Fort Worth Clean Cities Coalition will provide personalized, no-cost technical assistance to local governments in setting and achieving EV readiness goals. This will help local governments align their local policies with national best practices to facilitate the

equitable expansion of EVs. Local governments that achieve certain metrics are awarded Bronze, Silver, or Gold designations, providing national recognition of their work to support the advancement of EVs and the improvement of local air quality. [Electronic Item 9](#) provides additional detail.

Performance Measure(s) Addressed: Air Quality

3:00 – 3:10

10. Fast Facts

☐ Action ☐ Possible Action ☒ Information Minutes: 10

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

1. *Brian Wilson* – Connecting North Texas (Handout)
2. *Gwen Schaulis* – Public Involvement and Mobility 2050 Outreach
3. *Maggie Quinn* – Air Quality Funding Opportunities for Vehicles (www.nctcog.org/AQfunding)
4. *Maggie Quinn* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
5. *Maggie Quinn* – Air Quality Project Spotlight: Hydrogen Planning Project ([Electronic Item 10.1](#))
6. *Daniela Tower* – 2024 Ozone Season Update ([Electronic Item 10.2](#))
7. *Jackie Castillo* – April Public Meeting Minutes ([Electronic Item 10.3](#))
8. *Jackie Castillo* – June Public Meeting Notice ([Electronic Item 10.4](#))
9. *Jackie Castillo* – March – April Public Comments Report ([Electronic Item 10.5](#))

10. Written Progress Reports:

- Partner Progress Reports ([Electronic Item 10.6](#))

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

12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on June 28, 2024.**

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE****April 26, 2024**

The Surface Transportation Technical Committee (STTC) met on Friday, April 26, 2024, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Joe Atwood, James Rogge (representing David Boski), Shon Brooks, Tanya Brooks, Daniel Burnham, Farhan Butt, Brenda Callaway, Travis Campbell, Clarence Daugherty, Arturo Del Castillo, Pritam Deshmukh, Caryl DeVries, Phil Dupler, Chad Edwards, Eric Fladager, Chris Flanigan, Austin Frith, Ricardo Gonzalez, Gary Graham, Tom Hammons, Brian McNulty (representing Ron Hartline), Barry Heard, Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Brian SanFilippo (representing Joel James), William Janney, Major L. Jones, Gus Khankarli, Eron Linn, Clay Lipscomb, Paul Luedtke, Chris Bosco (representing Stanford Lynch), Chad Marbut, Alberto Mares, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Cintia Ortiz, Kelly Porter, Thank Nguyen (representing Tim Porter), Elizabeth Reynolds, Jahor Roy, Kathryn Rush, James Ryan Sartor, Chad Ostrander (representing Brian Shewski), Walter Shumac, III, Chelsea St. Louis, Errick Thompson, Caleb Thornhill, Jennifer VanderLaan, Autumn Permenter (representing Gregory Van Nieuwenhuize), Caroline Waggoner, Jana Wentzel, and Brian Rentsch (representing Robert Woodbury).

Others present at the meeting were: Vickie Alexander, Valerie Alvarado, Jason Brown, Jackie Castillo, Aaron Cedar, Brayan Cervantes, Dina Colarossi, Brian Dell, Amber Ellis, Kevin Feldt, John Godwin, Christie Gotti, Brian Jahn, Zachary Joseph, Siddheoh Kendale, Frances Key, Ken Kirkpatrick, Chris Klaus, Dan Lamers, Bradley LeCureux, Karina Maldonado, Anthony Moffa, Jim Moffitt, Michael Morris, Chandra Muruwandham, Jeff Neal, Quang Nguyen, Dylan Niles, Tim Palermo, Ezra Pratt, Vercie Pruitt-Jenkins, Kyle Roy, Brian Shamburger, Toni Stehling, Daniella Tower, Jeff Whitlock, and Amanda Wilson.

1. **Approval of the March 22, 2024, Minutes:** The minutes of the March 22, 2024, meeting were approved as submitted in Electronic Item 1. Kelly Porter (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda:
 - 2.1. **Endorsement of Additional Transportation Alternative Set-Aside Funding for Greenville Avenue Trail Project as Part of Cotton Belt Trail:** A recommendation was requested for an endorsement of the Regional Transportation Council (RTC) approval of \$1,092,500 in additional Transportation Alternative Set-Aside (TASA) funds along with 218,500 in Transportation Development Credits for the existing RTC-funded Greenville Avenue Multimodal Improvements Project in Richardson (TIP 40071/CSJ 0918-47-323).

A motion was made to recommend endorsement of the Regional Transportation approval of Item 2.1 on the Consent Agenda. Eron Linn (M); Mark Nelson (S). The motion passed unanimously.

3. **Reconnecting Communities Update:** Christie Gotti requested a recommendation for Regional Transportation Council (RTC's) approval to cover \$15 million funding gap from the \$80 million (of the \$95 million requested) in Reconnecting Communities and Neighborhoods (RCN) program funds. Christie provided a breakdown of the revised allocation of federal funds for the funding for the Dallas-Fort Worth (DFW) region's "Bridging Highway Divides for the DFW Communities" application: Klyde Warren Park (Phase 2) – expanding to West Saint. Paul street for \$20 million; Southern Gateway (Phase 2) for \$25 million; Interstate Highway (IH) 30: Farmers Market/Three Fingers for \$20 million; and McKinney State Highway 5 for \$15 million. Christie noted for the IH 30: Farmers Market/Three Fingers, in February of 2024, the RTC approved a \$30 million Regional Toll Revenue (RTR) on this facility, instead staff recommends will grant the RTC add \$5 million needed for the project and retract the loan, since the federal discretionary grant was awarded. Christie mentioned the request was to fill the gap with RTC local funding resources while working on a letter of assignment between North Central Texas Council of Governments (NCTCOG), United States Department of Transportation, and the lead and implementing agency, the Texas Department of Transportation. An overview of the proposed projects was contained in Electronic Item 3.

A motion was made to recommend Regional Transportation Council (RTC) approval An additional \$15 million of Surface Transportation Block Grant funds to include in the Reconnecting Communities and Neighborhoods awarded project funding; and administratively amend Transportation Improvement Programs (TIP) and Statewide TIP, as well as other planning and administrative documents to include the amended funding Gary Graham (M); Gus Khankarli (S). The motion passed unanimously.

4. **Endorsement of Fiscal Year 2025 – 2026 Multimodal Projects Discretionary Grant Program:** Jeff Neal requested an endorsement of the Regional Transportation Council (RTC's) approval of projects to be submitted for funding consideration through the Fiscal Year (FY) 2025-26 Multimodal Project Discretionary Grant (MPDG) program. A total of \$5.2 billion program solicits project applications for three funding opportunities: \$1.7 million for the National Infrastructure Project Assistance (MEGA), \$2.7 for the Nationally Significant Multimodal Freight and Highway Projects Grant program (INFRA), and \$780 million for the Rural Surface Transportation Grant program (RURAL) with applications due on May 6, 2024. For the Dallas County Inland Port (DCIP) Multimodal Connectivity Project, all of the funding amounts and sources are the same as they were for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant, except that staff will submit the RURAL Grant application on behalf of Dallas County. NCTCOG proposes to also resubmit the AllianceTexas Smart Port Project for the INFRA Grant. He mentioned that the FY25-26 MPDG Notice of Funding Opportunity (NOFO) was released on March 26, 2024, and RTC signed letters of support for projects submitted by partners are due April 24, 2024. Jeff also highlighted the cost and funding characteristics of the State Highway 183 Segment 2E project, indicating that while the North Central Texas Council of Governments (NCTCOG) anticipates being a co-applicant on Texas Department of Transportation's (TxDOT's) MEGA Grant submittal, no direct non-federal funding contribution from the RTC is included. Additional program, application requirements, and candidate project details were included in Electronic Item 4, while more comprehensive information can be obtained at: <https://www.transportation.gov/grants/mpdg-program>.

A motion was made to approve the endorsement of the Regional Transportation Council's approval for the submittal of proposed Multimodal Projects Discretionary Grant (MPDG) program applications, with the North Central Texas Council of Governments (NCTCOG) as

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

5. **Endorsement of the Congestion Relief Grant Program:** Natalie Bettger requested an endorsement of the Regional Transportation Council (RTC's) approval of a regional project submittal and match funds for the fiscal year (FY) 2024 Congestion Relief Grant (CRG) Program. The program is a continuation of the Congestion Relief Grant program with \$150 million available; a minimum award of \$10 million per grant with a 20 percent local match required, but the project must be obligated by September 30, 2027. A Notice of Funding Opportunity was released on February 21, 2024, and applications were due on April 22, 2024. The goals for the relief program include improving intermodal integration with highway, highway operations, and highway performance; reducing or shifting highway users to off-peak travel times or to non-highway travel modes during peak travel times; and pricing of, or based on, as applicable to parking, use of roadway, including in designated geographic zones, or congestion. The vision for the program is to determine whether projects are equitable to the traveling public and affected communities, consider and mitigate any safety impacts, reduce greenhouse gas emissions and fine particulate matter, and consider and mitigate any potential adverse financial impacts to low-income drivers. Natalie mentioned the location and the scope on congestion corridors such as: United States 75, Interstate Highway (IH) 635E, IH 35W, IH 35E, and IH 30. The program hopes to utilize the technology to verify and offer incentives to change travel behavior for guaranteed transit on-time arrival, shift from car to transit, shift in vehicle time of day traveling, and shift in truck time of day traveling. She mentioned the proposed total budget of \$20 million with federal funds and requested 4 million in Transportation Development Credits (TDCs) in lieu of the required 20 percent match. Electronic Item 5 provided more details.

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

6. **Project Status Report: Fiscal Year 2024 Project Tracking and Metropolitan Planning Organization Milestone Policy Round 2:** Brian Dell requested a recommendation for the Regional Transportation Council (RTC's) approval of various updates to Milestone Policy project deadlines. Brian introduced the two components of the Project Status Report: the MPO Milestone Policy Round 2 Update and FY2024 Project Tracking Update. The Metropolitan Planning Organization (MPO) Milestone Policy focuses on projects funded for 10 plus years that have not gone to construction. FY2024 Project Tracking focuses on projects slated for implementation in FY2024, and highlights potential problems in order to prevent delays, provides earlier monitoring, and enables the RTC to take corrective actions

to avoid accumulation of carryover balances. Brian mentioned there were 8 projects on the MPO Milestone Policy list that have not gone to construction totaling \$272 million. Of those, one project was scheduled for letting in FY2024 and seven are scheduled for letting in FY2025 or beyond. He briefly went through the risk ratings of the projects. Brian provided a breakdown of the three projects requiring action. The first project is a Union Pacific (UP) Railroad Crossing Project in Haltom City. In 2021, Haltom City informed the North Central Texas Council of Governments (NCTCOG) that work had started at the Haltom Road location and work at Glenview Drive was pending approval by UP. As a result, the project was not included in the final Milestone Policy Round 2 RTC action item. NCTCOG was later informed that work had not started at either location. The project is also on the Federal Highway Administration (FHWA) Inactive List due to no requests for reimbursement being submitted for over a year. Staff's recommendations were to put the project on Milestone Policy list for tracking and require Haltom City's City Council to reaffirm its commitment to the project with a resolution (must include confirmation that local match is still available and a schedule by which the City commits to implement the project). The second project is Riverfront Boulevard in Dallas County. An updated letting deadline of December 2023 was approved in August 2022, but franchise utility coordination and review further delayed the project and led to the deadline being missed and a funding shortfall of \$14,810,939 to accrue. Staff's recommendation was to approve \$11,984,662 of additional Dallas County Regional Toll Revenue (RTR) funds to address the shortfall, with Dallas County contributing an additional \$2,000,000 and City of Dallas contributing \$826,277, and to extend the letting deadline to December 2024. The third project, US 377 from South of Farmers Market 1171 to Crawford Road was unfunded when the Milestone Policy Round 2 list was approved by the RTC. Therefore, a deadline was not established. Since then, the project was funded via the 2023 10-Year Plan Update. The staff's recommendation was to establish a letting deadline of September 2027 for this project based on feedback from TxDOT-Dallas. Brian briefly went through the four funding categories being tracked as part of the FY2024 Project Tracking initiative. The first category, Congestion Mitigation Air Quality Improvement Program (CMAQ) funding, has \$58 million available with \$50.4 million being obligated. It was noted that half of the project phases have been pushed out and only 8 phases were obligated. The second category, Surface Transportation Block Grant (STBG) funding, has \$91.7 million of available funding with \$91.0 million obligated. Transportation Alternatives Set Aside (TASA) funding has \$58.3 million available with \$26.3 million obligated. The fourth category, Carbon Reduction Program, has \$55 million available with \$35.3 million obligated. Additional details provided in Electronic Item 6.

A motion was made to recommend Regional Transportation Council's (RTC) approval of staff recommendations detailed in slides 6-8 of the presentation in Electronic Item 6, and to allow staff to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) along with other administrative/planning documents as needed to incorporate any changes to affected projects. Gus Khankarli (M); Jim O'Connor (S). The motion passed unanimously.

7. **Director of Transportation Report on Selected Items:** Michael Moris announced a couple items to celebrate, the Regional Transportation Council (RTC) partnered with the Trinity Metro for the grand opening of the Trinity Lakes Station. Michael congratulated Karla Windsor, Sydnee Mangini, and Stuart Burzette of the North Central Texas Council of Governments (NCTCOG) for writing the applications that won four proposals, and the reason for the visit from Secretary of Transportation Pete Buttigieg on April 4, 2024. The four proposals for the \$80 million that was received for funding on four pedestrian caps, including Klyde Warren Park (Phase 2), Southern Gateway (Phase 2), Interstate Highway 30 Farmers

Market “Three Fingers”, and McKinney State Highway 5. Transit 2.0 implementation’s next steps as the members will be contacted to set up their meetings in the future. There’re seven tasks with time to time on the progress made by those particular efforts. If anyone wants to make sure you have an active voice in that process, please let Toni Stehling know and we’ll make sure you get engaged with the work that the consultants are doing. Michael announced and expressed appreciation for Shannon Stevenson. She is leaving our organization after 22 years and going back to Norman, OK, to be the assistant city manager of Norman. OK. Michael requested help with the idea with a particular notion to improve participation at the Surface Transportation Technical Committee (STTC) meetings. If you have any ideas one way or the other, to keep it the same, or is there a way to make better use of our time where we could learn more about a particular subject, to please let Michael or Toni Stehling know either way. Michael also announced we are celebrating 50 years as the Metropolitan Planning Organization (MPO). The celebration lunch will be held during the Irving Summit that is scheduled on the regular RTC scheduled meeting day. Walter Shumac, III, congratulated Michael and NCTCOG, on the 50 years. Michael briefed the Committee on the RTC Bylaws related to the weighted voting for the Cities of Dallas and Fort Worth. Michael sought the Mayor’s input from the City of Dallas and the City of Fort Worth, with a tremendous amount of discussion and counsel, the RTC will not be readjusting the voting makeup. With Ken Kirkpatrick’s leadership, this item will just be moved to the next Bylaw revision in 2026. Michael mentioned Dan Kessler will be showing the new demographics for the new 2050 plan in the future.

