AGENDA

Regional Transportation Council
Friday, September 11, 2026
North Central Texas Council of Governments

Thursday, September 10, 2026
11:00 am - 12:30 pm **RTC Transit Vision Subcommittee Meeting**

3:00 pm RTC Bylaws Revision Subcommittee Meeting – (Thursday)

2:00 pm **Full RTC Business Agenda**
(NCTCOG Guest Secured Wireless Connection Password: rangers!)

Invocation by Daniel Alemán, Mayor, City of Mesquite
Pledge to the United States and Texas Flags

2:00 – 2:10 1. **Opportunity for Public Comment on Today's Agenda**
☑ Information Minutes: 10
Item Summary: Members of the public may comment on any item(s) on today's agenda at this time. If speaking, please complete a Speaker Request Card available at the meeting and provide it to the North Central Texas Council of Governments designated staff person. A maximum of three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.
Background: N/A

2:10 – 2:15 2. **Approval of August 13, 2026, Minutes**
☑ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Stephen Mason, RTC Chair
Item Summary: Approval of the August 13, 2026, meeting minutes contained in Electronic Item 2 will be requested.
Background: N/A

2:15 – 2:20 3. **Consent Agenda**
☑ Action ☐ Possible Action ☐ Information Minutes: 5

3.1. **Fourth Quarter 2026 Transportation Improvement Program Revisions**
Presenter: Ken Bunkley, NCTCOG

Item Summary: Regional Transportation Council approval of revisions to the 2027-2030 Transportation Improvement Program (TIP) will be requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes.

Background: Fourth Quarter 2026 revisions to the 2027-2030 TIP are provided in Electronic Item 3.1.1 for the Council's consideration. Electronic Item 3.1.2, also for Council's consideration, lists the individual locations awarded by the Texas Department of Transportation on July 30, 2026, through the National Electric Vehicle Infrastructure Program – Phase II. Due to the significant number of locations awarded in our region (97), they are provided as a list for clarity. Each location will be submitted individually as modifications for inclusion in the Statewide Transportation Improvement Program. These modifications have been reviewed for consistency with the mobility plan, the air quality conformity determination, and financial constraint of the TIP.

Performance Measure(s) Addressed: Roadway, Transit

3.2. **Federal Functional Classification System Amendments**

Presenter: Brian Flood, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of six amendments to the currently approved Federal Functional Classification System (FFCS).

Background: While inclusion in the FFCS is based on a roadway's purpose and functioning capabilities, it is also used to determine eligibility for federal funding. Amendments to the FFCS occur as the function of existing roadway changes, or as roadways need to be added due to construction, new developments, and shifts in demographic trends. Staff is currently working with the Texas Department of Transportation (TxDOT) on six proposed FFCS amendments within the Dallas and Fort Worth TxDOT districts. These amendments involve the construction of new roadways and improvement of existing roadways

resulting from a project development process involving RTC staff, local governments, and external partners. Maps and tables detailing the proposed functional class changes are included in Electronic Item 3.2. The Surface Transportation Technical Committee recommended approval of these changes at its last meeting.

Performance Measure(s) Addressed: Roadway, Safety

3.3. **Transportation Paid Education Campaigns for Fiscal Year 2027**

Presenter: Whitney Vandiver, NCTCOG

Item Summary: Staff will seek Regional Transportation Council's (RTC) support of a recommendation to the North Central Texas Council of Governments (NCTCOG) Executive Board for the approval of funding up to $1,246,250 for Transportation Paid Education Campaigns that will initiate in Fiscal Year 2027.

Background: Since 2014, the NCTCOG Executive Board has been authorizing annual large-scale paid education purchase and placement initiatives for the Transportation Department. The education campaigns are for public involvement for multiple projects: safety campaigns of Drive Aware North Texas, Bicycle/Pedestrian Safety (Look Out Texans), and Unmanned Aircraft Safety; and air quality campaigns of Car Care Awareness and Ozone Season Emissions Reduction (Air North Texas). Flexible Funding for Public Involvement/Notifications is for possible unanticipated costs that may arise, such as a specialized public meeting series that may need notifications posted. Efforts will be funded in a combination of Surface Transportation Block Grant Program funds, Transportation Planning Funds, Congestion Mitigation and Air Quality Improvement Program funds, Environmental Protection Agency funds, Regional Toll Revenue, RTC Local Funds, Private Funds, Federal Highway Administration funds, Federal Transit Administration Funds, and RTC Transportation Development Credits in lieu of cash match.

Education campaigns will be in multiple languages and may be presented through out-of-home advertising, print, social media, digital, and audio platforms. Electronic Item 3.3 provides more detail.

Performance Measure(s) Addressed: Administration, Safety

3.4. **Modifications to the Fiscal Year 2026 and Fiscal Year 2027 Unified Planning Work Program for Regional Transportation Planning**

Presenter: Vickie Alexander, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of modifications to the Fiscal Year (FY) 2026 and FY2027 Unified Planning Work Program (UPWP) will be requested. Direction for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and update administrative and/or planning documents, as needed, to incorporate the programs, projects, and funding contained in the UPWP modifications will also be sought.

Background: The UPWP is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2026 and FY2027 UPWP was approved by the RTC and North Central Texas Council of Governments Executive Board in July 2025 and identifies the activities to be carried out between October 1, 2025, and September 30, 2027. Amendments to this document are being proposed to reflect a new initiative, project updates, and funding adjustments. The proposed amendments are provided in Electronic Item 3.4.1, and additional information is provided in Electronic Item 3.4.2. A draft resolution approving the modifications is included in Electronic Item 3.4.3. The Surface Transportation Technical Committee took action at its August 28, 2026, meeting to recommend RTC approval.

Performance Measure(s) Addressed: Administrative

3.5. **Collin County Rides Funding Update**

Presenter: Gypsy Gavia, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval to utilize up to $98,887 in remaining previously approved RTC Local funds to extend the Collin County Rides program through Spring 2027, to ensure Denton County Transportation Authority (DCTA) can continue transit service for seniors and individuals with disabilities for residents in Allen and Fairview.

Background: The Collin County Rides program provides transit service to seniors and individuals with disabilities to residents in Allen and Fairview. On July 13, 2023, the RTC approved up to $300,000 in RTC Local funds to support the first year of service under DCTA, the current provider, with subsequent operations to be funded through the Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program and local match from the participating cities. Only a portion of the first year RTC Local funding was expended. DCTA has coordinated service agreements with Allen and Fairview, and Federal Section 5310 funding is now being programmed directly to DCTA to support ongoing service. However, due to timing of federal funding availability, a funding gap is expected in early 2027. Staff will request RTC approval to utilize the remaining $98,887 as needed in previously approved RTC Local funds to extend the project to a Phase III until Spring 2027. No new funding is being requested. More details can be found in Electron Item 3.5.

Performance Measure(s) Addressed: Administrative, Transit

2:20 – 2:35 4. **Orientation to Agenda/Director of Transportation Report**

☐ Action ☐ Possible Action ☑ Information Minutes: 15

Presenter: Michael Morris, NCTCOG

1. Dismissal Papers Filed to the District and Appellate Courts
2. Status of Texas Department of Transportation Signature on Three Party Agreement
3. New Regional Transportation Council Member Orientation and Partnership on Responsibilities – October (Electronic Item 4.1)
4. November 12, 2026, Regional Transportation Council Meeting Conflicts with the 2026 Texas Municipal League Annual Conference (November 11–13)
5. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery (Electronic Item 4.2)
6. Fall 2026 Traffic Incident Management Executive Level Course Announcement – November 5, 2026 (Electronic Item 4.3)
7. Regional Transportation Council (RTC) Bylaws Revision Subcommittee and Next Steps for RTC Metropolitan Planning Organization Director
8. Irving Summit – August 31 and September 1, 2026 (Electronic Item 4.4)
9. High-Speed Rail Follow Up – August 20, 2026
10. AMTRAK Heartland Flyer (Proposed Three-Year Program by Texas Department of Transportation) (Electronic Item 4.5)
11. Three Additional Railroad Grade Separations: Grant Award $189,840,698**;** Total Project Cost - $237,300,873
    - Dallas – Westmoreland Road @ Union Pacific Railroad/Dallas, Garland, Northeastern Railroad - Grant Award - $89,828,698
    - Fort Worth – NE 23rd Street/Decatur Avenue @ Union Pacific Railroad/Burlington Northern and Santa Fe/Fort Worth & Western Railroad/TEXRail - Grant Award - $75,821,000
    - Terrell – Las Lomas Parkway @ US 80/ Union Pacific Railroad - $24,191,000
12. Texas Transportation Commission Approval of the Unified Transportation Program
13. Walk & Roll to School Day (October 7) (Electronic Item 4.6)
14. Dallas-Fort Worth Clean Cities Technical Advisory Committee Information (Electronic Item 4.7)

15. Recent Correspondence to the Environmental Protection Agency (Electronic Item 4.8)
16. Resilient Electric Vehicle Charging Plan Stakeholder Invitation (Electronic Item 4.9)
17. Texas Department of Transportation Texas Electric Vehicle Plan North Central Texas Council of Governments Region Results (Texas electric vehicle planning)
18. High Occupancy Vehicle Quarterly Report (Electronic Item 4.10)
19. Local Clean Air Spotlight (Electronic Item 4.11)
20. 2026 Ozone Season Update (Electronic Item 4.12)
21. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
22. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
23. July – August Public Comments Report (Electronic Item 4.13)
24. August Public Meeting Minutes (Electronic Item 4.14)
25. August Public Meeting Notice (Electronic Item 4.15)
26. September Public Meeting Notice (Electronic Item 4.16)
27. Recent News Articles August (Electronic Item 4.17)
28. Recent Correspondence (Electronic Item 4.18)
29. Recent Press Releases (Electronic Item 4.19)

2:35 – 2:45 5. **Federal Performance Measures: Congestion Mitigation and Air Quality Performance and Transit Asset Management Targets**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff is requesting approval of draft targets for certain federally required performance measures, specifically Congestion Mitigation and Air Quality (i.e. PM3) and Transit Asset Management (TAM).