8. **Regional Transportation Council Policy – Temporary Suspension of Dynamic Pricing of Managed Lanes During Reconstruction:** Dan Lamers introduced a policy allowing for the suspension of dynamic pricing of managed lanes during major corridor reconstruction where managed lanes operate. The current managed lanes pricing policy, was last updated in 2016, specifies that dynamic pricing with market-based tolls be applied after initially opening. The proposed Policy R24-01, allows the Texas Department of Transportation (TxDOT) District Engineer to temporarily suspend dynamic pricing during times of reconstruction with the idea of safety and potential driver confusion are primary considerations, following reconstruction, dynamic pricing should be restored, and request use of public outreach campaign to communicate the temporary rate structure. Considerations for temporary rate structure depend on the type of reconstruction; adjustment likely needed only under full facility reconstruction for the duration of construction activities with consistency of rates by facility direction, there’s a need for fixed-rate structure by time of day and day of week, for temporary signage, and to continue revenue collection to be in compliance with federal or state laws and regulations. A draft of the policy that will be proposed for the Surface Transportation Technical Committee’s consideration next month, was included in Electronic Item 8.
9. **2025 – 2028 Transportation Improvement Program Draft Listings:** Brian Dell briefed the Committee on the 2025-2028 Transportation Improvement Program (TIP) development process. Brian talked about the cooperative effort required between the North Central Texas Council of Governments, local governments, Texas Department of Transportation (TxDOT), Transit agencies, and transportation agencies to develop the TIP. He provided an overview of the TIP development process. Two focus areas were highlighted. The first is ensuring that updates to projects provided by agencies and from recent/pending TIP modifications are incorporated, and financially constraining the TIP to the 2025 Unified Transportation Program (UTP) draft allocations plus anticipated carryover funding. The second focus area covered is timely implementation of projects, which includes closely reviewing projects on the MPO Milestone Policy List (and those at risk of getting on the list in the future), projects

with Congestion Mitigation & Air Quality Improvement Program (CMAQ) and/or Surface Transportation Block Grant (STBG) funds (to avoid accumulation of carryover balances), and projects with Transportation Alternatives Set Aside (TASA) funds (to avoid funding lapses). Brian introduced the Justice 40 Initiative, part of Executive Order 14008 signed in 2021, that reiterates a call for environmental justice, particularly related to climate change. Justice40 calls for 40 percent of the benefits of certain federal investments to flow to disadvantaged communities. It was noted that the RTC has funding authority over three categories that fall under Justice40: Congestion Mitigation and Air Quality Improvement Program, Transportation Alternatives Set-Aside, and Carbon Reduction Program. Brian reported that the Dallas-Fort Worth region exceeds the target in each category when looking at the proportion of funding that impacts low income and minority areas in the region. The TIP scope of programming was covered. The 2025-2028 TIP (Roadway and Transit) contains \$10 billion dollars of projects. 990 active projects are being tracked, with 528 active projects in 2025-2045, and 67 agencies implementing those projects. Brian highlighted the project progress since the 2023–2026 TIP development: 162 have let (\$4.31 billion) and of those, 94 were local lets (\$0.66 Billion) and 68 were state lets (\$3.65 Billion). Brian also highlighted the projects that have been completed since the development of the 2023-2026 TIP: 150 have been completed (\$2.40 billion) and of those, 110 were locally implemented projects (\$0.54 billion) and 40 were state implemented projects (\$1.86 billion). Brian strongly encouraged everyone to review the listings to ensure projects were listed correctly. It was emphasized that if a project does not have funding in FY2025, FY2026, FY2027, or FY2028, it will not be in the new TIP. He also mentioned if the project is in FY2024 projects will not automatically carry over and projects in FY2029 and later will be in the environmental clearance appendix of the TIP (Appendix D). The TIP development schedule was covered, with May 3, 2024, being flagged as the deadline for providing comments on draft listings to ensure they could be incorporated prior to public involvement. Electronic Item 9 contained an overview of the TIP development process, focus areas, and schedule, and the financially constrained draft project listings for the 2025-2028 TIP are available at the following weblink: <https://www.nctcog.org/trans/funds/tip/transportation-improvement-program-docs/2025-2028tip>. Christie Gotti highly encouraged Committee members to answer or respond to questions on projects to ensure they are listed correctly.

10. **Air Quality and Safety Demonstration Projects:** Anthony Moffa provided information efforts to develop three demonstration projects, including vehicle safety components, metal license plates, and heavy-duty diesel vehicle emissions systems. Anthony briefed the Committee on the Car Care Safety Integration, license plates readers, and truck assessment goods movement program. Our region is in the non-attainment ozone and currently does not meet two Environmental Protection Agency (EPA) standards for 2008 and 2015. The Car Care Safety Integration's budget of \$200,000 will provide the public with education on the importance of safety components and replacing as needed along with partnering with automotive shops to hold clinics to inspect and replace certain safety components to be emphasized. Anthony mentioned the noncommercial vehicle safety inspections to be phased out January 1, 2025, due to the House Bill (HB) 3297 passed during the 88th Legislative Session. He mentioned more details were provided in Electronic Item 11.3 for the Car Care Safety program. The Licensed Plate Readers with the budget of \$200,000, for the assessment of metal license plate fraud occurring in the region, and to evaluate plates in the region using available license plate reading technology to investigate potential metal license plate fraud. The passing of HB 718 will eliminate paper license plates on July 1, 2025. The idea is to be proactive and coordinate with law enforcement to obtain plate readers to evaluate the data that's collected for potential fraud trends. The Truck Assessment and Goods Movement Program with the budget of \$600,000, was designed to

assess the amount of heavy-duty diesel (HDD) vehicle emissions component tampering occurring in our region with research conducted by the EPA in our region. Tampered vehicles emit far greater emissions, potentially leading to the disconnect between regional monitors and air chemistry modeling. An analysis will determine how bad it is by what is collected. North Central Texas Council of Governments (NCTCOG) will partner with law enforcement to scan vehicles that operate in our region to purchase equipment that quickly detects HDD emissions tampering. He provided the schedule by mentioning this agenda item will be brought for action at the May Surface Transportation Technical Committee, June's Regional Transportation Council and Executive Board meetings with implementation starting in early Fiscal Year 2025. More details can be found in Electronic Item 10.

11. **Fast Facts:** The following fast facts were provided by NCTCOG staff:

Camille Fountain highlighted that Electronic Item 11.1 contained a letter requesting that you confirm the appropriate staff to continue serving along with your agency's current artifact member of the Regional Safety Advisory Committee (RSAC). Membership appointment deadline, May 24, 2024. RSAC meets quarterly before the Surface Transportation Council Meetings. July 26, 2024, is the next scheduled meeting.

Brayan Cervantes briefed the Committee on the Deep Ellum District Parking Study to increase the efficiency of the events occurring, decrease the congestion, and increase the circulation. Recommendations, data collection, and priorities for stakeholders to be present in order to advance parking management strategies within the district provided at: ([North Central Texas Council of Governments - Deep Ellum Parking Study \(nctcog.org\)](https://www.nctcog.org/deep-ellum-parking-study)).

Bradley LeCurex provided information on the Air Quality Project Spotlight: Multimodal Drone Delivery, led by the City of Arlington, to test and evaluate new mobility options for the delivery of essential food items to people that are historically disadvantaged, mobility challenged, or lack of reliable means of transportation. These items were delivered through a combination of vertical takeoff and landing drones, as well as autonomous ground-based drones with the cargo Bay. There was a workshop on May 8, 2024, at Vandergriff Park in Arlington. More information was provided in Electronic Item 11.2.

Bradley LeCurex announced the 2024 heavy Duty Clean Vehicle Grant program is now open. An Environmental Protection Agency (EPA) program that will fund the replacement of class six and seven nonzero emission vehicles with zero emission models. The EPA held an informational webinar on this opportunity on Thursday, April 30, 2024, from 3:00 pm. The deadline to apply for this program is July 25, 2024. They will be prioritizing class six and seven school bus replacements, relay this information to any school districts in your area, but don't discourage any fleets from considering this opportunity. Details provided at www.nctcog.org/aqfunding. Bradley mentioned North Central Texas Council of Governments, along with the University of Texas at Arlington, and the Texas Hydrogen Alliance, will be holding a hydrogen user forum on June 11, 2024, from 9:00 am to 3:30 pm. The form will allow industry leaders to peer exchange on the current state and the future state of hydrogen and utility planners will be hearing from the industry so that they may be better prepared to serve their future needs. To register for this event, visit: <https://www.dfwcleancities.org/events>.

Valerie Alvarado provided information on the spring national Car Care Month in April, North Central Texas Council of Governments, Transportation Department, Car Care Awareness Campaign empowers community members to be part of the Regional Air Quality solution by

providing opportunities to learn more about their vehicles and the importance of proper vehicle maintenance. To help spread the word about the Car Care Awareness campaign staff prepared an educational toolkit with social media, messages, articles, images and other materials from municipalities and communities organizations to share, both available in English and Spanish, the toolkit website at: (<https://www.ntxcare.org/Toolkit>).

Daniela Tower provided a brief update of the current ozone season. We are two months into the 2024 season, please note that there is still a design value of 71 noted, we are in between 72 at the leading monitors in Granbury and Pilot Point with no exceedance days. More details were provided in Electronic Item 11.3.

Jackie Castillo announced a hybrid public meeting was held here on Monday, March 11th, 2024. Staff presented information related to broadband as a transportation service, recent grant awards for hydrogen electric vehicle infrastructure projects, Dallas-Fort Worth air quality improvement plan, bike to school day and changing mobility. Electronic item 11.4 contained a collection of comments received on the mentioned topics. Additionally, a public meeting was hosted on Monday, May 13, 2024, at noon. Staff presented information related to transportation planning and air quality initiatives. More information was provided in Electronic Item 11.5. The public comment report is a collection of general comments submitted by members of the public from Tuesday, February 20th through Tuesday, March 19th. More information was provided in Electronic Item 11.6.

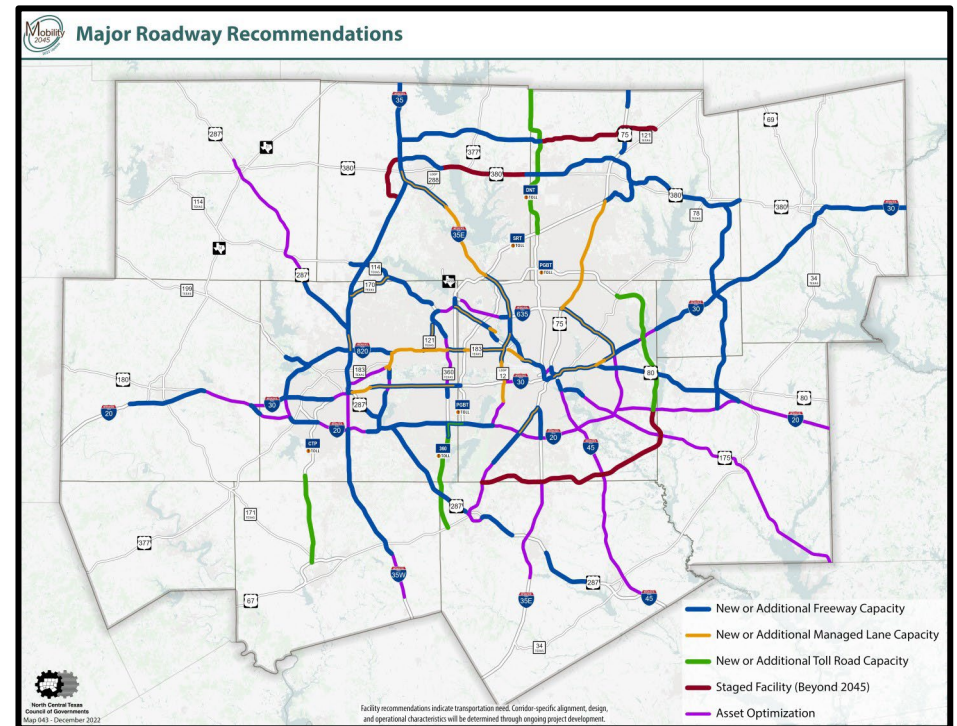
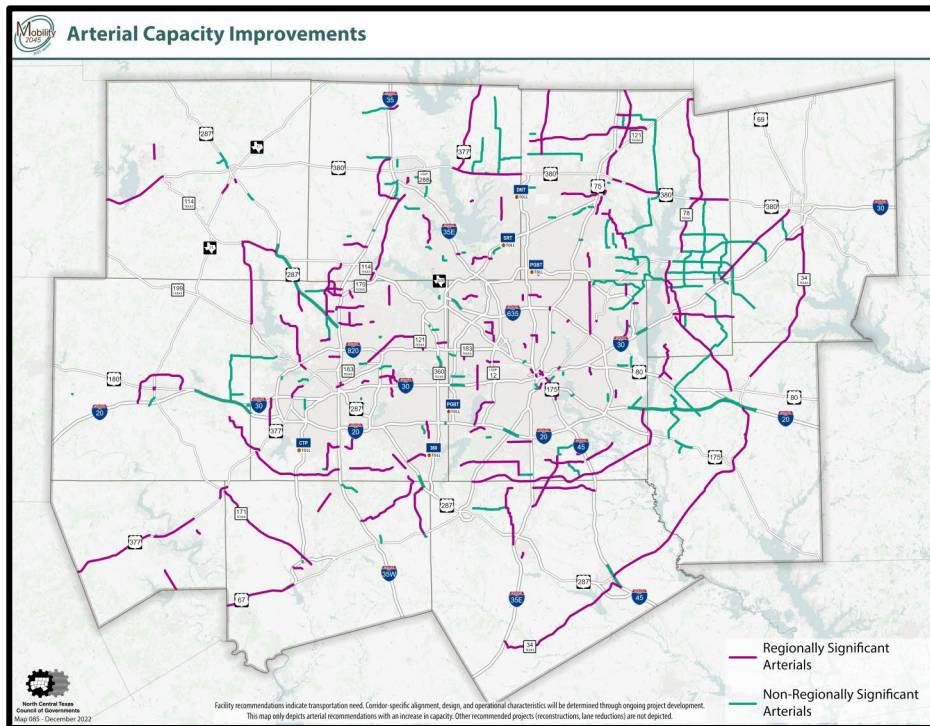
Written Progress Reports were provided in Electronic Item 11.7.

12. **Other Business (Old or New)**: There was no discussion on this item.
13. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on May 24, 2024.

Meeting adjourned at 2:55 PM.

Proposed Amendments to Mobility 2045: The Metropolitan Transportation Plan for North Central Texas - 2022 Update

Non-Regionally Significant Projects

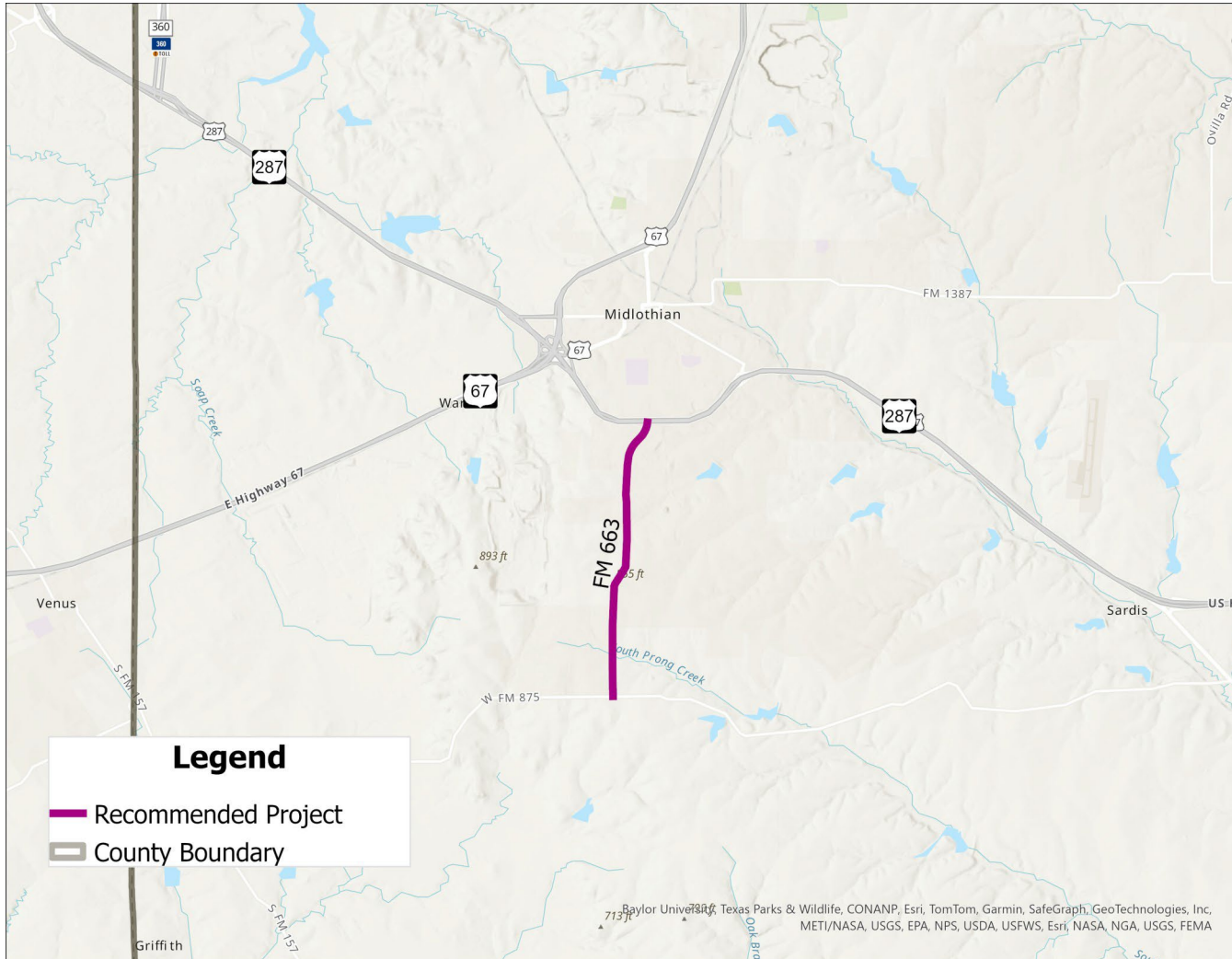


Mobility 2045 - 2022 Update, the region's long-range transportation plan, includes system-level planning and recommendations for the region's roadway network. The Arterial Capacity Improvements (left) and Major Roadway Recommendations (right) presented in the maps above illustrate the system of recommendations included. The Mobility Plan also includes recommendations in the form of policies and programs designed to advance the goals of the Regional Transportation Council resulting in individual projects such as non-regionally significant projects (an air quality designation denoting minimal significance in affecting our region's air quality). Specifically, the Mobility 2045 Update includes recommendations to advance non-regionally significant arterial improvements throughout the region in policy FT3-004 and program NRSA2-001. Please refer to [Chapter 6: Mobility Options](#) for further information on [Mobility 2045 - 2022 Update recommendations](#). The following non-regionally significant arterials are consistent with the system-level recommendations of the Mobility 2045 Update.