Background: Federal transportation performance management requirements include several categories of specific performance measures. Last month, information was provided on progress related to the Congestion Mitigation and Air Quality Improvement Program measures, commonly referred to as PM3, and TAM. Staff will request adoption of the draft PM3 and TAM targets. This schedule coincides with target setting deadlines in October, which transitions efforts from a second performance period, ending in 2026, to a third performance period from 2026 through 2030. Federal

performance measures were originally established through the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued through the Fixing America's Surface Transportation Act and the Infrastructure Investment and Jobs Act. These laws, along with subsequent federal rulemaking, require certain performance measures to be incorporated into the metropolitan transportation planning process. These measures were established by a series of five rulemakings: Highway Safety (PM1), Infrastructure Condition (PM2), System Performance/Freight/Congestion Mitigation and Air Quality (PM3), TAM, and Public Transportation Agency Safety Plans. More details can be found in Electronic Item 5.

Performance Measure(s) Addressed: Air Quality, Transit

2:45 – 2:55 6. **Metropolitan Transportation Plan Policy Bundle Round 6**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Amy Johnson, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of Transportation Development Credit (TDC) allocations for successful applicants from the sixth round of the Metropolitan Transportation Plan Policy Bundle Program.

Background: Recommendations in Mobility 2050 include policies, programs, and projects that support the region's transportation priorities and goals. Because infrastructure investments alone cannot achieve these goals, the Policy Bundle Program recognizes and encourages complementary local policy actions that advance regional transportation, air quality, and quality-of-life objectives. By voluntarily implementing these policies, participating entities will receive TDCs to offset local funds as matching funds for new federal transportation projects. The Surface Transportation Technical Committee recommended RTC approval of the awards at their August 28, 2026, meeting. The proposed allocations are included in Electronic Item 6.

Performance Measure(s) Addressed: Transit

2:55 – 3:05 7. **Regional Bicycle Safety Action Plan**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Kevin Kokes, NCTCOG

Item Summary: Staff will provide an overview of the development of the Regional Bicycle Safety Action Plan including the purpose and goals, crash data analysis, public opinion survey results, priority emphasis areas and corridors to target for future study and implementation of safety countermeasures, and recommended action items. A recommendation to adopt the Plan will also be provided and action requested.

Background: The Regional Transportation Council approved a safety position in 2017 to eliminate serious injuries and fatalities across all modes of travel. However, in recent years the number of bicyclist serious injuries and fatalities has trended upward in North Central Texas, consistent with State and national trends. The purpose of the Regional Bicycle Safety Action Plan is to provide a framework for reducing the number of bicyclist crashes and fatalities in the North Central Texas metropolitan planning area. This Plan, in conjunction with the 2021 Pedestrian Safety Action Plan and the 2023 Roadway Safety Action Plan, is intended to improve safety for all road users. Additional details are provided in Electronic Item 7. The draft Plan, including appendices, is available online for public review at www.nctcog.org/bikesafety.

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

3:05 – 3:15 8. **Approval of 2026 Bus and Bus Facilities and Low or No Emissions Grant Applications**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Bobby Gomez, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of applications to the Federal Transit Administration Bus and Bus Facilities and Low or No Emission Grant programs.

Background: Staff have prepared three grant applications for these two programs. The first application includes the acquisition of expansion vehicles to support Johnson County Connect's (JC Connect) rapid growth in Johnson County and canopies, awnings, or other coverings to support and protect existing North Central Texas Council of Governments fleets for small area providers from

inclement weather. The second application includes the acquisition of hybrid vehicles to support ongoing services by STAR Transit, and vehicle chargers for STAR Transit's upcoming facility in Mesquite. Details are provided in Electronic Item 8.

Performance Measure(s) Addressed: Administrative, Transit

3:15 – 3:25 9. **North Texas Advanced Air Mobility Readiness Call for Projects Update**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Ernest Huffman, NCTCOG

Item Summary: Staff will present the recommended projects and funding allocations resulting from the North Texas Advanced Air Mobility (AAM) Readiness Call for Projects. Staff will request Regional Transportation Council (RTC) approval of the recommended projects and associated funding allocations for electric aircraft charging infrastructure at Fort Worth Meacham International Airport, Denton Enterprise Airport, Granbury Regional Airport, and Greenville Municipal Airport.

Background: In May 2026, the North Central Texas Council of Governments (NCTCOG) opened the North Texas AAM Readiness Call for Projects to support regional airport preparation for emerging AAM operations. Approximately $1.0 million in RTC Local funds was made available to advance airport readiness, including electric charging infrastructure for electric vertical takeoff and landing (eVTOL) aircraft. Following the closure of the Call for Projects, NCTCOG staff reviewed and evaluated the submitted applications using the established program criteria. Staff is recommending funding for electric aircraft charging infrastructure at Fort Worth Meacham International Airport, Denton Enterprise Airport, Granbury Regional Airport, and Greenville Municipal Airport. These investments will expand the regional network of electric aircraft charging infrastructure and improve the ability of participating airports to support future eVTOL and other AAM operations. A recommended listing of projects and funding allocations is provided in Electronic Item 9.

Performance Measure(s) Addressed: Air Quality

3:25 – 3:35 10. **Fiscal Year 2026 Public Transportation Funding Programs of Projects**

☑ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Regional Transportation Council action on the Fiscal Year 2026 Public Transportation Funding Programs of Projects will be requested.

Background: Programs of Projects have been developed to suballocate approximately $222.3 million of Federal Transit Administration Sections 5307, 5310, 5337, and 5339 federal funding to public transit providers in the region. Approximately $10.7 million in remaining funding will be programmed in the future. Electronic Item 10.1 includes additional information. Electronic Item 10.2 contains the proposed Programs of Projects.

Performance Measure(s) Addressed: Safety, Transit

3:35 – 3:45 11. **Regional Rail Crossing Inventory Database**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

Presenter: Jeff Hathcock, NCTCOG

Item Summary: Staff will provide an overview of the Regional Rail Crossing Inventory Database, which includes information on all public at-grade railroad crossings in the Metropolitan Planning Area, including the counties of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise.

Background: In the May 2026 Regional Transportation Council meeting, staff were asked to provide an overview of the Regional Rail Crossing Database. The inventory database has been completed and includes information about the over 1,500 public at-grade crossings in the Metropolitan Planning Area. Information listed in the database comes directly from the Federal Railroad Administration and includes both quantitative and qualitative data. Quantitative data listed in the database includes information such as Speed, Daily Train Count, Incidents after 2015, Fatalities after 2015, Average Annual Daily Traffic, Railroad, and Subdivision. Qualitative data listed in the database includes safety information such as Pavement Markings, Quiet Zones, Crossbucks, Active Warning Devices, Number of Lanes, and Medians/Supplemental Safety Measures. Electronic

Item 11 provides more information on the rail crossing inventory.

Performance Measure(s) Addressed: Goods Movement, Transit

3:45 – 3:55 12. **Draft 2027 Regional Transportation Council Legislative Program for the 90th Texas Legislature**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

Presenter: Rebekah Gongora, NCTCOG

Item Summary: Staff will provide a federal and State legislative update and present the draft Regional Transportation Council (RTC) Legislative Program for the 90th Texas Legislature.

Background: Transportation and air quality issues are a focus for both the United States Congress and the Texas Legislature. The 90th Session of the Texas Legislature will convene on January 12, 2027. In advance of the legislative session, RTC members will be provided with the draft RTC Legislative Program for review and comment in Electronic Item 12.

Performance Measure(s) Addressed: Administrative

13. **Progress Reports**

☐ Action ☐ Possible Action ☑ Information

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

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

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

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

16. **Next Meeting:** The next meeting of the Regional Transportation Council will be held at **1:00 pm, Thursday, October 8, 2026**.