Mobility 2045 - 2022 Update Amendment

FM 663

Non-Regionally Significant Project



Reason for Addition: Requested by TxDOT Dallas to advance planning and design activities.

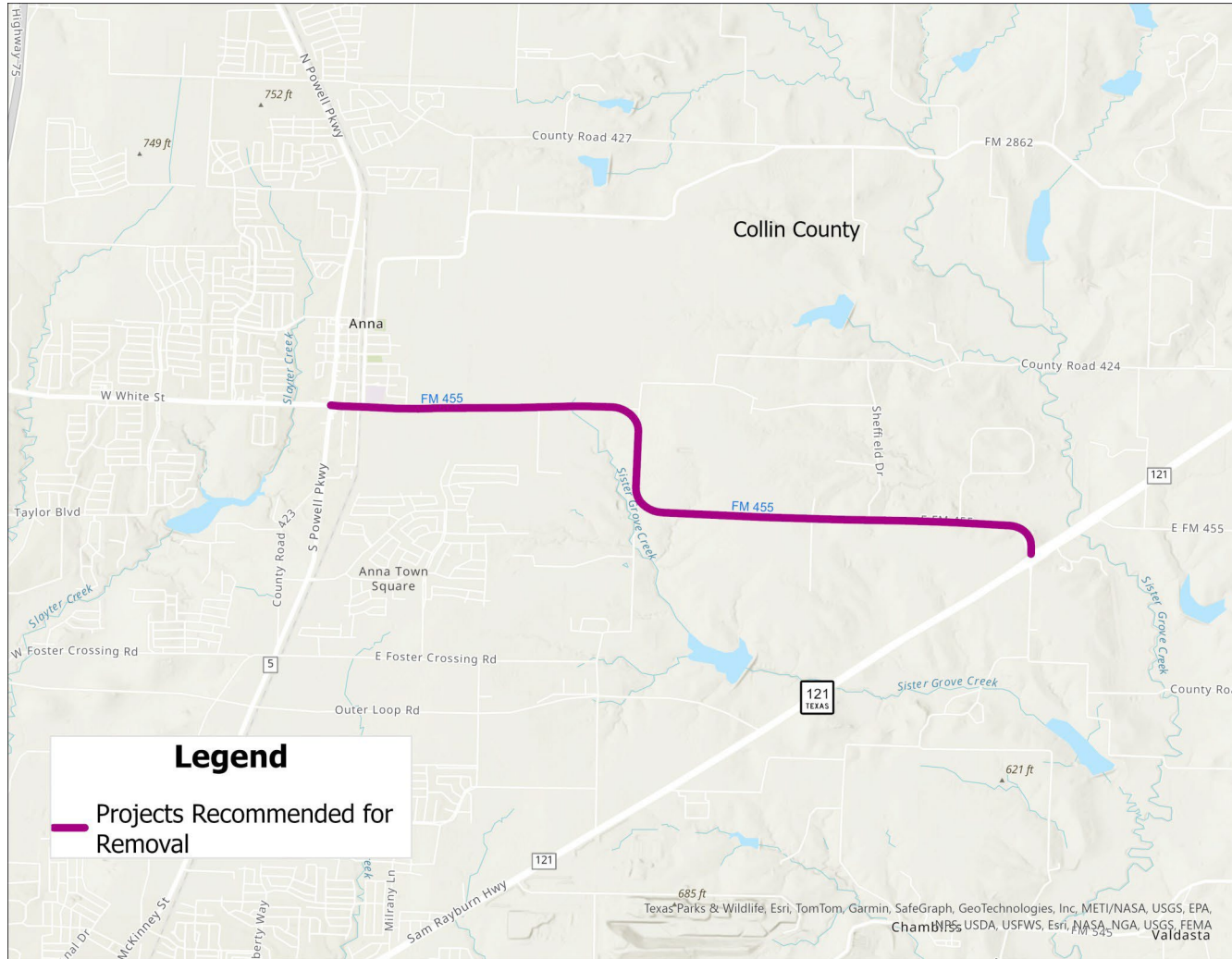
Addition of this project to the Plan does not impact air quality conformity and is financially constrained.

MTP ID	District	CSJ	Facility	From	To	Description	Total Project Cost	FFCS Status
NRSA1-DAL-359	TxDOT Dallas	0815-08-040	FM 663	US 287	FM 875	Reconstruct and widen from 2 lanes to 6 lanes	\$100,000,000	Minor Arterial

Mobility 2045 - 2022 Update Amendment

FM 455 - Request for Removal

Non-Regionally Significant Project



Reason for Removal: Requested by TxDOT Dallas for the Plan to remain financially constrained.

Removal of these projects from the Non-Regionally Significant Arterial project listing does not preclude them from being re-added at a later date.

MTP ID	District	CSJ	Facility	From	To	Description	Total Project Cost	FFCS Status
NRSA1-DAL-51	TxDOT Dallas	N/A	FM 455	Wildwood Trail	SH 121	Widen facility to 4 lane urban divided (Ultimate 6 lane divided)	\$32,785,494	Major Collector
NRSA1-DAL-306	TxDOT Dallas	N/A	FM 455	SH 5	East of Wildwood Trail	Widen 2 to 4 lane divided	\$18,758,139	Major Collector



AIR QUALITY AND SAFETY DEMONSTRATION PROJECTS

May 24, 2024

Surface Transportation Technical Committee

Anthony Moffa, Air Quality Planner

North Central Texas Council of Governments

Air Quality and Safety Demonstration Projects

Car Care Safety Integration

- Safety program elimination January 1, 2025
- Roadway safety emphasis through education
- Reduce vehicle crashes

Vehicle Emissions Inspection and License Plate Project (formerly known as License Plate Readers)

- Vehicle paper/temporary registration tags phased out beginning July 1, 2025
- Beginning to see fictitious metal license plates
- Prevent avoidance of annual emissions test and lost revenue

Truck Assessment and Goods Movement Program

- Emissions component tampering
- Potentially massive air quality impacts
- Air chemistry modeling and regional air quality monitors disconnect



Air Quality and Safety Demonstration Projects

Project	Description	Budget	Source
Car Care Safety Integration	• Public education regarding importance of vehicle safety component operation and maintenance. • Partnering with vendors to coordinate replacement of certain vehicle safety components.	\$200,000	RTC Local Funds
Vehicle Emissions Inspection and License Plate Project	• Assessment of potential metal license plate fraud in the region. • Purchase of license plate reading cameras to gather data, determine rate of fake plates, and next steps.	\$200,000	Regional Toll Revenue (RTR) Funds
Truck Assessment and Goods Movement Program	• Emissions tampering evaluation of heavy-duty diesel trucks operating in region. • Assessment of severity and impacts to determine options to limit these illegal practices.	\$600,000	RTR Funds



Schedule

Milestone	Date
STTC Information	April 26, 2024
RTC Information	May 9, 2024
STTC Recommendation for RTC Approval	May 24, 2024
RTC Approval	June 13, 2024
Executive Board Approval through FY24-25 UPWP Amendment #3	July 25, 2024
Implementation	Early FY2025



Air Quality and Safety Demonstration Projects

Requested Action:

Recommendation for RTC Approval* of Funding and Implementing Demonstration Projects

Car Care Safety Integration - \$200,000 RTC Local

License Plate Readers - \$200,000 RTR

Truck Assessment and Goods Movement Program - \$600,000 RTR

Administratively amend Transportation Improvement Programs (TIP) and Statewide TIP, as well as other planning and administrative documents to include the amended funding

*Vote for Approval in Item #3 or Item #4



CONTACT US



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Chris Klaus
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2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DOCUMENT

Surface Transportation Technical Committee
May 24, 2024

WHAT IS THE TIP?

- The Transportation Improvement Program (TIP) is an inventory of funded transportation projects within the metropolitan planning organization (MPO) boundary.
- It is mandated by the federal and state governments and contains regionally significant projects funded with federal, state, and local sources.
- A new TIP is developed every two years and updated on a quarterly basis.

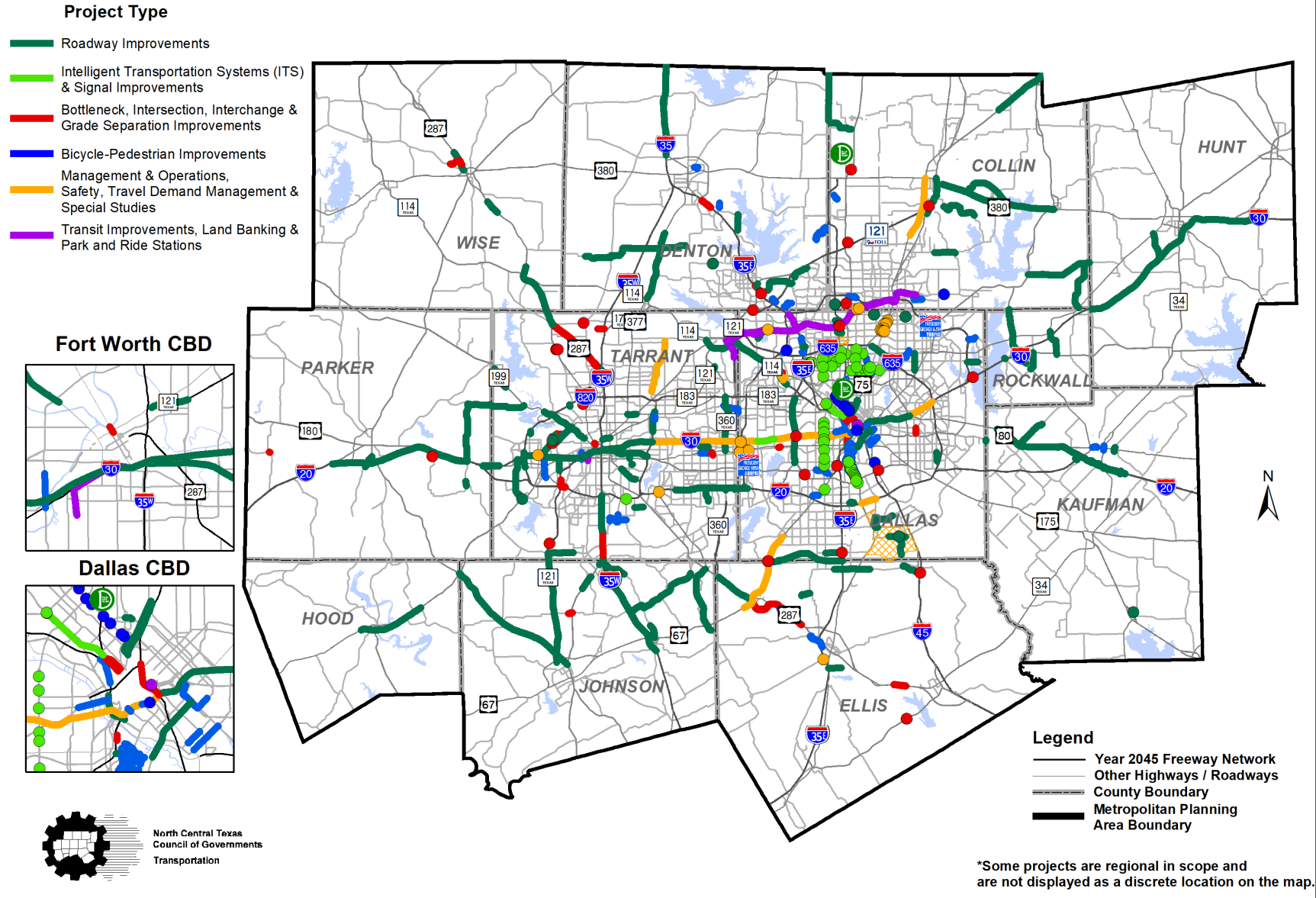
DEVELOPMENT PROCESS

- Review existing projects and gather information on additional locally funded projects
- Make needed revisions to existing project schedules, funding, and/or scope
- Develop revised project listings
- Financially constrain project programming based on estimated future revenues
- Conduct Mobility Plan and Air Quality conformity review
- **Solicit public and Committee/Council input**
- **Submit finalized project listings and document to the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA)**

SCOPE OF PROGRAMMING

- \$8.42 Billion in the 2025-2028 TIP (Roadway and Transit)
 - \$3.88 Billion in Federal Commitments
 - \$2.13 Billion in State Commitments
 - \$0.28 Billion in Regional Commitments
 - \$1.20 Billion in Local Commitments
 - \$0.93 Billion in Transit Formula Commitments
- 1,132 Active Projects (Roadway and Transit)
 - 681 Active Projects in 2025-2045
- 75 Implementing Agencies (Roadway and Transit)

2025-2028 Transportation Improvement Projects By Project Type



2025-2028 Funding Status of Transportation Improvement Projects

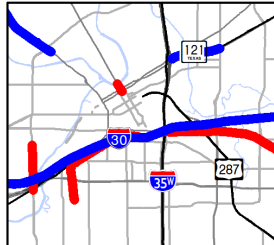
Phase Type

- Construction Phase
- Engineering and/or ROW Phase Only

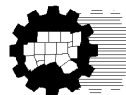
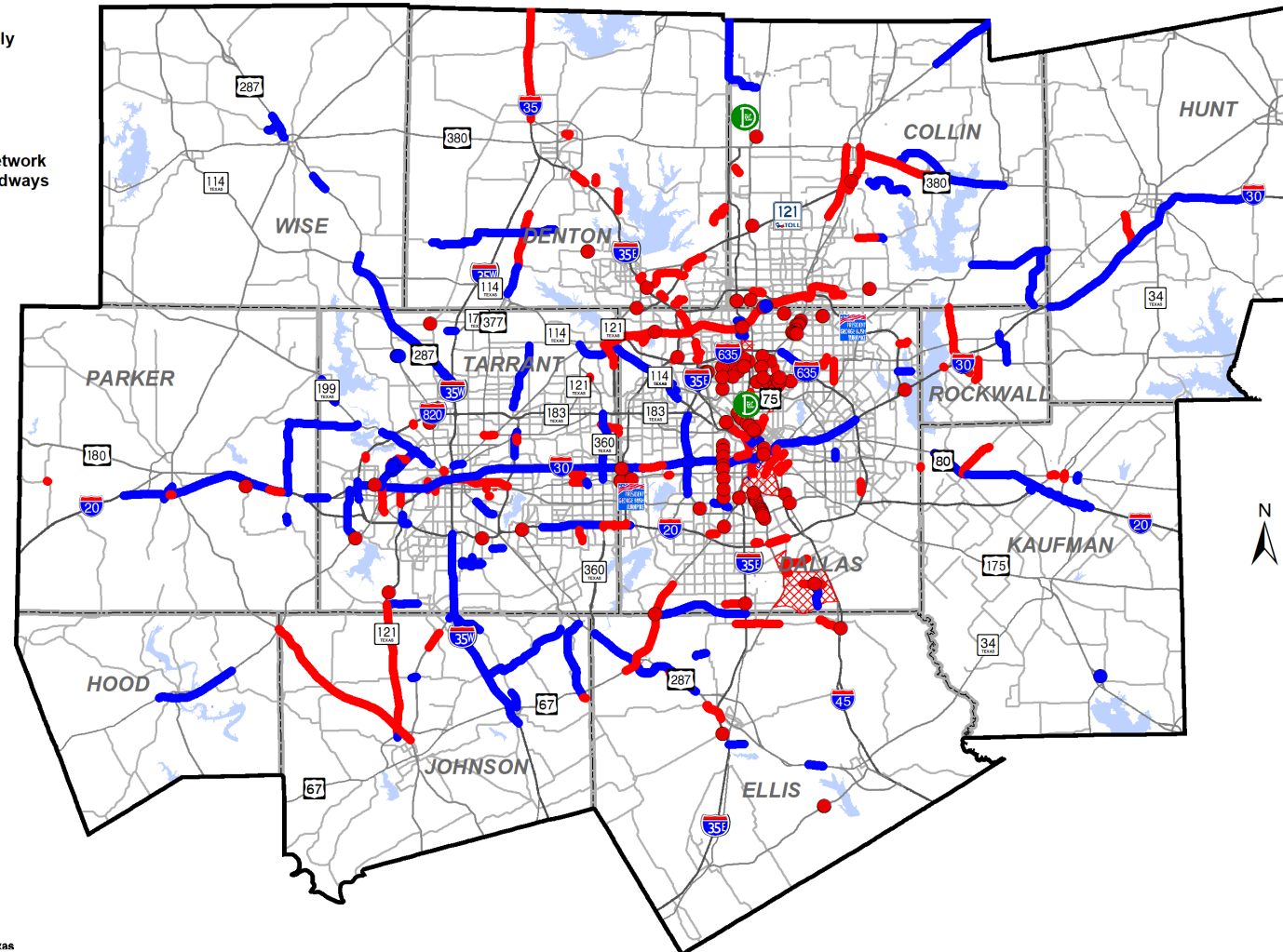
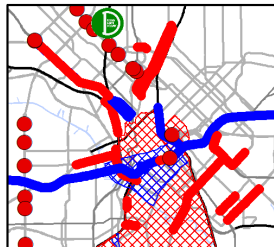
Legend

- Year 2045 Freeway Network
- Other Highways / Roadways
- County Boundary
- Metropolitan Planning Area Boundary

Fort Worth CBD



Dallas CBD



North Central Texas
Council of Governments
Transportation

*Some projects are regional in scope and are not displayed as a discrete location on the map.