Adjournment

MINUTES

Regional Transportation Council
Thursday, August 13, 2026

The Regional Transportation Council (RTC) met on Thursday, August 13, 2026, at 1:00 pm at the North Central Texas Council of Governments. The following RTC members or representatives were present: Daniel Alemán, Bruce Arfsten, Steve Babick, Rick Bailey, Elizabeth Beck, Curtis Bergthold, Lorie Blair, Stephanie Boardingham (representing Michael Evans), Ceason Clemens, Bill Cox, Michael Crain, Theresa Daniel, Jeff Davis, Andy Eads, T.J. Gilmore, Raul Gonzalez, Mojy Haddad, Darrell Hale, Angela Hunt, Clay Lewis Jenkins, Jill Jester, Stephen Mason, Cesar Molina, Ed Moore, Jesse Moreno, John Muns, Matthew Porter, Paul Ridley, Jim Ross, David Salazar, Gary Slagel (representing Randall Bryant), Garry Smith, Kathy Stewart, Randy Stinson, Burt Thakur, Jeremy Tompkins, and William Tsao.

Others present at the meeting were: Ruma Abdul-Jaber, Vickie Alexander, Jadon Aprill, Renee Arnold, Davis Arthur-Yeboah, Melissa Baker, Micah Baker, Berrien Barks, Jay Barksdale, Carli Baylor, Emily Beckham, Braulio Bessa, Natalie Bettger, Jeff Bickerstaff, Brandi Bird, Dorcas Bisisi, Jon Blackman, Alberta Blair, Kyle Butler, Farhan Butt, Daniel Byrd, Angie Carson, Lori Clark, Tom Cochill, Dina Colarossi, Paul Cristina, Dawn Dalrymple, Clarence Daugherty, Brian Dell, Rebecca Diviney, David Dryden, Emily Dryden, Everett Eads, Chad Edwards, Andrew Fortune, Laura Freeland, Eric Gallt, Russ Gamber, Eric Garcia, Matt Gauntt, Gypsy Gavia, Brianne Goetz, Bobby Gomez, Rebekah Gongora, Gary Graham, Shala Greer-Smith, Jackie Griffiths, Jeff Gurley, Michael Haithcock, Tony Hartzel, Millie Hayes, Alton Hemmelgarn, Robert Hinkle, Charlie Hoag, Chad Humphrey, Kevin Isu, Erley Jackson, Joel James, Jim Jarratt, Matt Johns, Amy Johnson, Travis Kelly, Dan Kessler, Gus Khankarli, Chris Klaus, Michael Knowles, Jacki Kocmoud, Kevin Kokes, Alicia Kren, Peter LeCody, Paul Luedtke, Lorne Liechty, Eron Linn, Todd Little, Aaron Long, Cameron Lopez, Stanford Lynch, Sydnee Mangini, Chad Marbut, Matthew Mayhew, Kalon Melton, Joshua Menhennett, Monte Mercer, Kate Milner, Brian Moen, Jason Moore, Eric Morris, Michael Morris, Faith Morse, Gina Nash, Mark Nelson, Dylan Niles, Jackie Nolasco, Deborah North, Amir Omar, David Parnell, Brinton Payne, Michael Peters, John Polster, James Powell, Ezra Pratt, Randy Richardson, Jackson Rose, Lauren Rose, Suzi Rumohr, Charlie Salazar, Paul Slough, Feliz Stafford, Toni Stehling, Lauren Trimble, Caroline Vandergriff, Elisa Villnave, Rob Walter, Christy Willhite, Amanda Wilson, Brian Wilson, and Karla Windsor.

1. **Opportunity for Public Comment on Today's Agenda**: Stephen Mason, Regional Transportation Council Chair and City of Cedar Hill Mayor, asked if there were any public comments. Chair Mason noted that no members of the public chose to speak at the meeting or provide written comments.

2. **Approval of June 11, 2026, Minutes**: Approval of the June 11, 2026, meeting minutes contained in Electronic Item 2 was requested.

   A motion was made to approve the June 11, 2026, meeting minutes as submitted in Electronic Item 2. Matthew Porter (M); Daniel Alemán (S). The motion passed unanimously.

3. **Consent Agenda**

3.1. **Approval of North Texas Zero Emissions Vehicle Call for Projects Funding Recommendations**: Regional Transportation Council approval of the North Texas Zero Emissions Vehicles Call for Projects including applications received to date, scoring results, and activities recommended for funding was requested.

3.2. **Rockwall County Outer Loop Memorandum of Understanding**: Regional Transportation Council (RTC) approval was requested for a Memorandum of Understanding between the RTC and Rockwall County about the Regional Outer Loop through Rockwall County.

3.3. **US 67 at Chisholm Trail Parkway/Nolan River Road Funding Partnership**: Regional Transportation Council approval of a funding partnership with the Texas Department of Transportation was requested.

3.4. **Returning $5 Million in Emergency Regional Transportation Council Local to the Program**: Regional Transportation Council (RTC) approval of the return of an approved $5 million in RTC Local funds for emergency purposes was requested. No funds were used.

3.6. **North Central Texas Council of Governments Regional Transportation Council Land Banking Program Overview**: Regional Transportation Council (RTC) approval to pay for appraisals related to the Land Banking Program was requested.

3.7. **Purchase of Geographic Information System Servers to Support Implementation of a High-Performance Geographic Information System Computing Environment**: Regional Transportation Council (RTC) approval was requested for the North Central Texas Council of Governments (NCTCOG) Transportation Department to propose partnering with the NCTCOG Information and Innovative Services Department and the Agency to purchase three high performance Artificial Intelligence (AI)/Graphics Processing Units Accelerated Enterprise Computer servers that would enhance NCTCOG's Geographical Information System computing environment. The anticipated cost for the three machines to be acquired was $375,000. In order to help facilitate the upfront payment of these machines, the Transportation Department proposed covering the cost of two machines in the amount of $250,000 in RTC Local dollars.

A motion was made to approve Items 3.1, 3.2, 3.3, 3.4, 3.6, and 3.7 on the Consent Agenda. Theresa Daniel (M); Edward Moore (S). The motion passed unanimously.

3.5 **Fédération Internationale de Football Association Funding Support**: The Regional Transportation Council (RTC) was requested to approve an informal luncheon to thank the transportation team members from across the region for efforts during Fédération Internationale de Football Association events. RTC was asked to approve the use of $1,000 in RTC Local funds from previously approved food costs to express appreciation to the transportation colleagues.

This agenda item was pulled off of the consent agenda at the request of Chair Mason. Chair Mason presented a trophy to honor Michael Morris for a job well done for all of the Fédération Internationale de Football Association events. A motion was made to approve

Item 3.5 on the Consent Agenda. Burt Thakur (M); Edward Moore (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report**: Michael Morris briefly highlighted items 1 through 8.

    1. Moment of Silence for former United States Representative Kay Granger
    2. Recognition for Captain Beau Hufstetler, United States Navy, Commanding Officer, Naval Air Station Joint Reserve Base Fort Worth – Dan Kessler
    3. North Texas Center for Mobility Technologies Smart and Resilient Urban Mobility and Energy Integration Framework
    4. Bylaws Committee Process
    5. Irving Summit – August 31 and September 1, 2026
    6. High-Speed Rail Follow Up – August 20, 2026
    7. Proposed Oak Farms Dallas County Convention Center Resolution
    8. AMTRAK Heartland Flyer (Proposed Three-Year Program by Texas Department of Transportation)
    9. 2026 Ozone Season Update
    10. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
    11. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
    12. May – June Public Comments Report
    13. June – July Public Comments Report
    14. June Public Meeting Minutes
    15. July Public Meeting Minutes
    16. July Public Meeting Notice
    17. Recent News Articles June and July
    18. Recent Correspondence
    19. Recent Press Releases

5. **Update on Approval of Four Items: Reapproval of the Metropolitan Planning Organization Agreement, Approval of the Settlement Agreement, Approval of the Two-Party Operating Agreement, and Approval of the Letter to the Governor**: Rob Walters, with Gibson, Dunn & Crutcher LLP; Dan Kessler; and Michael Morris covered materials presented earlier at the workshop and presented the Metropolitan Planning Organization (MPO) Agreement with the Texas Department of Transportation, Settlement Agreement between the Regional Transportation Council (RTC) and North Central Texas Council of Governments (NCTCOG), and the Operating Agreement between the RTC and NCTCOG. The presentation summarized the major provisions of each agreement. In addition, conversations regarding support from the Governor's office were discussed. RTC approval of the agreements and approval of the letter to the Governor was requested.

    A motion was made for re-approval of the Metropolitan Planning Organization (MPO) Agreement, including authorization for execution by the Regional Transportation Council (RTC) Chair, approval of the Settlement Agreement between the RTC and North Central Texas Council of Governments (NCTCOG), including authorization for execution by the RTC Chair, approval of the Operating Agreement between the RTC and NCTCOG, including authorization for execution by the RTC Chair and MPO Director, and approval of the Letter to the Governor. Andy Eads (M); Rick Bailey (S). The motion passed unanimously.

6. **2027 Unified Transportation Program and Regional 10-Year Plan Update**: Christie Gotti briefed the Regional Transportation Council on Category 12 funds proposed for approval by the Texas Transportation Commission and action on the proposed changes for the Regional 10-Year Plan Update was requested.

   A motion was made to approve the Regional 10-Year Plan project listings, including the proposed changes on the "Let and Completed Projects" listing, along with approval to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and update any administrative and/or planning documents as needed to incorporate the changes. Steve Babick (M); Burt Thakur (S). The motion passed unanimously.

7. **Updates to the Southern Dallas Inland Port Rebuilding American Infrastructure with Sustainability and Equity Grant Project and Regional Transportation Council Local Contingency for Pre-Award Activities**: Karla Windsor requested Regional Transportation Council (RTC) approval to repurpose $1,004,000 RTC Local temporary backstop and increase by $269,247 for a total of $1,273,247 in RTC Local funds to support contract obligations and expenditures for the purchase of electric buses, associated in-plant inspection services, and insurance costs pending transfer. The additional funds would ensure contract obligations were met, offset the costs to RTC, and allow staff to identify entities to purchase or receive these vehicles.

   A motion was made to approve repurpose of the $1,004,000 Regional Transportation Council (RTC) Local temporary backstop and increase by $269,247 for a total of $1,273,247 RTC Local unds to support contract obligations and expenditures for the purchase of electric buses, associated in-plant inspection services, and insurance costs pending transfer; direct staff to identify entities to receive or purchase electric vehicles and return proceeds to RTC to offset impacts to RTC Local; confirm support for project changes for Fiscal Year (FY) 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant and send letter to Federal Transit Administration to advance the FY21 RAISE Grant; and amend the North Central Texas Council of Governments' Transportation Improvement Program (TIP) and the Statewide TIP, as well as other planning and administrative documents to revise and include the proposed projects. Jeremy Tompkins (M); Bill Cox (S). The motion passed unanimously.

8. **Technology Project Identification Call for Projects**: Natalie Bettger requested Regional Transportation Council approval of the recommended projects and funding amounts for the 2026 Technology Project Identification Call for Projects.

   A motion was made to approve the recommended projects and associated funding amounts based on the evaluation and scoring results, utilization of $11.2 million in Surface Transportation Block Grant funds with Category 2 Transportation Development Credits as local match to support the recommended projects and administratively amending the Transportation Improvement Program (TIP)/Statewide TIP and updating any administrative and/or planning documents as needed. Raul Gonzalez (M); Burt Thakur (S). The motion passed unanimously.

9. **Submittal of Grant Application to the Federal Transit Administration for the 2026 Access and Mobility Partnership Grant**: Karla Windsor requested Regional Transportation Council approval to submit an application to the Federal Transit Administration's Fiscal Year 2026 Innovative Coordinated Access and Mobility Grant Program to implement a mobility management program with an interactive software-as-a-

service platform with conversational Artificial Intelligence (AI) to improve coordination between healthcare providers and transportation services for older adults and individuals with disabilities.

A motion was made to approve submission of an application for Federal Transit Administration's Access and Mobility Partnership Grant for Innovative Coordinated Access and Mobility Pilot Program not to exceed $1,250,000 ($750,000 federal, $500,000 Regional Transportation Council Local) to improve access to public transportation by building partnerships among health, transportation and other service providers, and to administratively amend the Transportation Improvement Program (TIP)/Statewide TIP and update any administrative and/or planning documents as needed to incorporate the program if selected. Matthew Porter (M); Steve Babick (S). The motion passed unanimously.

10. **Metropolitan Transportation Plan Policy Bundle – Round 6**: Amy Johnson briefed the Regional Transportation Council (RTC) on the proposed allocation of transportation development credits (TDCs) to be awarded in this round of the Policy Bundle. Staff proposed a total allocation of 34.9 million TDCs, compared to the original allocation of 30 million which was previously approved by the RTC for this purpose.

11. **Regional Bicycle Safety Action Plan**: Kevin Kokes provided an overview of the development of the Regional Bicycle Safety Action Plan including the purpose and goals, crash data analysis, public opinion survey results, priority emphasis areas and corridors to target for future study and implementation of safety countermeasures, and recommended action items. It was requested that statistical data be brought back to the Council at a future meeting with regard to education, roadway lighting, research related to safety of separated bike lanes, and their comparative safety levels.

12. **Federal Performance Measures Update: Congestion Mitigation and Air Quality Performance and Transit Asset Management**: This item was not presented due to time constraints.

13. **Progress Reports**: Regional Transportation Council attendance was provided in Electronic Item 13.1. The Surface Transportation Technical Committee attendance and meeting summary were provided in Electronic Item 13.2.

14. **Other Business (Old or New):** There was no discussion on this item.

15. **Future Agenda Items**: There was no discussion on this item.

16. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, September 10, 2026.

Meeting adjourned at 3:06 pm.

How to Read the Project Modification Listings - Roadway Section

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

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

Implementing Agency: PLANO

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

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

Sample

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

Sample

TIP Code: 20294 **Facility:** VA **Location/Limits From:** NORTH TARRANT EXPRESS (NTE) HOV 2/3+ SUBSIDY **Modification #:** 2027-0003

Implementing Agency: TXDOT-FORT WORTH

County: TARRANT **CSJ:** 0902-48-891

City: VARIOUS **Desc:** HOV 2/3+ SUBSIDY FOR NORTH TARRANT EXPRESS (NTE)

Request: REVISE RTR PROGRAMMING TO HELP RECONCILE AND BALANCE RTR 121-TC2 AND RTR 161-TC2 WITH NO CHANGE TO OVERALL FUNDING AMOUNT; DECREASE AND DELAY RTR 161-TC2 FROM FY2024 TO FY2027; INCREASE RTR-121-TC1 AND DECREASE RTR 121-TC2; ADD FUNDING FOR RTR 121-WSA2; GROUPED UNDER CSJ 5000-01-957

Comment: GROUPED UNDER CSJ 5000-01-957

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	IMP	0902-48-891	Cat 3 - RTR 121 - TC1:	$0	$0	$129,138	$0	$0	$129,138
2016	IMP	0902-48-891	Cat 3 - RTR 121 - TC1:	$0	$0	$195,846	$0	$0	$195,846
2017	IMP	0902-48-891	Cat 3 - RTR 121 - TC1:	$0	$0	$327,543	$0	$0	$327,543
2018	IMP	0902-48-891	Cat 3 - RTR 121 - TC1:	$0	$0	$359,701	$0	$0	$359,701
2019	IMP	0902-48-891	Cat 3 - RTR 121 - TC1:	$0	$0	$824,424	$0	$0	$824,424
2020	IMP	0902-48-891	Cat 3 - RTR 121 - TC1:	$0	$0	$836,194	$0	$0	$836,194
2021	IMP	0902-48-891	Cat 3 - RTR 121 - TC2:	$0	$0	$353,036	$0	$0	$353,036
2022	IMP	0902-48-891	Cat 3 - RTR 121 - TC2:	$0	$0	$608,077	$0	$0	$608,077
2023	IMP	0902-48-891	Cat 3 - RTR 121 - TC2:	$0	$0	$1,006,093	$0	$0	$1,006,093
2024	IMP	0902-48-891	Cat 3 - RTR 161 - TC2:	$0	$0	$800,000	$0	$0	$800,000
2025	IMP	0902-48-891	Cat 3 - RTR 121 - TC2:	$0	$0	$1,409,948	$0	$0	$1,409,948
2026	IMP	0902-48-891	Cat 3 - RTR 121 - TC2:	$0	$0	$1,500,000	$0	$0	$1,500,000
2027	IMP	0902-48-891	Cat 3 - RTR 121 - TC2:	$0	$0	$5,100,000	$0	$0	$5,100,000
			Grand Total:	**$0**	**$0**	**$13,450,000**	**$0**	**$0**	**$13,450,000**

PROPOSED NOVEMBER 2026 TIP MODIFICATIONS FOR RTC MEETING

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	IMP	0902-48-891	Cat 3 - RTR 121 - TC1:	$0	$0	$129,138	$0	$0	$129,138
2016	IMP	0902-48-891	Cat 3 - RTR 121 - TC1:	$0	$0	$195,846	$0	$0	$195,846
2017	IMP	0902-48-891	Cat 3 - RTR 121 - TC1:	$0	$0	$327,543	$0	$0	$327,543
2018	IMP	0902-48-891	Cat 3 - RTR 121 - TC1:	$0	$0	$359,701	$0	$0	$359,701
2019	IMP	0902-48-891	Cat 3 - RTR 121 - TC1:	$0	$0	$824,424	$0	$0	$824,424
2020	IMP	0902-48-891	Cat 3 - RTR 121 - TC1:	$0	$0	$836,194	$0	$0	$836,194
2021	IMP	0902-48-891	Cat 3 - RTR 121 - TC2:	$0	$0	$353,036	$0	$0	$353,036
2022	IMP	0902-48-891	Cat 3 - RTR 121 - TC2:	$0	$0	$608,077	$0	$0	$608,077
2023	IMP	0902-48-891	Cat 3 - RTR 121 - TC2:	$0	$0	$1,006,093	$0	$0	$1,006,093
2025	IMP	0902-48-891	Cat 3 - RTR 121 - TC2:	$0	$0	$1,409,948	$0	$0	$1,409,948
2026	IMP	0902-48-891	Cat 3 - RTR 121 - TC2:	$0	$0	$1,500,000	$0	$0	$1,500,000
2027	IMP	0902-48-891	Cat 3 - RTR 121 - TC1:	$0	$0	$934,000	$0	$0	$934,000
2027	IMP	0902-48-891	Cat 3 - RTR 121 - TC2:	$0	$0	$2,000,000	$0	$0	$2,000,000
2027	IMP	0902-48-891	Cat 3 - RTR 121 - West Set Aside 2:	$0	$0	$2,700,000	$0	$0	$2,700,000
2027	IMP	0902-48-891	Cat 3 - RTR 161 - TC2:	$0	$0	$266,000	$0	$0	$266,000
			Phase Subtotal:	**$0**	**$0**	**$5,900,000**	**$0**	**$0**	**$5,900,000**
			Grand Total:	**$0**	**$0**	**$13,450,000**	**$0**	**$0**	**$13,450,000**