REQUESTED ACTION

- Recommend RTC approval of:
 - The 2025-2028 TIP document, including the final TIP listings to be included in the STIP
 - Amending the Unified Planning Working Program (UPWP) and other planning/administrative documents as needed

TIMELINE/ACTION

Meeting/Task	Date
Coordination with Implementing Agencies	August-October 2023
Development of TIP Listings and Document	August 2023-April 2024
Draft Listings - STTC Information	April 2024
Draft Listings - RTC Information	May 2024
Public Meeting - Draft Listings and Document	May 2024
Final Listings and Document - STTC Action	May 2024
Deadline for Providing Public Comments	June 11, 2024
Final Listings and Document - RTC Action	June 2024
Submit Final Document to TxDOT	July 2024
Anticipate TxDOT Commission Approval (for STIP)	August/September 2024
Anticipate Federal/State Approval (STIP)	October/November 2024

QUESTIONS/COMMENTS

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Active Transportation Infrastructure Investment Program Grant Application

Cotton Belt Trail Phase 3a



Kevin Kokes

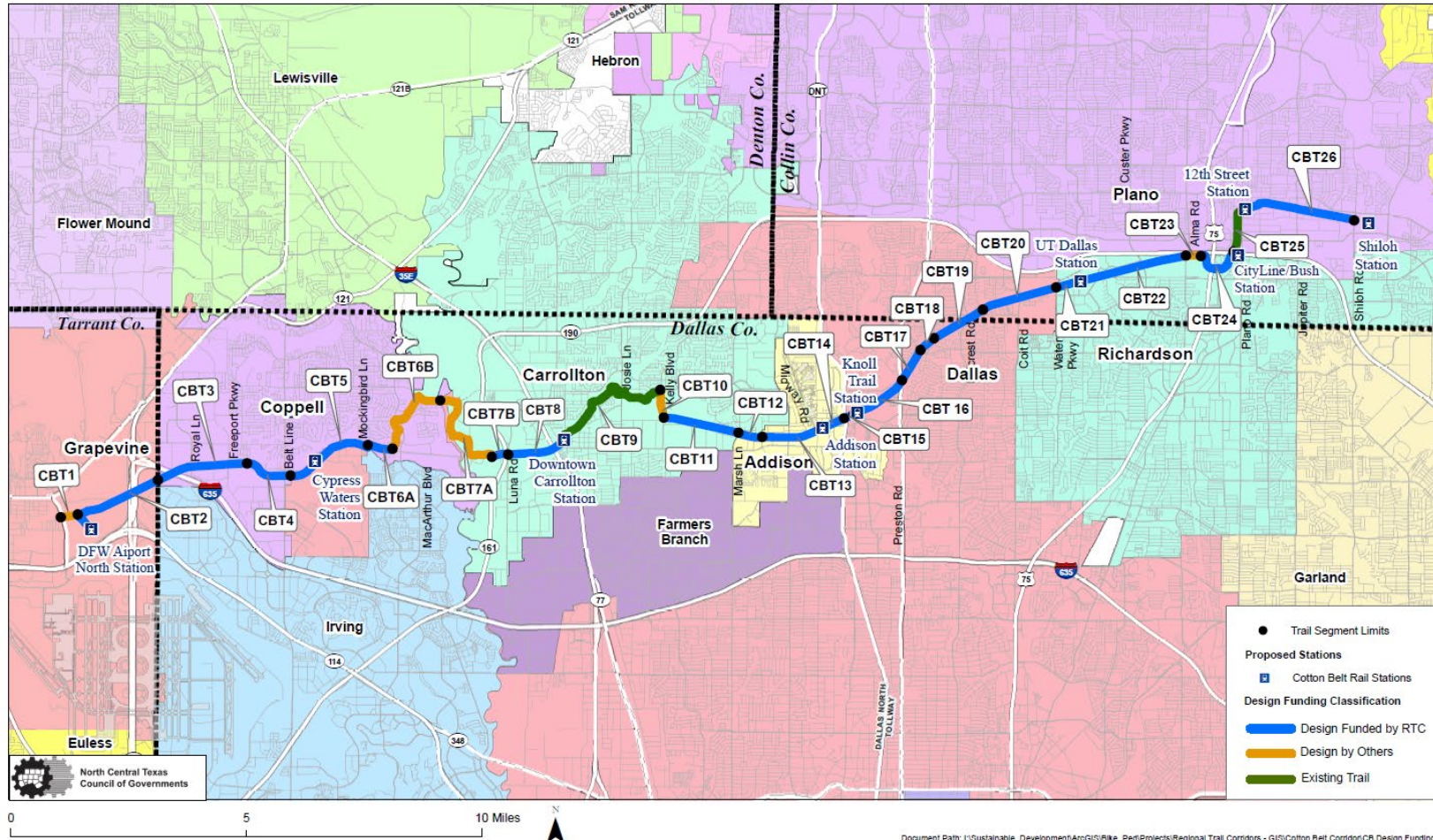
Surface Transportation Technical Committee

May 24, 2024



History

Cotton Belt Regional Veloweb Trail: DFW Airport to Plano
Trail Design Funding



- Regional priority
- Seven cities in three counties
- 24+ miles of trail
- DART partnership to implement with the Silver Line Rail
- Engineering design currently underway
- Increasing construction costs

Phase 1 and Phase 2 Construction

Phase 1 Silver Line Rail Design/Build Contractor: **UNDERWAY**

Critical Bridges in Dallas and Plano

Trail Intersection Crossings of Silver Line Rail line

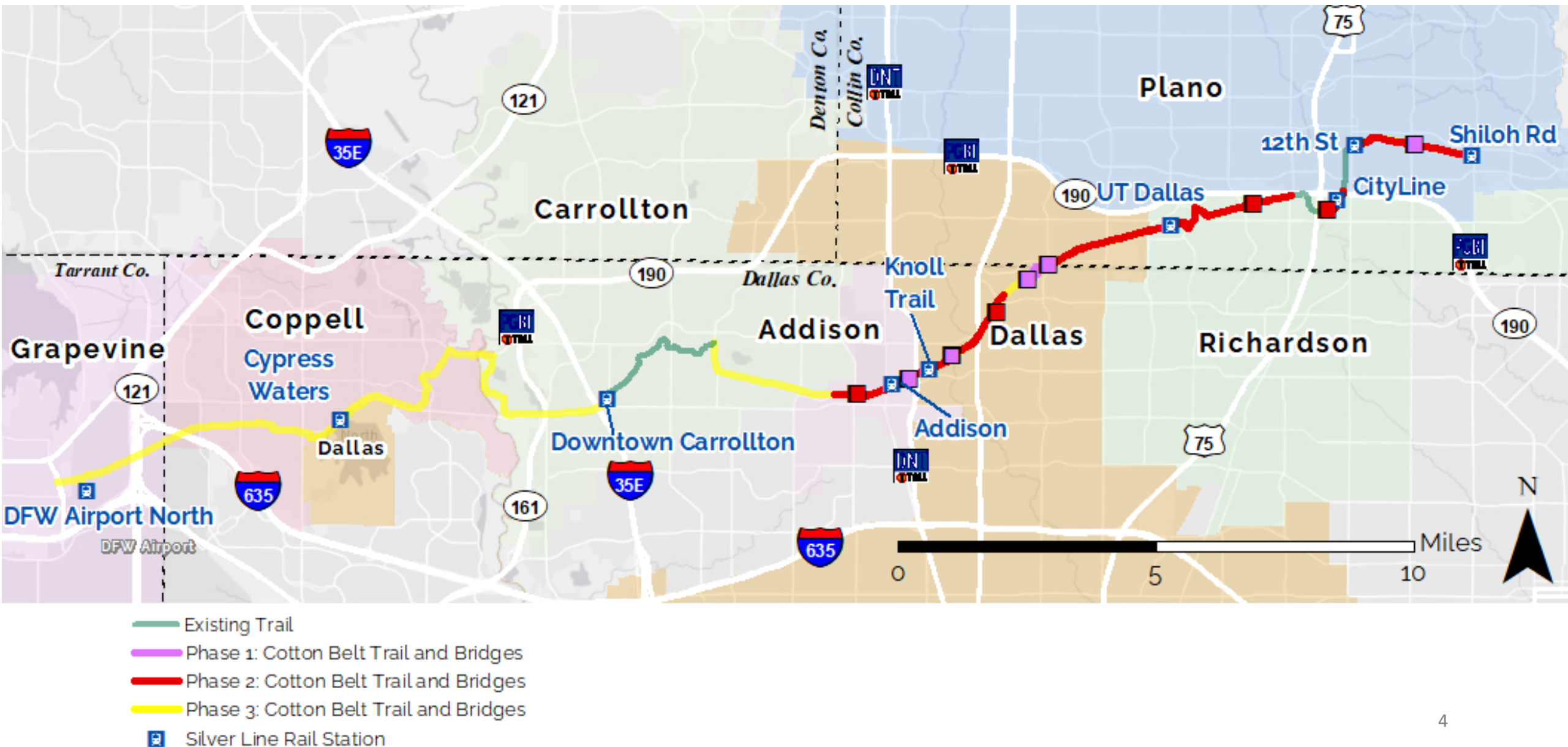
Phase 2 Trail Contractor: **BEGIN LATE 2024**

Funding Approach

Approx. 11 miles of Trail, Bridges and Approaches, and Signals (Addison to Plano)

- Various RTC funding awards 2018-2022
- 2022 NCTCOG TA Call for Projects
- 2023 USDOT RAISE Grant
- 2023 TxDOT Statewide Transportation Alternatives Program Call for Projects

Anticipated Cotton Belt Trail Construction Phasing



Active Transportation Infrastructure Investment Program (ATIIP) Priorities

- Active Transportation “Spines” (e.g., “rail-with-trail”)
- Safety, efficiency, and reliability of active transportation networks and communities;
- Improve connectivity between active transportation modes and public transportation; and
- Improve quality of life in disadvantaged communities through the delivery of connected active transportation networks and expanded mobility opportunities



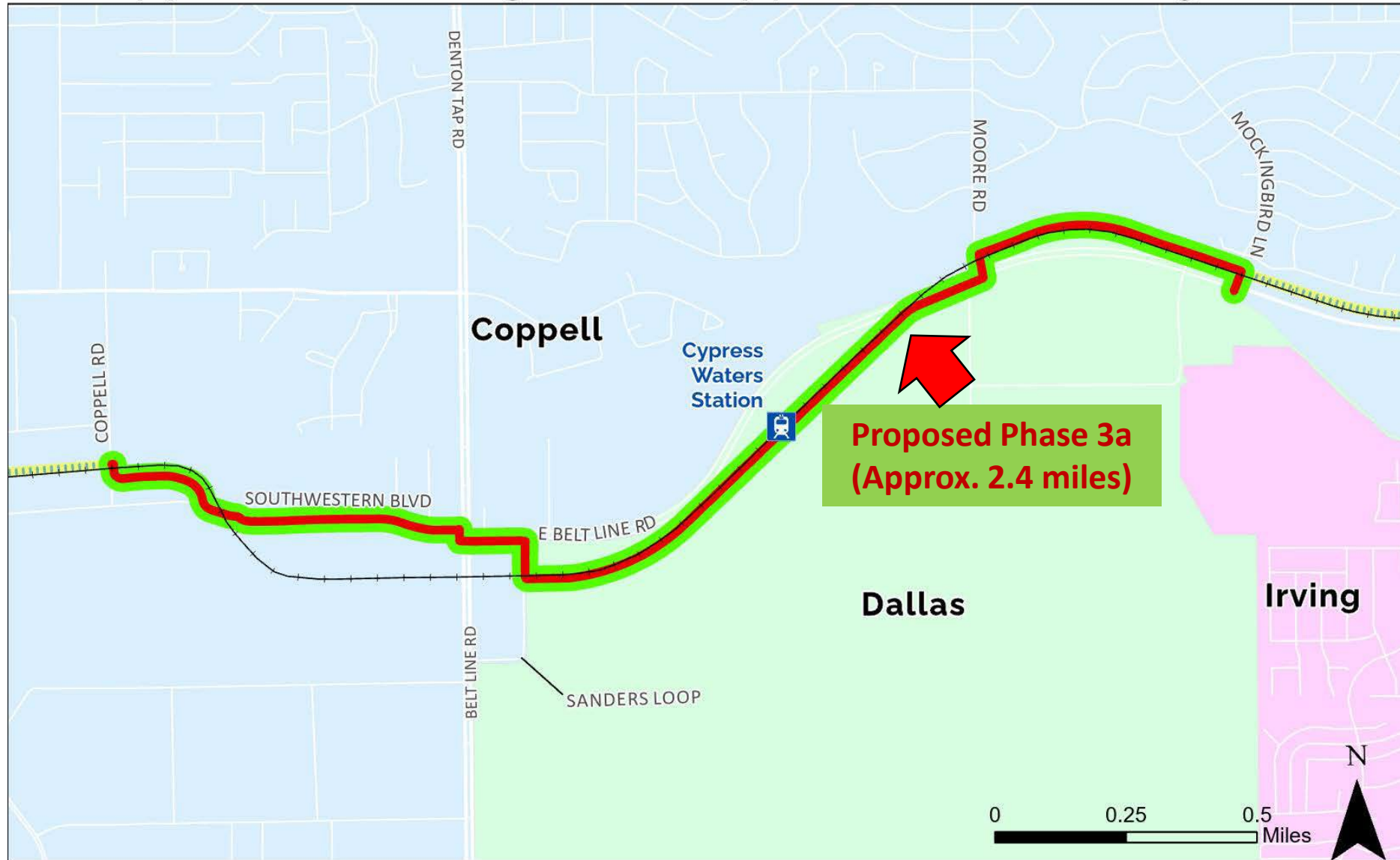
Addison Segment (Marsh Ln to East of Surveyor Blvd)



-  Proposed Phase 3a Segments
-  Phase 2 Segments
-  Trail Designed - To be funded by other sources

-  Silver Line Rail Station
-  Silver Line Rail Under Construction

Coppell/Dallas Segment (Coppell Rd to Mockingbird Ln)



-  Proposed Phase 3a Segments
-  Trail Designed - To be funded by other sources

-  Silver Line Rail Station
-  Silver Line Rail Under Construction

Phase 3a: ATIIP Grant Application (Draft Budget)

PROJECT SCOPE	COST / FUNDING				
DESCRIPTION/LIMITS	TOTAL COST	EXISTING FEDERAL FUNDS (Programmed)	EXISTING LOCAL FUNDS (Programmed)	ATIIP FEDERAL GRANT FUNDS	LOCAL FUNDS (Regional Toll Revenue)
Construct approximately 2.9 miles of trail, bridges, signals, and intersection crossings in Addison, Coppell, and Dallas	\$22,583,558	\$5,059,461	\$1,224,097	\$12.0 M	\$4.3 M

Schedule

Date	Milestone
March 19	NOFO Released
May 24	Surface Transportation Technical Committee Action
June 10	NCTCOG staff finalize grant application materials for DART
June 13	Regional Transportation Council Action
June 17	Grant Application deadline (submittal by DART)

Requested Action

Recommend Regional Transportation Council Approval:

- Support the partnership with DART to submit the FHWA 2024 Active Transportation Infrastructure Investment Program grant application for the Cotton Belt Trail Phase 3a construction requesting \$12 million in federal funding, and the contribution of \$4.3 million Regional Toll Revenue funds for non-federal match should the project be selected for funding award.
- Direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP and other planning/administrative documents to incorporate these changes, if awarded funding.