TIP Code: 55315 **Facility:** IH 820 **Location/Limits From:** CHAPIN ROAD **Modification #:** 2027-0008

Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** WESTPOINT BLVD

County: TARRANT **CSJ:** 0008-15-057

City: FORT WORTH **Desc:** RECONSTRUCT 6 TO 6 MAIN LANES FROM CHAPIN ROAD TO IH 30; RECONSTRUCT AND WIDEN FROM 6 TO 8 MAIN LANES FROM IH 30 TO WESTPOINT BLVD; RECONSTRUCT 4/6 LANE CONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS FROM CHAPIN TO WESTPOINT

Request: REVISE SCOPE TO MODIFY RAMP AND ADD AUXILIARY LANES FROM CHAPIN RD TO IH 30 AND RECONSTRUCT AND WIDEN FROM 6 TO 8 MAIN LANES AND FROM 4 TO 4 LANE CONTINUOUS FRONTAGE ROADS FROM IH 30 TO WESTPOINT BLVD

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2033	ENG	0008-15-057	SW PE:	$0	$10,000,000	$0	$0	$0	$10,000,000
2033	ROW	0008-15-057	SW ROW:	$0	$3,500,000	$0	$0	$0	$3,500,000
2033	UTIL	0008-15-057	SW ROW:	$0	$1,000,000	$0	$0	$0	$1,000,000
			Grand Total:	**$0**	**$14,500,000**	**$0**	**$0**	**$0**	**$14,500,000**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2033	ENG	0008-15-057	SW PE:	$0	$10,000,000	$0	$0	$0	$10,000,000
2033	ROW	0008-15-057	SW ROW:	$0	$3,500,000	$0	$0	$0	$3,500,000
2033	UTIL	0008-15-057	SW ROW:	$0	$1,000,000	$0	$0	$0	$1,000,000
			Grand Total:	**$0**	**$14,500,000**	**$0**	**$0**	**$0**	**$14,500,000**

PROPOSED NOVEMBER 2026 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25082 **Facility:** IH 20 **Location/Limits From:** RANCH HOUSE ROAD **Modification #:** 2027-0009

Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** FM 1187

County: PARKER **CSJ:** 0008-03-140

City: ALEDO **Desc:** CONSTRUCT WILLOW PARK ENTRANCE RAMP (RELOCATE EXISTING RAMP TO IMPROVE SAFETY)

Request: DELAY CONSTRUCTION TO FY2029; INCREASE ROW FUNDING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	0008-03-140	SW PE:	$1,600,000	$400,000	$0	$0	$0	$2,000,000
2027	ROW	0008-03-140	SW ROW:	$0	$100,000	$0	$0	$0	$100,000
2028	CON	0008-03-140	STBG:	$5,280,000	$1,320,000	$0	$0	$0	$6,600,000
			Grand Total:	**$6,880,000**	**$1,820,000**	**$0**	**$0**	**$0**	**$8,700,000**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	0008-03-140	SW PE:	$1,600,000	$400,000	$0	$0	$0	$2,000,000
2027	ROW	0008-03-140	SW ROW:	$0	$530,000	$0	$0	$0	$530,000
2029	CON	0008-03-140	STBG:	$5,280,000	$1,320,000	$0	$0	$0	$6,600,000
			Grand Total:	**$6,880,000**	**$2,250,000**	**$0**	**$0**	**$0**	**$9,130,000**

TIP Code: 21062 **Facility:** CS **Location/Limits From:** ON CUMMINGS DRIVE FROM US 67 **Modification #:** 2027-0017

Implementing Agency: ALVARADO **Location/Limits To:** CR 604

County: JOHNSON **CSJ:** 0902-50-142

City: ALVARADO **Desc:** RECONSTRUCT AND WIDEN 2 TO 3 LANE ROADWAY WITH NEW SIDEWALKS AND INTERSECTION IMPROVEMENTS INCLUDING TURN LANES AND SIGNALIZATION AT US 67 AND CUMMINGS

Request: REVISE SCOPE TO RECONSTRUCT 2 TO 2 LANE ROADWAY WITH MEDIANS, NEW SIDEWALKS, AND NEW TURN LANES AND SIGNALIZATION AT US 67 AND CUMMINGS; REVISE IMPLEMENTING AGENCY TO TXDOT FORT WORTH; DELAY CONSTRUCTION TO FY2029

Comment: LOCAL CONTRIBUTION PAID BY CITY OF ALVARADO; CMAQ FUNDS ARE FOR NEW SIDEWALKS AND NEW TURN LANES ONLY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0902-50-142	Cat 3 - Local Contribution:	$0	$0	$0	$0	$733,000	$733,000
2023	ENG	0902-50-142	STBG:	$1,200,000	$0	$0	$300,000	$0	$1,500,000
			Phase Subtotal:	**$1,200,000**	**$0**	**$0**	**$300,000**	**$733,000**	**$2,233,000**
2025	ROW	0902-50-142	Cat 3 - Local Contribution:	$0	$0	$0	$0	$600,000	$600,000
2026	UTIL	0902-50-142	Cat 3 - Local Contribution:	$0	$0	$0	$0	$800,000	$800,000
2028	CON	0902-50-142	Cat 3 - Local Contribution:	$0	$0	$0	$0	$1,267,000	$1,267,000
2028	CON	0902-50-142	Cat 5:	$4,000,000	$0	$0	$1,000,000	$0	$5,000,000
2028	CON	0902-50-142	STBG:	$17,706,400	$0	$0	$4,426,600	$0	$22,133,000
			Phase Subtotal:	**$21,706,400**	**$0**	**$0**	**$5,426,600**	**$1,267,000**	**$28,400,000**
			Grand Total:	**$22,906,400**	**$0**	**$0**	**$5,726,600**	**$3,400,000**	**$32,033,000**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0902-50-142	Cat 3 - Local Contribution:	$0	$0	$0	$0	$733,000	$733,000
2023	ENG	0902-50-142	STBG:	$1,200,000	$0	$0	$300,000	$0	$1,500,000
			Phase Subtotal:	**$1,200,000**	**$0**	**$0**	**$300,000**	**$733,000**	**$2,233,000**
2025	ROW	0902-50-142	Cat 3 - Local Contribution:	$0	$0	$0	$0	$600,000	$600,000
2026	UTIL	0902-50-142	Cat 3 - Local Contribution:	$0	$0	$0	$0	$800,000	$800,000
2029	CON	0902-50-142	Cat 3 - Local Contribution:	$0	$0	$0	$0	$1,267,000	$1,267,000
2029	CON	0902-50-142	Cat 5:	$4,000,000	$0	$0	$1,000,000	$0	$5,000,000
2029	CON	0902-50-142	STBG:	$17,706,400	$0	$0	$4,426,600	$0	$22,133,000
			Phase Subtotal:	**$21,706,400**	**$0**	**$0**	**$5,426,600**	**$1,267,000**	**$28,400,000**
			Grand Total:	**$22,906,400**	**$0**	**$0**	**$5,726,600**	**$3,400,000**	**$32,033,000**

TIP Code: 24023 **Facility:** CS **Location/Limits From:** ON MEANDERING ROAD FROM ROBERTS CUTOFF **Modification #:** 2027-0018

Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SH 183

County: TARRANT **CSJ:** 0902-90-336

City: RIVER OAKS **Desc:** CONSTRUCT 0 TO 2 LANE ROADWAY WITH SIDEWALKS

Request: INCREASE ENGINEERING FUNDING AND DELAY CONSTRUCTION TO FY2030; ADD ROW PHASE

Comment: TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	0902-90-336	Cat 3 - TDC (MPO):	$0	$0	$0	$100,000	$0	$0
2027	ENG	0902-90-336	STBG:	$500,000	$0	$0	$0	$0	$500,000
			Phase Subtotal:	**$500,000**	**$0**	**$0**	**$100,000**	**$0**	**$500,000**
2029	CON	0902-90-336	Cat 3 - TDC (MPO):	$0	$0	$0	$600,000	$0	$0
2029	CON	0902-90-336	STBG:	$3,000,000	$0	$0	$0	$0	$3,000,000
			Phase Subtotal:	**$3,000,000**	**$0**	**$0**	**$600,000**	**$0**	**$3,000,000**
			Grand Total:	**$3,500,000**	**$0**	**$0**	**$0**	**$0**	**$3,500,000**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	0902-90-336	Cat 3 - TDC (MPO):	$0	$0	$0	$200,000	$0	$0
2027	ENG	0902-90-336	STBG:	$1,000,000	$0	$0	$0	$0	$1,000,000
			Phase Subtotal:	**$1,000,000**	**$0**	**$0**	**$200,000**	**$0**	**$1,000,000**
2027	ROW	0902-90-336	Cat 3 - TDC (MPO):	$0	$0	$0	$300,000	$0	$0
2027	ROW	0902-90-336	STBG:	$1,500,000	$0	$0	$0	$0	$1,500,000
			Phase Subtotal:	**$1,500,000**	**$0**	**$0**	**$300,000**	**$0**	**$1,500,000**
2030	CON	0902-90-336	Cat 3 - TDC (MPO):	$0	$0	$0	$600,000	$0	$0
2030	CON	0902-90-336	STBG:	$3,000,000	$0	$0	$0	$0	$3,000,000
			Phase Subtotal:	**$3,000,000**	**$0**	**$0**	**$600,000**	**$0**	**$3,000,000**
			Grand Total:	**$5,500,000**	**$0**	**$0**	**$0**	**$0**	**$5,500,000**

TIP Code: 55034 **Facility:** SH 183 **Location/Limits From:** FM 157 **Modification #:** 2027-0020

Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** BEAR CREEK

County: TARRANT **CSJ:** 0364-05-039

City: FORT WORTH **Desc:** RECONSTRUCT AND WIDEN 3 TO 6/8 CONCURRENT MANAGED LANES AND RECONSTRUCT AND WIDEN EXISTING 2/6 LANE DISCONTINUOUS TO 4/6 DISCONTINUOUS FRONTAGE ROADS (ULTIMATE)

Request: REVISE LIMITS TO FROM SH 121 TO BEAR CREEK PARKWAY; REVISE SCOPE TO RECONSTRUCT AND WIDEN 6 TO 8 GENERAL PURPOSE LANES; RECONSTRUCT AND WIDEN 3/4 TO 6/8 CONCURRENT MANAGED LANES AND RECONSTRUCT AND WIDEN EXISTING 2/6 LANE DISCONTINUOUS TO 4/6 DISCONTINUOUS FRONTAGE ROADS (ULTIMATE); ADVANCE ENGINEERING AND RIGHT OF WAY TO FY2027; INCREASE ENGINEERING FUNDING AND DECREASE ROW FUNDING

Comment: REGIONAL 10-YEAR PLAN PROJECT; PORTION OF FRONTAGE ROADS ARE CONTINUOUS BUT OVERALL TIP PROJECT COVERS TWO MTP SEGMENTS AND ONE IS DISCONTINUOUS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2031	ENG	0364-05-039	SW PE:	$0	$16,500,000	$0	$0	$0	$16,500,000
2031	ROW	0364-05-039	SW ROW:	$54,000,000	$6,750,000	$0	$6,750,000	$0	$67,500,000
			Grand Total:	**$54,000,000**	**$23,250,000**	**$0**	**$6,750,000**	**$0**	**$84,000,000**

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	0364-05-039	SW PE:	$0	$16,500,000	$0	$0	$0	$16,500,000
2027	ROW	0364-05-039	SW ROW:	$54,000,000	$6,750,000	$0	$6,750,000	$0	$67,500,000
			Grand Total:	**$54,000,000**	**$23,250,000**	**$0**	**$6,750,000**	**$0**	**$84,000,000**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	0364-05-039	SW PE:	$0	$74,420,145	$0	$0	$0	$74,420,145
2027	ROW	0364-05-039	SW ROW:	$16,246,970	$2,030,871	$0	$2,030,871	$0	$20,308,712
			Grand Total:	**$16,246,970**	**$76,451,016**	**$0**	**$2,030,871**	**$0**	**$94,728,857**

Revisions since STTC Meeting: **Increase engineering funding and decrease ROW funding at TxDOT's request.**

PROPOSED NOVEMBER 2026 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 24027 **Facility:** RM 2871 **Location/Limits From:** IH 20 **Modification #:** 2027-0022

Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** US 377

County: TARRANT **CSJ:** 2855-01-029

City: VARIOUS **Desc:** RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED ROADWAY WITH SIDEWALKS

Request: CHANGE CONSTRUCTION FUNDING MATCH TO STATE

Comment: LOCAL CONTRIBUTION TO BE PAID BY TARRANT COUNTY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2029	ENG	2855-01-029	Cat 3 - Local Contribution:	$0	$0	$0	$0	$3,500,000	$3,500,000
2029	ENG	2855-01-029	SW PE:	$800,000	$200,000	$0	$0	$0	$1,000,000
			Phase Subtotal:	**$800,000**	**$200,000**	**$0**	**$0**	**$3,500,000**	**$4,500,000**
2029	ROW	2855-01-029	SW ROW:	$0	$500,000	$0	$0	$0	$500,000
2029	UTIL	2855-01-029	SW ROW:	$400,000	$100,000	$0	$0	$0	$500,000
2031	CON	2855-01-029	Cat 3 - Local Contribution:	$0	$0	$0	$0	$6,500,000	$6,500,000
2031	CON	2855-01-029	STBG:	$8,000,000	$0	$0	$2,000,000	$0	$10,000,000
			Phase Subtotal:	**$8,000,000**	**$0**	**$0**	**$2,000,000**	**$6,500,000**	**$16,500,000**
			Grand Total:	**$9,200,000**	**$800,000**	**$0**	**$2,000,000**	**$10,000,000**	**$22,000,000**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2029	ENG	2855-01-029	Cat 3 - Local Contribution:	$0	$0	$0	$0	$3,500,000	$3,500,000
2029	ENG	2855-01-029	SW PE:	$800,000	$200,000	$0	$0	$0	$1,000,000
			Phase Subtotal:	**$800,000**	**$200,000**	**$0**	**$0**	**$3,500,000**	**$4,500,000**
2029	ROW	2855-01-029	SW ROW:	$0	$500,000	$0	$0	$0	$500,000
2029	UTIL	2855-01-029	SW ROW:	$400,000	$100,000	$0	$0	$0	$500,000
2031	CON	2855-01-029	Cat 3 - Local Contribution:	$0	$0	$0	$0	$6,500,000	$6,500,000
2031	CON	2855-01-029	STBG:	$8,000,000	$2,000,000	$0	$0	$0	$10,000,000
			Phase Subtotal:	**$8,000,000**	**$2,000,000**	**$0**	**$0**	**$6,500,000**	**$16,500,000**
			Grand Total:	**$9,200,000**	**$2,800,000**	**$0**	**$0**	**$10,000,000**	**$22,000,000**

TIP Code: 24055 **Facility:** VA **Location/Limits From:** ON CHEEK SPARGER FROM BEDFORD ROAD **Modification #:** 2027-0059

Implementing Agency: COLLEYVILLE **Location/Limits To:** HERITAGE AVENUE

County: TARRANT **CSJ:** 0902-90-370

City: VARIOUS **Desc:** RECONSTRUCT 2 LANE TO 2 LANE ROADWAY WITH INTERSECTION IMPROVEMENTS TO IMPROVE SAFETY, AND SIDEWALKS/SHARED USE PATH

Request: REVISE FUNDING FOR ENGINEERING TO CONGRESSIONAL EARMARK; DELAY CONSTRUCTION TO FY2029 AND REVISE FUNDING; INCREASE STBG FUNDING WITH FUTURE OVERRUNS TO COME FROM OTHER PARTIES AS WELL; PROJECT GROUPED UNDER CSJ 5800-00-950

Comment: 2024 COMMUNITY PROJECT FUNDING/CONGRESSIONALLY DIRECTED SPENDING - TX516 (MUST OBLIGATE BY SEPTEMBER 30, 2027); LOCAL CONTRIBUTION PAID BY THE CITY OF COLLEYVILLE, CITY OF BEDFORD, TRINITY RIVER AUTHORITY, AND TARRANT COUNTY; PROJECT GROUPED UNDER CSJ 5800-00-950

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0902-90-370	Cat 3 - Local Contribution:	$0	$0	$0	$0	$3,000,000	$3,000,000
2027	UTIL	0902-90-370	Cat 3 - Local Contribution:	$0	$0	$0	$0	$2,000,000	$2,000,000
2027	CON	0902-90-370	Cat 10:	$2,500,000	$0	$0	$625,000	$0	$3,125,000
2027	CON	0902-90-370	Cat 3 - Local Contribution:	$0	$0	$0	$0	$19,975,000	$19,975,000
2027	CON	0902-90-370	STBG:	$10,000,000	$0	$0	$2,500,000	$0	$12,500,000
			Phase Subtotal:	**$12,500,000**	**$0**	**$0**	**$3,125,000**	**$19,975,000**	**$35,600,000**
			Grand Total:	**$12,500,000**	**$0**	**$0**	**$3,125,000**	**$24,975,000**	**$40,600,000**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	0902-90-370	Cat 10 - Cong Earmark:	$2,500,000	$0	$0	$625,000	$0	$3,125,000
2027	UTIL	0902-90-370	Cat 3 - Local Contribution:	$0	$0	$0	$0	$2,000,000	$2,000,000
2029	CON	0902-90-370	Cat 3 - Local Contribution:	$0	$0	$0	$0	$16,676,250	$16,676,250
2029	CON	0902-90-370	STBG:	$17,795,000	$0	$0	$4,448,750	$0	$22,243,750
			Phase Subtotal:	**$17,795,000**	**$0**	**$0**	**$4,448,750**	**$16,676,250**	**$38,920,000**
			Grand Total:	**$20,295,000**	**$0**	**$0**	**$5,073,750**	**$18,676,250**	**$44,045,000**

PROPOSED NOVEMBER 2026 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14079 **Facility:** CS **Location/Limits From:** PARK LANE FROM GREENVILLE AVENUE **Modification #:** 2027-0060

Implementing Agency: DALLAS **Location/Limits To:** HEMLOCK AVENUE

County: DALLAS **CSJ:** 0918-47-295

City: DALLAS **Desc:** RECONSTRUCT ROADWAY TO ACCOMMODATE BICYCLE LANE AND SIDEWALKS FROM GREENVILLE AVE TO HEMLOCK AVE; INTERSECTION IMPROVEMENTS AT SHADY BROOK AND 5-POINT INTERSECTIONS; RESTRIPE PAVEMENT TO ACCOMMODATE 4 THROUGH LANES WITH LEFT TURN LANES AND BICYCLE LANES

Request: REVISE SCOPE TO RECONSTRUCT ROADWAY TO ACCOMMODATE NEW SHARED USE PATH & SIDEWALKS FROM GREENVILLE AVE TO HEMLOCK AVE; INTERSECTION IMPROVEMENTS AT SHADY BROOK & 5-POINT INTERSECTIONS; RESTRIPE PAVEMENT TO ACCOMMODATE 4 THROUGH LN WITH LEFT TURN LN AND BICYCLE LN; INCREASE ROW AND CONSTRUCTION FUNDING; CHANGE A PORTION OF FUNDS TO STBG WITH ANY FURTHER COST OVERRUNS TO COME FROM THE CITY

Comment: TRANSPORTATION DEVELOPMENT CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CITY OF DALLAS MTP POLICY BUNDLE TDCS; LOCAL CONTRIBUTION PAID BY CITY OF DALLAS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-47-295	Cat 3 - TDC (MPO):	$0	$0	$0	$111,878	$0	$0
2021	ENG	0918-47-295	Cat 5:	$559,390	$0	$0	$0	$0	$559,390
			Phase Subtotal:	**$559,390**	**$0**	**$0**	**$111,878**	**$0**	**$559,390**
2027	ROW	0918-47-295	Cat 3 - TDC (MPO):	$0	$0	$0	$100,000	$0	$0
2027	ROW	0918-47-295	Cat 5:	$500,000	$0	$0	$0	$0	$500,000
			Phase Subtotal:	**$500,000**	**$0**	**$0**	**$100,000**	**$0**	**$500,000**
2027	UTIL	0918-47-295	Cat 3 - Local Contribution:	$0	$0	$0	$0	$100,000	$100,000
2029	CON	0918-47-295	Cat 3 - TDC (MPO):	$0	$0	$0	$1,532,507	$0	$0
2029	CON	0918-47-295	Cat 5:	$7,662,535	$0	$0	$0	$0	$7,662,535
			Phase Subtotal:	**$7,662,535**	**$0**	**$0**	**$1,532,507**	**$0**	**$7,662,535**
			Grand Total:	**$8,721,925**	**$0**	**$0**	**$0**	**$100,000**	**$8,821,925**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-47-295	Cat 3 - TDC (MPO):	$0	$0	$0	$111,878	$0	$0
2021	ENG	0918-47-295	Cat 5:	$559,390	$0	$0	$0	$0	$559,390
			Phase Subtotal:	**$559,390**	**$0**	**$0**	**$111,878**	**$0**	**$559,390**
2028	ROW	0918-47-295	Cat 3 - TDC (MPO):	$0	$0	$0	$740,000	$0	$0
2028	ROW	0918-47-295	STBG:	$3,700,000	$0	$0	$0	$0	$3,700,000
			Phase Subtotal:	**$3,700,000**	**$0**	**$0**	**$740,000**	**$0**	**$3,700,000**
2028	UTIL	0918-47-295	Cat 3 - Local Contribution:	$0	$0	$0	$0	$100,000	$100,000
2029	CON	0918-47-295	Cat 3 - TDC (MPO):	$0	$0	$0	$2,236,507	$0	$0
2029	CON	0918-47-295	Cat 5:	$2,000,000	$0	$0	$0	$0	$2,000,000
2029	CON	0918-47-295	STBG:	$9,182,535	$0	$0	$0	$0	$9,182,535
			Phase Subtotal:	**$11,182,535**	**$0**	**$0**	**$2,236,507**	**$0**	**$11,182,535**
			Grand Total:	**$15,441,925**	**$0**	**$0**	**$0**	**$100,000**	**$15,541,925**

TIP Code: 21076.1 **Facility:** SHILOH ROAD **Location/Limits From:** FOREST LANE **Modification #:** 2027-0061

Implementing Agency: GARLAND **Location/Limits To:** WALNUT LANE

County: DALLAS **CSJ:** 0000-18-029

City: GARLAND **Desc:** RECONSTRUCT AND WIDEN SHILOH ROAD FROM 4 LANES TO 6 LANES

Request: ADD PROJECT TO THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Comment: RELATED TO TIP 21076/CSJ 0918-11-107 & TIP 14061/CSJ 0918-47-271; LOCAL CONTRIBUTION PAID BY THE CITY OF GARLAND

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENV	0000-18-029	Cat 3 - Local Contribution:	$0	$0	$0	$0	$1,000,000	$1,000,000
			Grand Total:	**$0**	**$0**	**$0**	**$0**	**$1,000,000**	**$1,000,000**

TIP Code: 21082.1 **Facility:** VA **Location/Limits From:** ON COPENHAGEN FROM S OF DART ROW **Modification #:** 2027-0071

Implementing Agency: DALLAS **Location/Limits To:** OLYMPUS BLVD

County: DALLAS **CSJ:** 0000-18-086

City: DALLAS **Desc:** CONSTRUCT 0 TO 4 LANE ROADWAY

Request: ADD PROJECT TO THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Comment: LOCAL CONTRIBUTION PAID BY CITY OF DALLAS; RELATED TO TIP 21082/CSJ 0918-47-352

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	0000-18-086	Cat 3 - Local Contribution:	$0	$0	$0	$0	$500,000	$500,000
			Grand Total:	**$0**	**$0**	**$0**	**$0**	**$500,000**	**$500,000**

TIP Code: 21097.1 **Facility:** FM 741 **Location/Limits From:** US 175 **Modification #:** 2027-0073

Implementing Agency: TXDOT-DALLAS **Location/Limits To:** SPRING CREEK BLVD

County: KAUFMAN **CSJ:** 1092-01-026

City: CRANDALL **Desc:** RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES INCLUDING NEW SHARED USE PATH, NEW TURN LANES, AND NEW TRAFFIC SIGNALS AND RETIMING

Request: INCREASE CONSTRUCTION FUNDING; ADD ENGINEERING TO FY2026; REVISE SCOPE TO RECONSTRUCT AND WIDEN FROM 2 LANE TO 4 LANE ROADWAY INCLUDING NEW SHARED USE PATH, NEW TURN LANES, AND NEW TRAFFIC SIGNALS AND RETIMING

Comment: CMAQ FOR NEW SHARED USE PATH, NEW TURN LANES, AND NEW TRAFFIC SIGNAL INSTALLATION WITH RETIMING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	CON	1092-01-026	Cat 5:	$837,270	$209,318	$0	$0	$0	$1,046,588
2027	CON	1092-01-026	STBG:	$8,939,010	$2,234,752	$0	$0	$0	$11,173,762
			Phase Subtotal:	**$9,776,280**	**$2,444,070**	**$0**	**$0**	**$0**	**$12,220,350**
			Grand Total:	**$9,776,280**	**$2,444,070**	**$0**	**$0**	**$0**	**$12,220,350**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	1092-01-026	SW PE:	$0	$1,250,000	$0	$0	$0	$1,250,000
2027	CON	1092-01-026	Cat 5:	$1,486,342	$371,586	$0	$0	$0	$1,857,928
2027	CON	1092-01-026	STBG:	$9,694,991	$2,423,748	$0	$0	$0	$12,118,739
			Phase Subtotal:	**$11,181,333**	**$2,795,334**	**$0**	**$0**	**$0**	**$13,976,667**
			Grand Total:	**$11,181,333**	**$4,045,334**	**$0**	**$0**	**$0**	**$15,226,667**