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

Task	Lead Local Entity	Oversight Members (RTC Members)		Lead NCTCOG Staff	Transit Authority Lead	Lead Consultant
		Primary	Secondary			
1 – Project Management	RTC Staff	N/A	N/A	Michael Morris April Leger	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies McKinsey
2 – Develop Transit Legislative Program	RTC	RTC Committee of the Whole	-	Amanda Wilson Rebekah Gongora	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
3 – Develop Strategies to Increase Transit Authority Membership	Transportation Authorities	DART, DCTA, Trinity Metro Representatives	Cities/Counties	Karla Windsor	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
4 – Develop Collaborations Between Existing Transit Authorities	Transportation Authorities	DART, DCTA, Trinity Metro Representatives	RTC Committee of the Whole	Karla Windsor	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	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	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	McKinsey

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

Task	Lead Local Entity	Oversight Members (RTC Members)		Lead NCTCOG Staff	Transit Authority Lead	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	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
7 – Review of Fare Collection Strategies	Transportation Authorities	DART, DCTA, Trinity Metro Representatives	Cities/Counties	Amanda Wilson Rebekah Gongora	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	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	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	McKinsey
9 – Final Report	RTC Staff	RTC Committee of the Whole	-	All NCTCOG Staff	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies McKinsey



Updates on the Dallas-Fort Worth Clean Cities Coalition

Lori Clark
Program Manager and
Dallas-Fort Worth Clean Cities Director

Surface Transportation Technical Committee
May 24, 2024

Background - Scope of National Program

National Mission Statement:

Clean Cities and Communities advances the nation's environment, energy security, and economic prosperity through collaboration with communities by building partnerships with public and private stakeholders that create equitable deployment of clean transportation solutions for all.



Light-,
Medium-, and
Heavy-Duty
Vehicles



Alternative and
Renewable
Fuels and
Infrastructure



Idle Reduction
Measures and
Fuel Economy
Improvements



New Mobility
Choices and
Emerging
Transportation
Technologies

Local Priorities and Impact

Focus on Fuels and Technologies that Address Local Air Quality Concerns

Local Coalition Impacts over Calendar Year 2023 (based on 45 reporting fleets):



~65 Tons Ozone-Forming Nitrogen Oxides (NO_x) Reduced



203,066 Tons Greenhouse Gas (GHG) Emissions Reduced

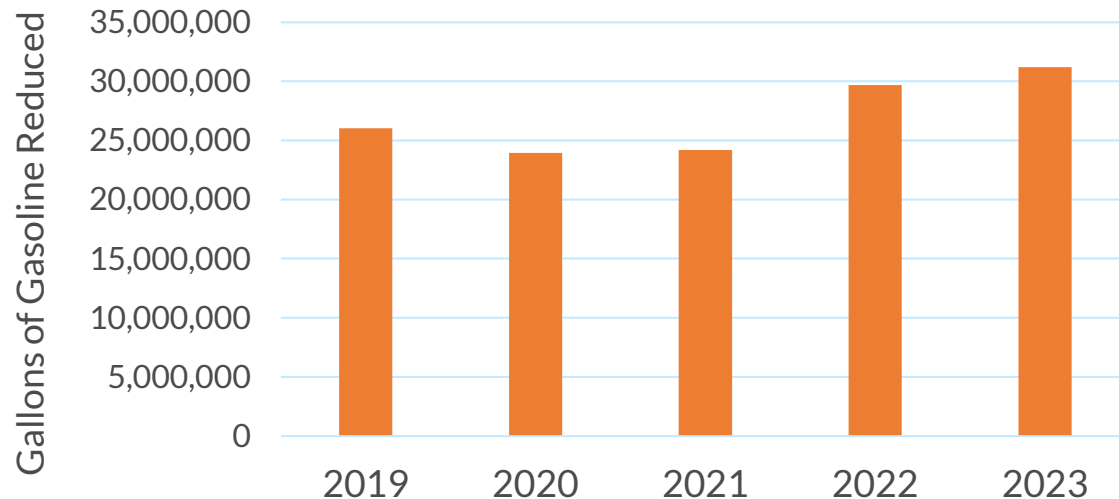
Equivalent to Eliminating 1,117 Railcars of Coal Burned¹



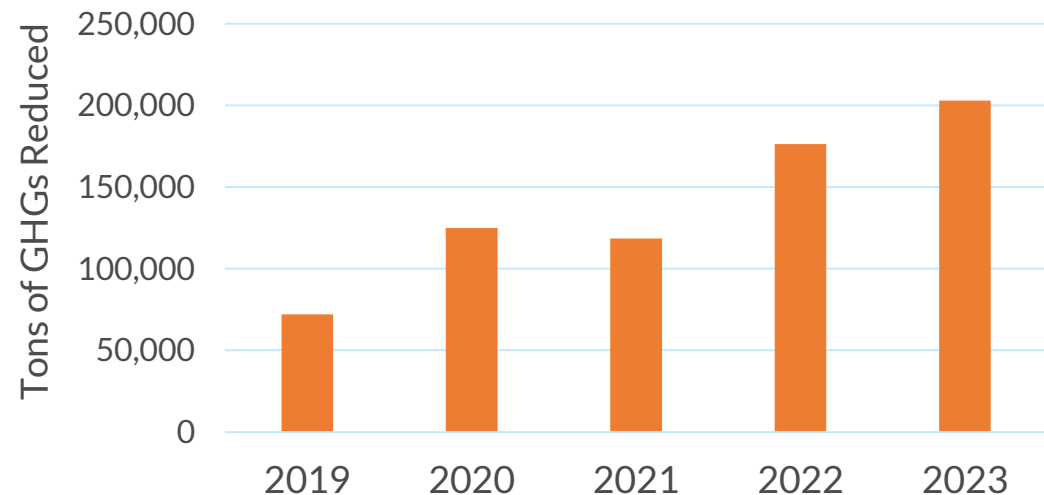
31,189,703 Gallons of Gasoline Equivalent Reduced

Equivalent to 3,669 Tanker Trucks of Gasoline¹

Historical Gallons of Gasoline Equivalent Reduced



Historical GHG Emission Reductions



Mechanisms for Outreach

Dallas-Fort Worth Clean Cities Conducted Outreach to 11,563 People in 2023

- Hosting Events
- Facilitating Peer Sharing
- Email Blasts
- Educational Webinars
- One-on-One Meetings to Provide Technical Assistance



Source: NCTCOG
2023 Fleet Recognition Awardees

Recent Developments

Developed DFW Clean Cities Technical Advisory Committee to Assist and Advise Coalition Staff on Initiatives that Improve Regional Air Quality and Reduce Transportation Energy Use by:

- Assisting with Event/Project Promotion and Networking
- Increasing Stakeholder Collaboration/Engagement
- Informing Adoption of a Coalition Strategic Plan

Current Members Include Representatives From:

Cities of Carrollton, Dallas, Denton, and Fort Worth; DFW Airport; Hood County Clean Air Coalition; Kimley-Horn; Northwest Propane Gas Co.; Oncor Electric Delivery; Parsons; and University of Texas at Dallas

Recent Developments

Developed DFW Clean Cities Strategic Plan to Give Framework to Next Four Years:

- Increase Awareness and Adoption of Alternative Fuel Vehicles and Related Funding Opportunities for Fleets and Consumers
- Increase the Number, Resiliency, and Reliability of the Electric Vehicle Charging Station Network, Focusing on Areas with Identified Gaps in Charging Access
- Participate in Projects to Plan and Deploy Zero-Emission Medium-/Heavy-Duty Vehicle Charging or Refueling Stations
- Support First Responder Preparedness and Safety for Electric Vehicles
- Expand Workforce Training Programs to Support Electric Vehicles and Infrastructure

Get Involved!

Stakeholder Meeting in June

Seeking input on local mission statement

Additional Technical Advisory Committee Members Welcome

Submit interest through July 31

Department of Energy Redesignation Process Ongoing through October 2024

Seeking Partnership Agreements indicating
commitment and support by September 30

More Information and Template Agreements at
www.dfwcleancities.org



Dallas-Fort Worth
CLEAN CITIES

For More Information



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Senior Air Quality Planner

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<https://www.dfwcleancities.org/>



Invitation to Participate in the Charging Smart Program

Amy Hodges
Principal Air Quality Planner
Surface Transportation Technical Committee

May 24, 2024



Charging Smart Background

Developed by Interstate Renewable Energy Council (IREC) and implemented through Clean Cities Coalitions in participating states and regions

- Modeled after the highly successful SolSmart Program, which helps remove barriers to solar energy deployment
- Funded by the US Department of Energy's Vehicle Technologies Office

Provides best practices and policies for communities to streamline planning, permitting, and inspections to support the development of EV infrastructure

Local governments can receive recognition through designation levels by achieving steps toward equitable EV-readiness goals

Targeting local governments with Justice40 communities to ensure benefits are delivered to underserved communities

Dallas-Fort Worth Clean Cities (DFWCC) as subrecipient to IREC will provide no-cost technical assistance to participating local governments

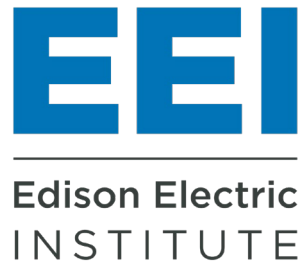


Partners

Technical
Leads:



Industry:



Recruiting Partners:



Invitation to Participate in Charging Smart

Key Functions of Charging Smart

Provide communities access to expert technical assistance from a team of knowledgeable organizations at no cost

Send a signal to EV service providers and project developers that communities are open to EV charging development

Make local government processes more efficient, thereby better managing taxpayer resources

Showcase community achievements via the Charging Smart website, media opportunities, and public events and announcements

Facilitate the development of EV charging on public properties, providing clean transportation options for staff

Stimulate an increase in charging portals, including in underserved communities



Relevance to Regional Planning

Air Quality Emphasis Areas



High-Emitting Vehicles/Equipment



Idling

Hard Accelerations

Low Speeds

Cold Starts

Vehicle Miles of Travel



Energy and Fuel Use

Federal Performance Measure:

Air Quality

Mobility 2045:

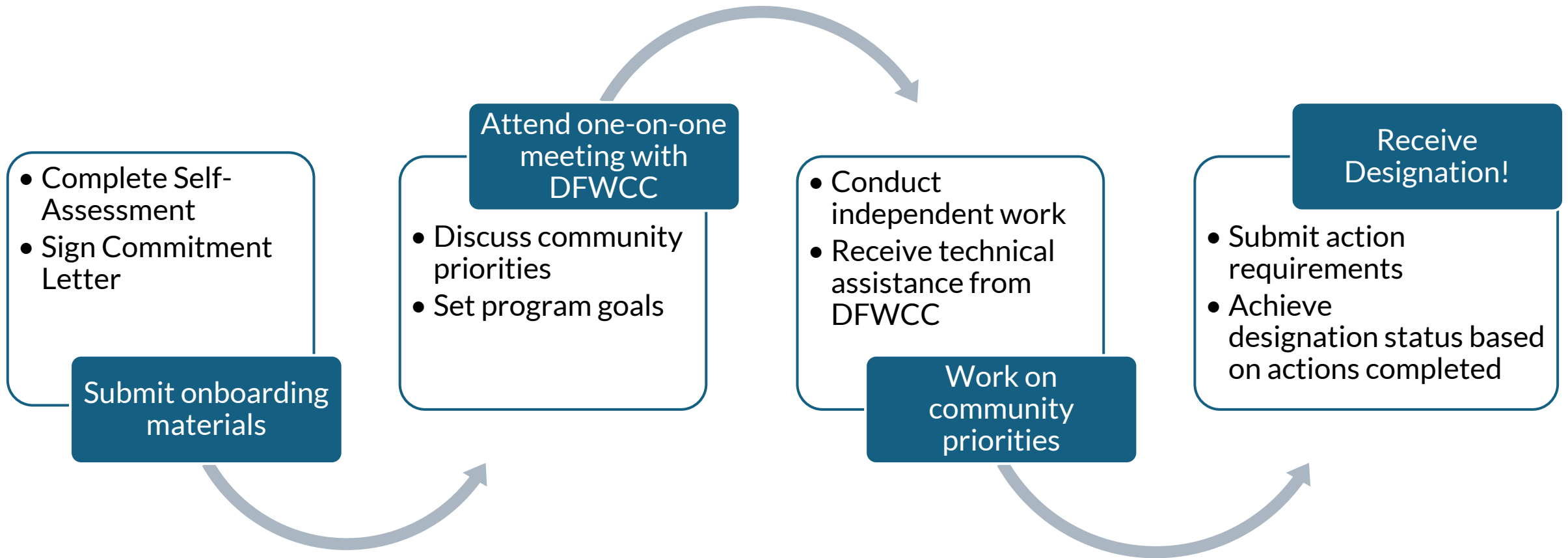
Air Quality Policy AQ3-004:

Support and implement strategies that promote energy conservation, reduce demand for energy needs, reduce petroleum consumption, and/or decrease greenhouse gas emissions

Mobility 2045 Chapter 4 – Environmental Considerations

Appendix C – Environmental Considerations

Steps Toward Designation



Charging Smart Framework

Action Categories

1. Planning
2. Regulation
3. Utility Engagement
4. Education and Incentives
5. Government Operations
6. Shared Mobility

EVs for All

Point System: Actions within each category have assigned points. As actions are completed, the points count towards the total amount of points needed for designation levels. An additional opportunity for points, "EVs for All", focuses on benefitting underserved communities.

Designation Levels



How to Participate

Inform colleagues in departments that do planning, permitting, etc. about the program

Attend an informational webinar on Wednesday, June 5 to learn about the program and an upcoming cohort to progress through the program with a peer group of local governments

Register at <https://www.dfwcleancities.org/events>

Initial steps will include:

- Self-Assessment
- Commitment Letter

Learn more at <https://www.dfwcleancities.org/charging-smart>

Reach out to cleancities@nctcog.org with any questions

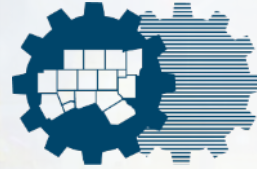
Contact Us



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Air Quality Project Spotlight: Hydrogen Planning Project

Surface Transportation Technical Committee

May 24, 2024

North Central Texas Council of Governments

Houston to Los Angeles I-10 Corridor Project

GTI Energy-led project awarded by the Department of Energy (DOE)

Project Objectives

- Build computer models for vehicle, fueling infrastructure, and operational data
- Develop a replicable blueprint for other corridors and megaregions
- Establish a heavy-duty hydrogen refueling and freight truck network in the Texas Triangle and I-10 corridor from Houston to Los Angeles

NCTCOG Role as Project Partner

- Supply GTI Energy with travel demand and property location data
- Create a Local Project Advisory Group with urban/rural meetings at least quarterly
- Share advisory group findings with identified minority serving institutions and publicly



Project Advisory Groups

Community engagement providing feedback on hydrogen infrastructure planning around the Texas Triangle

First Urban Local Project Advisory Group was held on Tuesday, April 9, 2024

First Rural Local Project Advisory Group
Wednesday, June 5, 2024 from 2:00 pm to 3:30 pm

Contact Us



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Jared Wright
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**Dallas-Fort Worth
CLEAN CITIES**



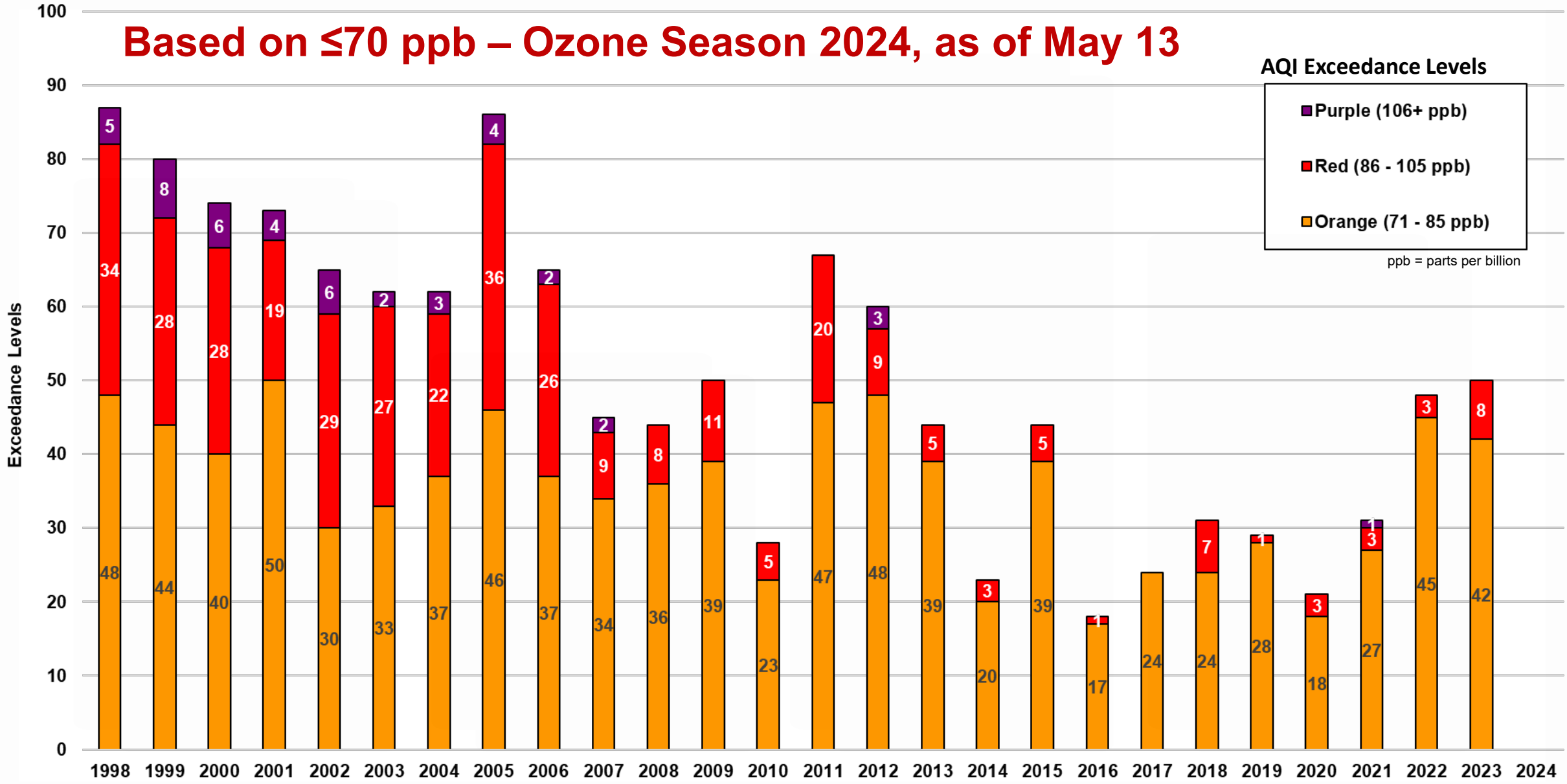
dfwcleancities.org



cleancities@nctcog.org

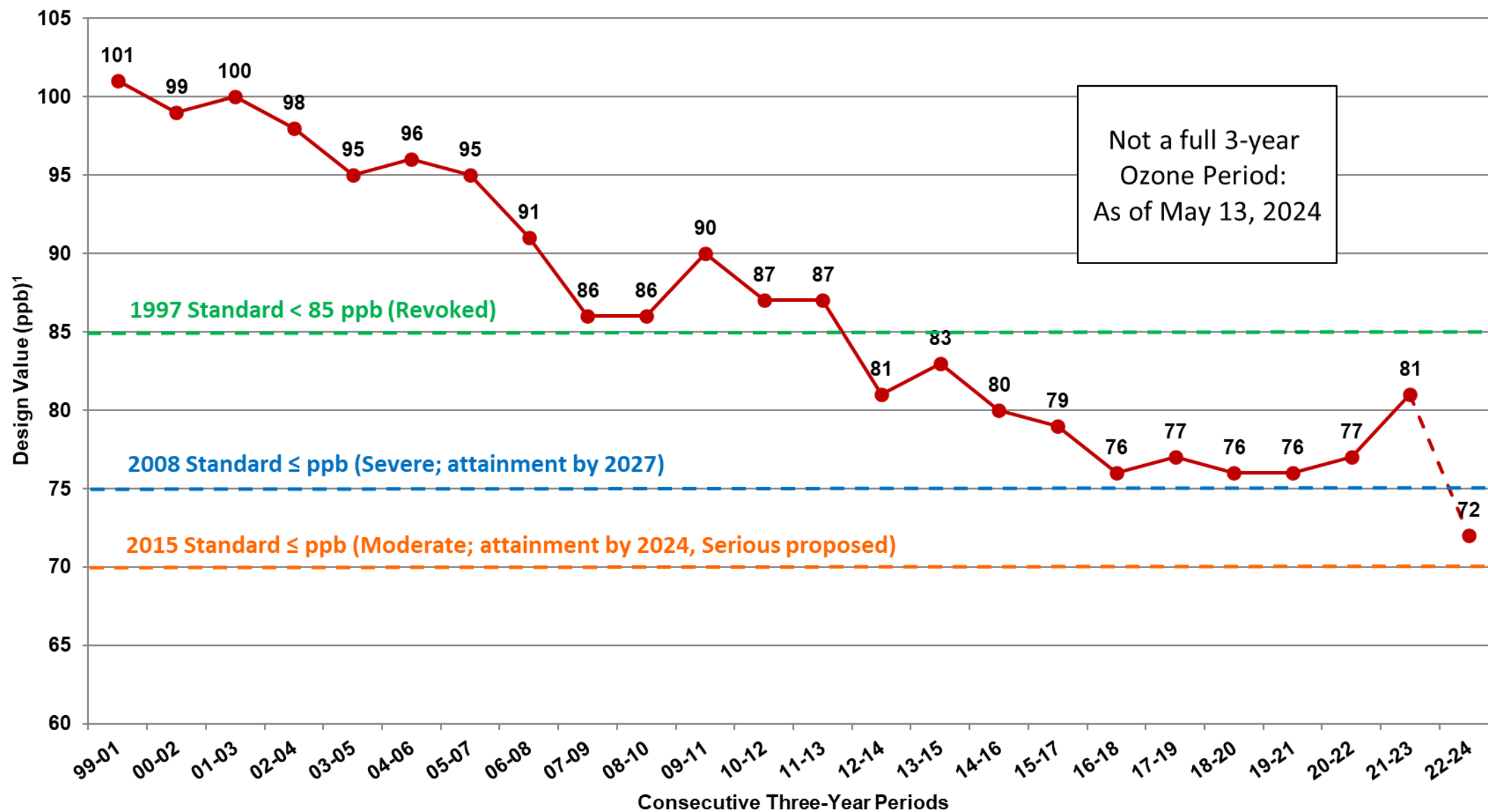
8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb – Ozone Season 2024, as of May 13



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

8-HOUR OZONE NAAQS HISTORICAL TRENDS



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

FOR MORE INFORMATION

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

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

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

Public Meeting Purpose and Topics

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

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

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

Summary of Presentations***Mobility 2050: The Metropolitan Transportation Plan for North Central Texas presentation:***

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

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

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

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

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

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

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

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

Regional Roadway Safety Update presentation:

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

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

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

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

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

Funding categories include:

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

Bridging Highway Divides for DFW Communities Federal Grant Awards presentation:

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

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

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

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

Vehicle Emissions Reduction Initiatives presentation:

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

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

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

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

COMMENTS RECEIVED DURING THE MEETING

Mobility 2050

James Gyurkovic, Citizen

A. Transit as a congestion solution

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

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

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

David Yaquobian, Citizen

A. Infrastructure implementation

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

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

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

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

B. Transit expansion in Grand Prairie

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

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

Hyacinth Szasá, Citizen

A. Transportation and land-use planning

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

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

B. Multimodal funding allocations

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

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

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

DOE Multimodal Delivery Project

State Representative Terry Meza, House District 105

A. Project purpose

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

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

Regional Roadway Safety Update

State Representative Terry Meza, House District 105

A. Safety targets

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

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

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

Hyacinth Szasá, Citizen

A. Bike/ped safety data

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

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

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

B. Safety and transportation planning

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

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

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

Phyllis Silver, Citizen

A. City street safety

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

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

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

Bridging Highway Divisions for DFW Communities Federal Grant Award

State Representative Terry Meza, House District 105

A. Old City Park

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

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

Vehicle Emissions Reduction Initiatives

State Representative Terry Meza, House District 105

A. Emission waivers

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

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

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

Website

Joseph H., Citizen

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

Response by NCTCOG Transportation Department

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

Facebook

Please see Attachment 1 for comments submitted via Facebook.



NCTCOG Transportation Department

March 26 at 12:37 PM · 🌐



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

TRANSPORTATION PUBLIC MEETING

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

SUBMIT COMMENTS & QUESTIONS TO NCTCOG:



@nctcogtrans

nctcogApril24@PublicInput.com | PublicInput.com/nctcogApril24

Phone: (855) 925-2801 (Enter code 10201) | Fax: 817-640-3028

P.O. Box 5888, Arlington, TX 76005-5888

North Central Texas
Council of Governments[WWW.PUBLICINPUT.COM/NCTCOGAPRIL24](https://www.PublicInput.com/NCTCOGAPRIL24)

April Public Meeting

Learn more

We want your feedback! Meeting 4/9 @ noon

See insights

Boost a post



11

8

8

Like

Comment

Share

Most relevant



Joe Tarkington

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

3w

Like

Reply

Hide

3



Rob Dentremont

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

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

3w

Like

Reply

Hide

3



Kristina Kirby Holcomb

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

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

3w

Like

Reply

Hide

2



Rob Dentremont

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

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

3w

Like

Reply

Hide

3





Joe Tarkington

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

2w Like Reply Hide



NCTCOG Transportation Department

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

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

2w Like Reply Hide



Pete Rudd

[Dennis Wills](#) for your perusal

3w Like Reply Hide



Daniel Muller

In Arlington !



2w Like Reply Hide



Comment as NCTCOG Transportation Department



TRANSPORTATION

ONLINE PUBLIC INPUT OPPORTUNITY

MONDAY, JUNE 10 - TUESDAY, JULY 9, 2024

WHAT DO YOU THINK? TELL US.

Learn about transportation in the region and help set future priorities. The Regional Transportation Council (RTC) and North Central Texas Council of Governments (NCTCOG), together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, are seeking public input. Information will be posted online at publicinput.com/nctcogJune24 for public review and comment **Monday, June 10 - Tuesday, July 9, 2024**.

Modifications to the FY2024 and FY2025 Unified Planning Work Program

The Unified Planning Work Program (UPWP) for Regional Transportation Planning provides a summary of transportation and related air quality planning activities to be conducted in North Central Texas. Proposed modifications to the FY2024 and FY2025 UPWP will be posted below in the files tab near the bottom of the page for review and comment. More information: nctcog.org/upwp.

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.

SUBMIT COMMENTS & QUESTIONS TO NCTCOG:

nctcogJune24@publicinput.com
publicinput.com/nctcogJune24
 Phone: 855-925-2801 (code: 6129)
 Fax: 817-640-3028
 P.O. Box 5888, Arlington, TX,
 76005-5888

To request printed copies of the information, call 817-695-9255 or email jcastillo@nctcog.org.



RESOURCES & INFORMATION

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

NCTCOG Spatial Data Cooperative Program:
nctcog.org/sdcp

Dallas-Fort Worth Air Quality Improvement Plan:
publicinput.com/dfwaqip

Dallas-Fort Worth Clean Cities:
dfwcleancities.org

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

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

Additionally, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. This tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 53 new comments related to bicycle and pedestrian, roadway, and transit conditions. You can view these new comments as well as past comments by visiting

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

Air Quality

Twitter –

1. Here's the weekend #AirQuality forecast for DFW! Saturday, April 13: Good (green) Sunday, April 14: Good (green) Monday, April 15: Good (green). To learn more and sign up for Air Pollution Alerts, visit <http://AirNorthTexas.org> — NCTCOG Transportation Department(@NCTCOGtrans)



Almost Air Pollution Watch season — JW-MEME LORD 🟠 (@ntxwxsnr)

Instagram –

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



♥ @energylollipop @katiepatrickhello — Jennifer Grantham (@jennifer_grantham)

@jennifer_grantham Wow a character guard! — Energy Lollipop (@energylollipop)

Bicycle/Pedestrian/Sustainable Development

Twitter –

1. Have you heard of Safe Routes to School? It is a nationwide initiative that helps encourage kids to walk, bike, and roll to school safely. Would you like to help plan a Walk & Bike to School Day for a school in D12? Contact Madison.Johnson@dallas.gov for more information.

@NCTCOGtrans <http://saferoutesinfo.org> — Cara Mendelsohn (blue square icon) (@caraathome)

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



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

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

Facebook –

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



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

Instagram –

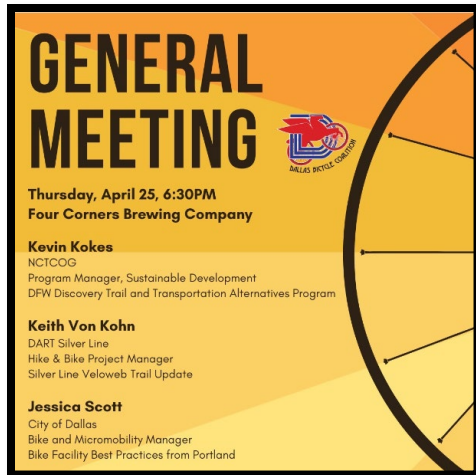
1. Learn your rights and responsibilities when walking, biking or driving. Together, we can make our streets safer for everyone! — NCTCOG Transportation Department (@nctcogtrans)



Cyclist propaganda — Luis ☹️ (@luis_therat)

Loser — Goob Scooburt (@the_great_gyatsby)

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



High-Speed Transportation

Twitter –

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



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

Should be linking DFW — Steve Perkins (@StevePerkins14)

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

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

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

You have no clue — va room (@VaBogu)

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

Mail –

1. Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

Other

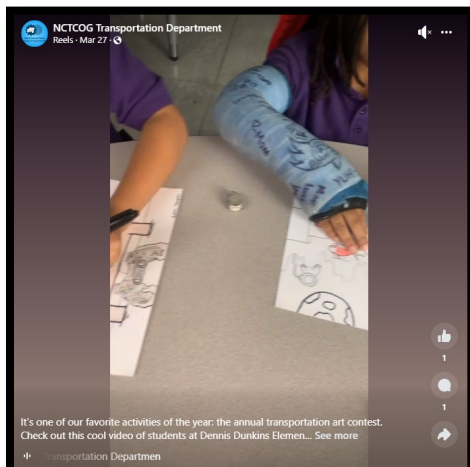
Facebook –

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



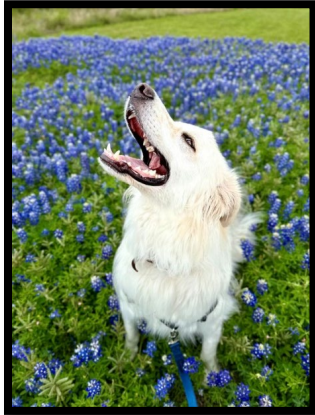
I spent 15 years at NCTCOG Transportation Dept. I learned quite a lot over the years. My time there helped me in my career and set me up for success. As a Red Raider and former employee, I can't think of a better place to start your career. — Chad Edwards

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



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

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



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

Public Involvement

Facebook

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



Please see Attachment 2 for comments submitted via Facebook.

Rideshare/Carpool

Facebook –

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



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

Roadways

Twitter –

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



Instagram –

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



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



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



RTC/STTC/Executive Board

Twitter –

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



Transit

Facebook –

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



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

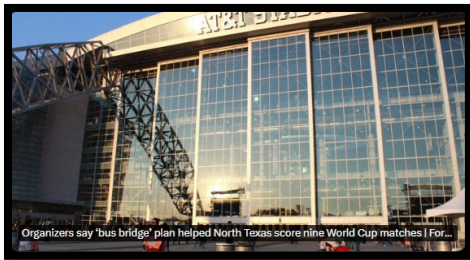
Twitter –

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



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

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

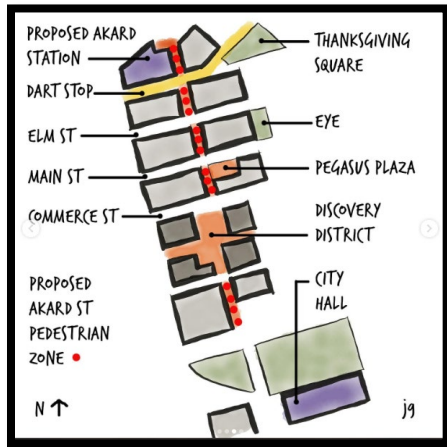


3. Late registration closes Saturday for the 20th Annual Southwestern Rail Conference #swrailconf April 15-16 <https://texasrailadvocates.org/events/2024-southwestern-rail-conference/> @Amtrak @USDOTFRA @SouthernRailCms @AndyBrownATX @TxDOT @Alstom @txslrra @T4America @dartmedia @NCTCOGtrans <https://t.co/B10UgXfzTg>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

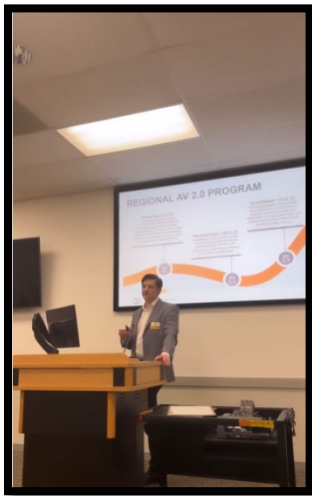
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Instagram –

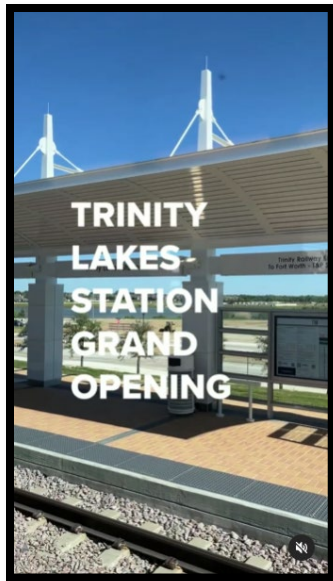
1. Would love to add Akard Street as a pedestrian mall (much like the German Fußgänger Zones—which is where I grew up) — Jennifer Grantham (@jennifer_grantham)



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



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



Email –

1. Warren L Patterson

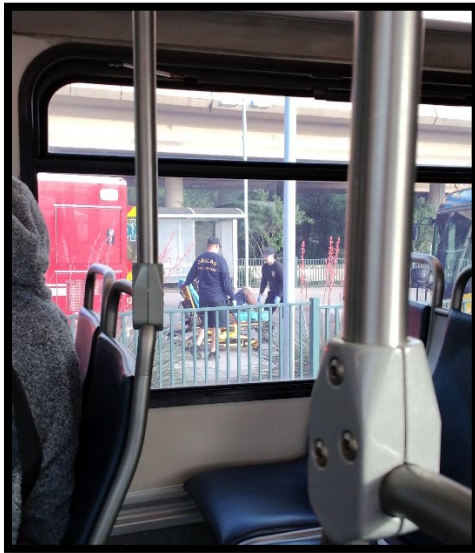
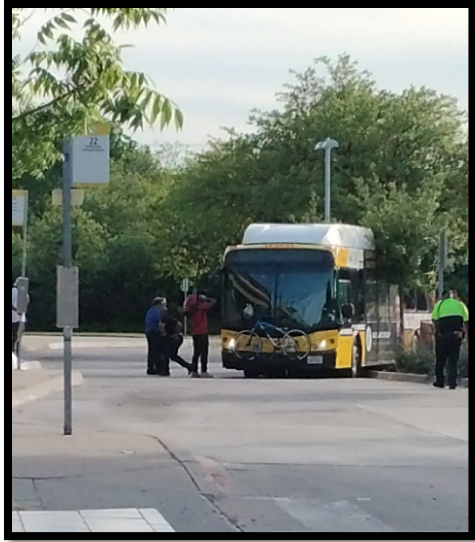
I have a couple of suggestions for regional connectivity by transit.

- (1) Please build a 2nd line through Downtown Dallas. And get the tracks off the ground, either elevated or underground. Street level trains downtown look so cheap. And slow.
- (2) Build out the DART station at Knox Street. With the traffic and the urban landscape of that neighborhood it would be great.

2. Zach Middleton

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







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

Phyllis
Silver
3/25/2024

1) On the postcard announcing the 3/11/2024 meeting and on the Agenda for that meeting in the Resources and Information Section I noticed an entry called

DOE Multimodal Delivery Project. From the description on the Agenda, I now know what this project entails. I would be interested to know if "DOE" stands for Department of Energy or something else. If something else, what does DOE stand for?

2) High Speed Rail.

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

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

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



NCTCOG Transportation Department

Published by Sarah Thompson · March 7 ·



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



PUBLICINPUT.COM/MOBILITY2050

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Mobility 2050 Survey

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👍🥰 220

182 57

Like

Comment

Share

All comments



Comment as NCTCOG Transportation Department



Nancy Wyrick Hamouch

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

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



Dawn Mills Self

I like the way this survey is organized.

3w Like Reply Hide



Joshua Demond Tyson

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

2w Like Reply Hide

4 👍



Marta Galindo

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

4w Like Reply Hide



Carol Hood Pierce

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

4w Like Reply Hide



Lauri John

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

5w Like Reply Hide



Gordon Scruggs

Lauri John it does include Arlington and Mansfield. It is for transportation in all of North Texas. [See](#)

4w Like Reply Hide



Joe Tarkington

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

4w Like Reply Hide



Gordon Scruggs

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

4w Like Reply Hide Edited



Reply to Gordon Scruggs



Joe Tarkington

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

4w Like Reply Hide



Mi Licater

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

THREE already. You're welcome.

4w Like Reply Hide



Joel Wasinger

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

4w Like Reply Hide



Annabelle Griffin Randolph

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

3w Like Reply Hide



Mi Licater

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

Great gig they've got, no?

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

HANDITRAN



3w Like Reply Hide



Randy Fischer

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

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



Reply to Joe Tarkington



Jim Gyurkovic

Lauri John there is,

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

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

The entire Right of way remains from this line-

JEFFERSON. LANCASTER.

DIVISION.

1 road 32 miles 100 ft wide-

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

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

3w Like Reply Hide



Mi Licater

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

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

Then all of Arlington will be f*cked.

3w Like Reply Hide



Steve Springfield

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

1w Like Reply Hide



Randy Fischer

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

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



Jim Gyurkovic

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

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

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



Randy Fischer

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

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



Reply to Jim Gyurkovic



Mark Olson

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

3w Like Reply Hide





Mi Licater

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

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

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

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

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

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

3w Like Reply Hide



Randy Fischer

Mi Licater EXACTLY.

6d Like Reply Send message Hide



Reply to Mark Olson



Reply to Lauri John



Cynthia Phagan Bittick

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

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

4w Like Reply Hide Edited

15



Bill Cahill

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

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

4w Like Reply Hide

2



Cynthia Phagan Bittick

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

4w Like Reply Hide

2



Matt Reed

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

3w Like Reply Hide



Cynthia Phagan Bittick

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

3w Like Reply Hide



Reply to Bill Cahill





Kayla Rae Sikora

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

4w Like Reply Hide

5



Charlie Davis

Kayla Rae Sikora I agree Kayla

4w Like Reply Hide

2



Reply to Kayla Rae Sikora



Jason Willingham

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

4w Like Reply Hide

3



Reply to Cynthia Phagan Bittick



Patty Carten Bravo

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

4w Like Reply Hide

9



Daniel Muller

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

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

2w Like Reply Hide



Reply to Patty Carten Bravo



James Simmons

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

4w Like Reply Hide



Justin W. Allison

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

3w Like Reply Hide

3



Gary Simonson

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

3w Like Reply Hide Edited



Harry Cating

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

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



Reply to Justin W. Allison



Matt Reed

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

3w Like Reply Hide



Cynthia Phagan Bittick

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

4w Like Reply Hide Edited

10



4w Like Reply Hide



Randy Fischer

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

3w Like Reply Hide



Reply to Cynthia Phagan Bittick



Dean Dameron

HYWY 174 in Burleson needs to be totally reworked.

4w Like Reply Hide



Eric Jahnke

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

3w Like Reply Hide



Reply to Dean Dameron



Charlie Morrow

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

3w Like Reply Hide



Aileen M Schettino

Texas needs mass transit.

4w Like Reply Hide 4



Randy Fischer

Aileen M Schettino I think Greyhound still exists.

6d Like Reply Send message Hide



Reply to Aileen M Schettino



Sherry Turner

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

1d Like Reply Send message Hide



Andrew D Hess

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

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

4w Like Reply Hide Edited



Kit Behringer

Need to fix the holes in the freeways

5w Like Reply Hide



Gordon Scruggs

Kit Behringer you can thank your state legislators for that.

4w Like Reply Hide



Reply to Kit Behringer



America Izaguirre

N vi m

13h Like Reply Send message Hide



Stephan Schnell

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

3w Like Reply Hide

5 🍌❤️🤔



Randy Fischer

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

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

🍌



Reply to Stephan Schnell



Albert Mantell

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

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



Brenda Allen

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

4w Like Reply Hide

12 🍌❤️



Billy Hall

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

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

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

5w Like Reply Hide

6 🍌❤️🤔



Kayla Rae Sikora

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

4w Like Reply Hide

2 🍌🤔



Reply to Billy Hall



Masa Ali

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

2w Like Reply Hide

🍌



Charlie Teague

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

3w Like Reply Hide

❤️



Debbie Greenlee

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

4w Like Reply Hide

6 🍌❤️🤔



Joe Tarkington

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

4w Like Reply Hide

2 🍌❤️



Debbie Greenlee

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



Debbie Greenlee

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

3w Like Reply Hide

2 🍷 🤔



Debbie Greenlee

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

3w Like Reply Hide



Debbie Greenlee

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

3w Like Reply Hide

3 👍 🍷 🤔



Reply to Joe Tarkington



Reply to Debbie Greenlee



Chris Youngs

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

3w Like Reply Hide Edited

4 👍 🍷



Kirk Breidenstein

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

3w Like Reply Hide Edited

2 👍



Andrew D Hess

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

4w Like Reply Hide Edited

2 👍



Jim Gyurkovic

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

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

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

Arlington refuses to engage in regional transit solutions.

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

3w Like Reply Hide

2 🍷 🤔



Reply to Andrew D Hess



Melanie Vanlandingham

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

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



Cindi Owens Argumaniz

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



MarySue Foster

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

2w Like Reply Hide

3



Donna Youngs

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

4w Like Reply Hide

6



Kayla Rae Sikora

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

4w Like Reply Hide



Donna Youngs

Kayla Rae Sikora nope.

4w Like Reply Hide



Kayla Rae Sikora

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

4w Like Reply Hide

6



Reply to Kayla Rae Sikora



The comment Randy Fischer is replying to has been deleted.



Randy Fischer

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

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

The comment Randy Fischer is replying to has been deleted.



Randy Fischer

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

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

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

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

The comment Ben Claybour is replying to has been deleted.



Ben Claybour

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

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

The comment Randy Fischer is replying to has been deleted.



Randy Fischer

Ben Claybour In order

NY metro 248 miles

Washington DC 129 miles

Boston 114 miles

Chicago 103 miles

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

Then we can look at the passenger numbers for each.

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

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

The comment Randy Fischer is replying to has been deleted.



Randy Fischer

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

This from Apple Maps:

Drive to DFW in 34 minutes.

Transit to DFW in 2 hours 9 minutes.

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

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

The comment Randy Fischer is replying to has been deleted.



Randy Fischer

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

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

The comment Randy Fischer is replying to has been deleted.



Randy Fischer

Ben Claybour And if she lives in Denton or McKinney?

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

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

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

The comment Ben Claybour is replying to has been deleted.



Ben Claybour

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

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

DART has the largest light rail system in the US?

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

The comment Randy Fischer is replying to has been deleted.



Randy Fischer

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

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



Author

NCTCOG Transportation Department

Hi Randy and Ben,

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

2h Like Reply Edited



Reply to Randy Fischer



Reply to Donna Youngs



Eric Jahnke

TXDOT sucks.

3w Like Reply Hide



Brenda Arnold

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

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

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

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

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

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

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

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

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

#iDrive

4w Like Reply Hide Edited



Brad Rivers

Don't EXPAND current freeways.

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

4w Like Reply Hide



Jason Willingham

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

4w Like Reply Hide



Shawn Edgar
lol horribly

3w Like Reply Hide



Jerrol Davis

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

4w Like Reply Hide



Matt Davis

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

3w Like Reply Hide



Jerrol Davis replied · 1 Reply



Reply to Jerrol Davis



Pat Roth Gouldy

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

4w Like Reply Hide



Mi Licater

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



Joycelyn Williams

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

3w

Like Reply Hide



Pat Roth Gouldy

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

3w

Like Reply Hide



Joycelyn Williams

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

3w

Like Reply Hide

2



Reply to Joycelyn Williams



Reply to Pat Roth Gouldy



Dot Hunter

What transportation??? None in Arlington.

4w

Like Reply Hide

4





Tammy Chan

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

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

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

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

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

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

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

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

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

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

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

How are you sampling their needs?

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

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

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

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

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

3w Like Reply Hide Edited

3



Charles George

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

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

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

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

4w Like Reply Hide

4



Kurt Dorr

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

3w Like Reply Hide



Terry Dunning
What transportation system?

5w Like Reply Hide 13



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

5w Like Reply Hide



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

5w Like Reply Hide

2



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

4w Like Reply Hide



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

4w Like Reply Hide

3



Rob Dentremont
Gordon Scruggs thanks for adding those.

4w Like Reply Hide



Reply to Gordon Scruggs



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

4w Like Reply Hide Edited

3



Reply to Terry Dunning



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



Ed Farrar
TexDot forces traffic, because of construction, onto toll lanes?

1w Like Reply Hide Edited



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

5w Like Reply Hide Edited

11



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

5w Like Reply Hide



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

5w Like Reply Hide

7



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

5w Like Reply Hide

2



Reply to Chap Dan Mel-dez





Rob Dentremont

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

5w Like Reply Hide



Gordon Scruggs

Joe Tarkington The regional transportation Authority covers all of North Central Texas. it includes highway, rail and air transportation systems. Not just mass transportation. [\[REDACTED\]](#)

5w Like Reply Hide



Author

NCTCOG Transportation Department

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

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

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

4w Like Reply



Joe Tarkington

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

3w Like Reply Hide



Randy Fischer

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

3w Like Reply Hide



Kelli Anne Busey

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

3w Like Reply Hide Edited



Gordon Scruggs

Kelli Anne Busey that is a local issue and has nothing to do with NCTCOG. [\[REDACTED\]](#)

1w Like Reply Hide



Gordon Scruggs

Randy Fischer that is a congressional issue and has nothing to do with NCTCOG. [\[REDACTED\]](#)

1w Like Reply Hide



Gordon Scruggs

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

1w Like Reply Hide



Joe Tarkington

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

1w Like Reply Hide



Randy Fischer

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

1w Like Reply Hide



Randy Fischer

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

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



Reply to NCTCOG Transportation Department



Reply to Joe Tarkington



Joe Winton

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

5w Like Reply Hide Edited

10



Gordon Scruggs

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

4w Like Reply Hide

4



Wm Atkins

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

4w Like Reply Hide



Gordon Scruggs

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

4w Like Reply Hide



Reply to Gordon Scruggs



Reply to Joe Winton



Rob Dentremont

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

How many of you do not drive to the office?

Of those who drive, how many carpool?

6w Like Reply Hide

6



Jere Tucker

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

5w Like Reply Hide

6



Rob Dentremont

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

5w Like Reply Hide

3



Gordon Scruggs

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

5w Like Reply Hide



Gordon Scruggs

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

5w Like Reply Hide



Rob Dentremont

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

4w Like Reply Hide



Gordon Scruggs

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

4w Like Reply Hide



Rob Dentremont

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

4w Like Reply Hide



Gordon Scruggs

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

4w Like Reply Hide



Rob Dentremont

Gordon Scruggs please define "improve."

4w Like Reply Hide



Gordon Scruggs

Rob Dentremont improve=increase capacity to meet future demand.

4w Like Reply Hide



Rob Dentremont

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

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

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

4w Like Reply Hide



Gordon Scruggs

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

4w Like Reply Hide



Gordon Scruggs

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

4w Like Reply Hide



Reply to Jere Tucker

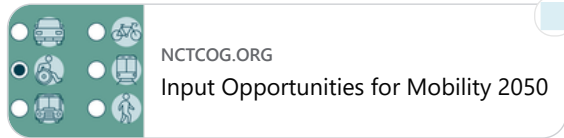




Author

NCTCOG Transportation Department

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



4w Like Reply Remove Preview



Cynthia Phagan Bittick

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

4w Like Reply Hide



Rob Dentremont

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

3w Like Reply Hide



Reply to NCTCOG Transportation Department



Mi Licater

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

4w Like Reply Hide



Reply to Rob Dentremont



Rob Dentremont

To All Respondents:

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

4w Like Reply Hide



Valerie Tj

Denton sidewalks in my area don't exist!

5w Like Reply Hide



Steve Miller

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

5w Like Reply Hide



Gordon Scruggs

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

5w Like Reply Hide



Steve Miller

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

5w Like Reply Hide



Gordon Scruggs

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

4w Like Reply Hide





Kayla Rae Sikora

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

4w Like Reply Hide



Reply to Gordon Scruggs



Reply to Steve Miller



Mi Licater

It is bankrupting us. Thanks for asking.

5w Like Reply Hide



Gordon Scruggs

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

4w Like Reply Hide



Mi Licater

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

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

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

4w Like Reply Hide



Gordon Scruggs

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

4w Like Reply Hide



Mi Licater

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

4w Like Reply Hide Edited



Kayla Rae Sikora

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

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

4w Like Reply Hide



Reply to Gordon Scruggs



Reply to Mi Licater



Sissy Coco

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

5w Like Reply Hide



Sterling Page Lauer

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

5w Like Reply Hide Edited



Sterling Page Lauer

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



5w Like Reply Hide

2



Kayla Rae Sikora

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

4w Like Reply Hide

1



Kayla Rae Sikora

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

4w Like Reply Hide

1



Reply to Sterling Page Lauer



Reply to Sterling Page Lauer



Wm Atkins

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

Toll Roads

5w Like Reply Hide

7



Gordon Scruggs

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

5w Like Reply Hide

2



Cynthia Phagan Bittick

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

4w Like Reply Hide Edited

1



Gordon Scruggs

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

4w Like Reply Hide

1



Cynthia Phagan Bittick

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

4w Like Reply Hide Edited

2



Gordon Scruggs

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

4w Like Reply Hide

1



Wm Atkins

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

4w Like Reply Hide



Wm Atkins

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

4w Like Reply Hide



Cynthia Phagan Bittick

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



Wm Atkins

Cynthia Phagan Bittick 183 is a federal highway.

4w Like Reply Hide



Cynthia Phagan Bittick

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

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

4w Like Reply Hide Edited



Wm Atkins

Apparently TxDot can't get their facts straight.

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

4w Like Reply Hide



Gordon Scruggs

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

Many of the state highways have the same or similar funding. 🤖

4w Like Reply Hide



Reply to Gordon Scruggs



Reply to Wm Atkins



DALLAS DISTRICT PROGRESS

Monthly Report on Dallas District Projects and Topics

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

BORN TO BE **WILD**

It “Liter-ally” Takes Everyone to Keep Texas Highways Litter-Free

DALLAS DISTRICT – ‘Tis the season for wildflowers to be in full bloom along Texas highways, dazzling travelers with the colorful sights of spring. But unfortunately, the warmer temps also pop up an unwelcome sight in medians and shoulders: litter.

Whether it be unsecured debris that falls out of pickup beds or trailers to the deliberate tossing of trash from a vehicle window, it all means extra work and expense to keep Texas highways clean.

“Litter isn’t just unsightly; larger items can cause a hazard to drivers who have to swerve around it and also to the crews who have to pick it all up,” TxDOT Dallas County Maintenance Program Specialist Terry Blocker said. “There tends to be an increase during spring and summer months as travelers start to hit the road more. By making an in-car trash bag part of your road trip checklist, those wrappers and other items can be secured until your stop and prevent a safety issue from happening.”

According to the “Don’t Mess With Texas” anti-litter campaign, roughly 362 million pieces of visible litter still pile yearly up along state-maintained highways in Texas. About 70 percent of it is small items like napkins, cigarette butts and fast food wrappers. In 2021, cleaning up all this mess cost the state more than \$50 million.



SOURCE: TxDOT

TxDOT image

Actor and Texas native Ethan Hawke delivers the anti-litter message in a recent Don’t Mess With Texas commercial.

To help keep Texas roads litter-free, there are ways you can help:

- Don’t litter! If every Texan picked up just two pieces of litter a MONTH, we’d be litter-free in a year.
- Secure loose items in trailers and truck beds
- Join the Adopt-A-Highway Program
- Encourage your community to take part in DMWT’s annual Trash Off.



- Littering is **against the law** in Texas!
- Those that get caught **can face fines** and depending on the weight of what was tossed, that can cost up to a **\$2,000 fine**.

FOR ADDITIONAL RESEARCH

More information on community and educational anti-litter programs is available at www.Don'tMessWithTexas.org

APRIL 2024 LET PROJECTS

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	+/- (%)	CONTRACTOR
1	0009-04-077	SH 66	W of SH 205 to W of SH 205	Bridge maintenance	\$4.12	\$2.19	-46.92%	Ragle Construction, Inc.
2	0047-14-091	US 75	Outer Loop/ Foster Crossing in Anna	Install traffic signal	\$2.06	\$1.90	-7.89%	Yunex LLC
3	0195-03-087	I-35	N Texas Blvd. to US 77 N of Denton	Interchange improvement	\$490.72	\$583.90	18.99%	Sema Construction, Inc.
4	0751-03-043	FM 148	FM 2613 to SH 274	Rehabilitate existing roadway	\$10.95	\$9.35	-14.62%	Baker & Company Construction, LLC
*	0581-01-161	Various	Various locations in Dallas	Traffic signal improvements	\$3.24	\$3.17	-2.40%	Yunex LLC
*	0918-46-345	Various	Various locations in Denton Co.	Pavement markings	\$1.96	\$1.82	-7.08%	Traffic Highway Maintenance, LLC
* Unmapped.					EST. APRIL 2024 TOTALS	\$513.05	\$602.32	-9.99%
					DISTRICT FY CUMULATIVE LETTINGS	\$592.78	\$422.98	
					DALLAS DIST. FY LETTING VOLUME CAP	\$1,301,360,000**		

MAY 2024 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0197-02-137	US 175	Bexar Street to I-20	Rehabilitate existing roadway	\$28.70
2	0387-05-028	FM 982	At FM 546 to in Collin Co.	Install traffic signal	\$2.34
3	2353-02-028	FM 2450	FM 156 to FM 455	Rehabilitate existing roadway	\$9.39
4	2374-04-086	I-20	Tarrant County line to W of I-35E	Rehabilitate existing roadway	\$19.73
*	0047-07-245	Various	Various locations in to Dallas and Ellis Counties	Install wrong way driver systems and DMS	\$2.71
*	0918-00-430	Various	Various locations to in Dallas Co. FY 2024	Pavement markings	\$6.02
* Unmapped.					
ESTIMATED TOTAL					\$68.89 M

COMPLETED CONSTRUCTION PROJECTS (FROM APRIL 1-30, 2024)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0173-04-057	SH 34	South of Airport Rd. to I-20	Concrete repair and overlay	\$5.9	4/2/2024
2	0197-04-084	US 175	From SH 243 to SH 34 Bus	Install dynamic LED curve warning signs	\$2.5	4/2/2024
		FM 548	From Windmill Farms Blvd. to Rockwall C/L	Base repair, mill & inlay, and pavement markings		
			From Kaufman C/L to SH 205			
3	0281-02-075	SH 78	At East Brown St.	Traffic & pedestrian signals and add turn lanes	\$4.5	4/15/2024
			At McCreary Rd.			
4	0574-02-021	FM 636	From FM 1129 to CR 4666	Restore existing pavement & add shoulders	\$7.9	4/2/2024
5	1047-03-074	FM 1382	From SH 180 to I-20	Concrete full depth repair	\$2.5	4/18/2024
			At Avion Parkway	Install dynamic LED curve warning signs		
ESTIMATED TOTAL					\$23.3 M	

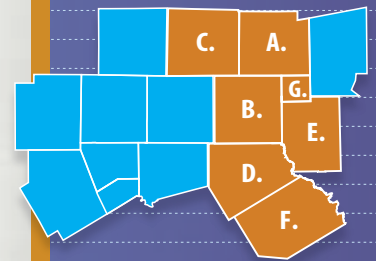
DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in April 2024, are projected to let in May 2024, or have recently been completed.



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

SOURCE: TxDOT research
*POPULATION ESTIMATE: NCTCOG



2023 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,272,434
*POPULATION ESTIMATE | 5,414,645
LANE MILES | 11,456

A. COLLIN COUNTY

VEHICLE REGISTRATION: 892,924
*POPULATION ESTIMATE: 1,175,974
LANE MILES: 1,578

B. DALLAS COUNTY

VEHICLE REGISTRATION: 2,101,685
*POPULATION ESTIMATE: 2,675,009
LANE MILES: 3,563

C. DENTON COUNTY

VEHICLE REGISTRATION: 763,677
*POPULATION ESTIMATE: 1,006,492
LANE MILES: 1,822

D. ELLIS COUNTY

VEHICLE REGISTRATION: 201,810
*POPULATION ESTIMATE: 218,125
LANE MILES: 1,627

E. KAUFMAN COUNTY

VEHICLE REGISTRATION: 151,162
*POPULATION ESTIMATE: 158,672
LANE MILES: 1,225

F. NAVARRO COUNTY

VEHICLE REGISTRATION: 54,161
*POPULATION ESTIMATE: 55,639
LANE MILES: 1,276

G. ROCKWALL COUNTY

VEHICLE REGISTRATION: 107,015
*POPULATION ESTIMATE: 124,734
LANE MILES: 365

PASS-THROUGH FINANCING

Pass-through financing is a financing tool the Legislature created in 2003. To date, TxDOT has entered into 15 agreements; most are agreements with public entities and one is an agreement with a private entity.

THE PURPOSE:

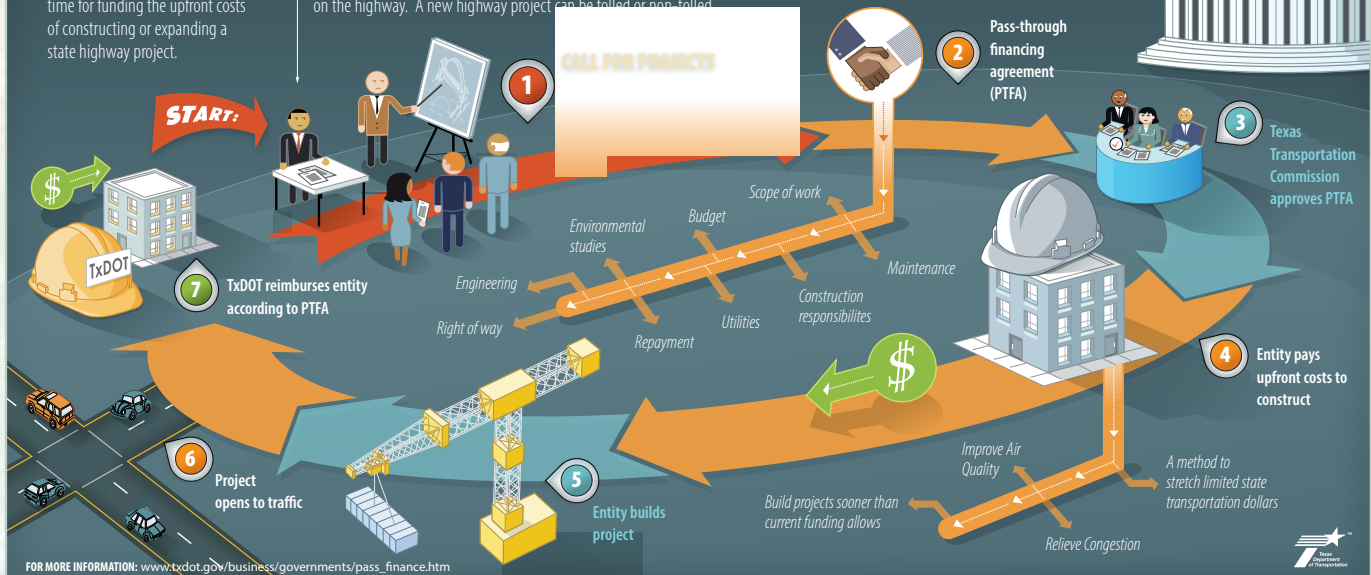
Pass-through financing allows project developers (public or private) to be reimbursed over time for funding the upfront costs of constructing or expanding a state highway project.

THE PROCESS:

The entity developing the project will finance, construct, design, maintain and/or operate a project. Once the project opens to traffic, TxDOT will reimburse the developing entity for each vehicle that drives on the highway. A new highway project can be toll or non-toll.

ELIGIBLE ENTITIES:

Public (regional mobility authority, regional tollway authority and local/county governments) or private developer.



SOURCE: Texas Department of Transportation

DEAN HOLLINGSWORTH/TxDOT Information Specialist

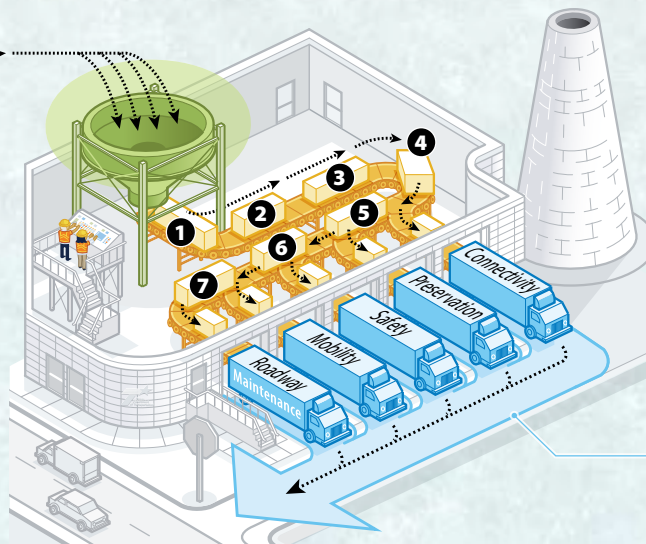
A VISIONARY LOOK AT THE BUSINESS OF BUILDING ROADWAYS

A factory-themed metaphorical take on the business of how TxDOT builds roadways:

1. FUNDING SOURCES



SOURCE: TxDOT



2. ADVANCED PLANNING

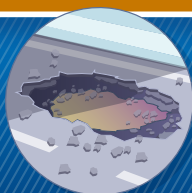
1. Public Involvement
2. Feasibility Analysis
3. Environmental
4. Engineering
5. Right of Way
6. Utility Adjustment
7. Contractor Procurement

3. MOBILITY AND MAINTENANCE PROJECTS

TxDOT graphic by DEAN HOLLINGSWORTH/Information Specialist

FOR MORE INFORMATION:

214-320-4480
dalinfo@txdot.gov
www.txdot.gov



REPORT A POTHOLE:

Visit <https://www.txdot.gov/inside-txdot/contact-us/contact-us/reportIssueSubPage/roadNeedsRepair.htm> or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>

TEXAS DEPARTMENT OF TRANSPORTATION

4777 E. Highway 80
Mesquite, TX
75150-6643