TIP Code: 13035.3 **Facility:** FM 664 **Location/Limits From:** SH 342 **Modification #:** 2027-0088

Implementing Agency: TXDOT-DALLAS **Location/Limits To:** WEST OF FERRIS ROAD

County: ELLIS **CSJ:** 1051-01-064

City: VARIOUS **Desc:** RECONSTRUCT AND WIDEN 2 LANES TO 4 LANES (ULTIMATE 6) WITH NEW SIDEWALKS, NEW TURN LANES, AND SIGNAL INSTALLATION WITH RETIMING

Request: INCREASE CONSTRUCTION FUNDING; REVISE SCOPE TO RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE (ULTIMATE 6) WITH NEW SIDEWALKS, NEW TURN LANES, AND NEW SIGNAL INSTALLATION WITH RETIMING

Comment: REGIONAL 10 YEAR PLAN PROJECT; PROJECT IS A BREAKOUT OF TIP 13035.1/CSJ 1051-01-051 THAT WOULD MAKE FM 664 4 LANES FROM IH 35E TO IH 45

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2029	CON	1051-01-064	Cat 11:	$8,000,000	$2,000,000	$0	$0	$0	$10,000,000
2029	CON	1051-01-064	Cat 2M:	$79,432,702	$19,858,176	$0	$0	$0	$99,290,878
2029	CON	1051-01-064	Cat 5:	$3,685,862	$921,465	$0	$0	$0	$4,607,327
			Phase Subtotal:	**$91,118,564**	**$22,779,641**	**$0**	**$0**	**$0**	**$113,898,205**
			Grand Total:	**$91,118,564**	**$22,779,641**	**$0**	**$0**	**$0**	**$113,898,205**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2029	CON	1051-01-064	Cat 11:	$8,000,000	$2,000,000	$0	$0	$0	$10,000,000
2029	CON	1051-01-064	Cat 2M:	$81,594,814	$20,398,704	$0	$0	$0	$101,993,518
2029	CON	1051-01-064	Cat 4:	$1,212,649	$303,162	$0	$0	$0	$1,515,811
2029	CON	1051-01-064	Cat 5:	$3,685,862	$921,465	$0	$0	$0	$4,607,327
			Phase Subtotal:	**$94,493,325**	**$23,623,331**	**$0**	**$0**	**$0**	**$118,116,656**
			Grand Total:	**$94,493,325**	**$23,623,331**	**$0**	**$0**	**$0**	**$118,116,656**

TIP Code: 51012 **Facility:** BS 78G **Location/Limits From:** SH 78 **Modification #:** 2027-0101

Implementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 2755

County: COLLIN **CSJ:** 0281-06-007

City: LAVON **Desc:** RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES

Request: ADD PROJECT TO APPENDIX D OF THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0281-06-007	SW PE:	$0	$638,612	$0	$0	$0	$638,612
2040	ROW	0281-06-007	SW ROW:	$0	$6,427,900	$0	$0	$0	$6,427,900
			Grand Total:	**$0**	**$7,066,512**	**$0**	**$0**	**$0**	**$7,066,512**

TIP Code: 51013 **Facility:** FM 982 **Location/Limits From:** US 380 **Modification #:** 2027-0102

Implementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 546

County: COLLIN **CSJ:** 0387-05-027

City: PRINCETON **Desc:** US 380 TO MYRICK LANE: WIDEN FROM 3 LANES TO 4 LANES; MYRICK LANE TO FM 546: RECONSTRUCT AND WIDEN 2 LANES TO 4 LANES

Request: ADD PROJECT TO APPENDIX D OF THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0387-05-027	SW PE:	$0	$6,387,797	$0	$0	$0	$6,387,797
2045	ROW	0387-05-027	SW ROW:	$0	$43,493,000	$0	$0	$0	$43,493,000
			Grand Total:	**$0**	**$49,880,797**	**$0**	**$0**	**$0**	**$49,880,797**

TIP Code: 51016 **Facility:** FM 156 **Location/Limits From:** SH 114 **Modification #:** 2027-0103

Implementing Agency: TXDOT-DALLAS **Location/Limits To:** NORTH OF INTERMODAL PARKWAY

County: DENTON **CSJ:** 0718-01-075

City: FORT WORTH **Desc:** RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES (6 LANES ULTIMATE)

Request: ADD PROJECT TO APPENDIX D OF THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0718-01-075	SW PE:	$0	$5,097,050	$0	$0	$0	$5,097,050
			Grand Total:	**$0**	**$5,097,050**	**$0**	**$0**	**$0**	**$5,097,050**

PROPOSED NOVEMBER 2026 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14022 **Facility:** CS **Location/Limits From:** ON RANDOL MILL RD FROM COOPER ST **Modification #:** 2027-0104

Implementing Agency: ARLINGTON **Location/Limits To:** CEDARLAND PLAZA DR

County: TARRANT **CSJ:** 0902-90-325

City: ARLINGTON **Desc:** N COOPER ST TO COLLINS ST: RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES INCLUDING SIDEWALKS, STREETLIGHTS, AND LANDSCAPING; COLLINS ST TO CEDARLAND PLAZA DR: CONSTRUCT DRAINAGE IMPROVEMENTS

Request: INCREASE ROW AND LOAN FUNDING FOR CONSTRUCTION BUT DECREASE STBG IN CONSTRUCTION AS THE RTC HAD TO PURCHASE SIGNAGE INSTEAD OF THE CITY OF ARLINGTON

Comment: LOCAL CONTRIBUTION PROVIDED BY ARLINGTON AND TARRANT COUNTY; NCTCOG PROVIDING $16.5M FOR RANDOL MILL RD REBUILD IN RETURN FOR CITY PROVIDING FUNDS FOR FIFA 2026 WORLD CUP PARTNERSHIP; REDUCED FROM ORIGINAL $18.5M DUE TO SIGNAGE BEING PURCHASED BY NCTCOG INSTEAD OF THE CITY OF ARLINGTON

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENV	0902-90-325	Cat 3 - Local Contribution:	$0	$0	$0	$0	$559,289	$559,289
2024	ENG	0902-90-325	Cat 3 - Local Contribution:	$0	$0	$0	$0	$4,934,156	$4,934,156
2027	ROW	0902-90-325	Cat 3 - Local Contribution:	$0	$0	$0	$0	$11,000,000	$11,000,000
2030	CON	0902-90-325	Cat 3 - Local Contribution:	$0	$0	$0	$0	$1,720,000	$1,720,000
2030	CON	0902-90-325	STBG:	$18,500,000	$0	$0	$4,625,000	$0	$23,125,000
			Phase Subtotal:	**$18,500,000**	**$0**	**$0**	**$4,625,000**	**$1,720,000**	**$24,845,000**
			Grand Total:	**$18,500,000**	**$0**	**$0**	**$4,625,000**	**$18,213,445**	**$41,338,445**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	ENV	0902-90-325	Cat 3 - Local Contribution:	$0	$0	$0	$0	$559,289	$559,289
2024	ENG	0902-90-325	Cat 3 - Local Contribution:	$0	$0	$0	$0	$4,934,156	$4,934,156
2027	ROW	0902-90-325	Cat 3 - Local Contribution:	$0	$0	$0	$0	$14,850,000	$14,850,000
2030	CON	0902-90-325	Cat 3 - Local Contribution:	$0	$0	$0	$0	$29,875,000	$29,875,000
2030	CON	0902-90-325	STBG:	$16,500,000	$0	$0	$4,125,000	$0	$20,625,000
			Phase Subtotal:	**$16,500,000**	**$0**	**$0**	**$4,125,000**	**$29,875,000**	**$50,500,000**
			Grand Total:	**$16,500,000**	**$0**	**$0**	**$4,125,000**	**$50,218,445**	**$70,843,445**

TIP Code: 51018 **Facility:** FM 663 **Location/Limits From:** FM 875 **Modification #:** 2027-0105

Implementing Agency: TXDOT-DALLAS **Location/Limits To:** US 287

County: ELLIS **CSJ:** 0815-08-040

City: MIDLOTHIAN **Desc:** RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES (6 LANES ULTIMATE)

Request: ADD PROJECT TO APPENDIX D OF THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0815-08-040	SW PE:	$0	$4,100,909	$0	$0	$0	$4,100,909
2045	ROW	0815-08-040	SW ROW:	$0	$30,587,800	$0	$0	$0	$30,587,800
			Grand Total:	**$0**	**$34,688,709**	**$0**	**$0**	**$0**	**$34,688,709**

TIP Code: 51021 **Facility:** FM 543 **Location/Limits From:** CR 125 **Modification #:** 2027-0106

Implementing Agency: TXDOT-DALLAS **Location/Limits To:** TRINITY FALL

County: COLLIN **CSJ:** 1012-01-021

City: OTHER **Desc:** RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES (ULTIMATE 6 LANES)

Request: ADD PROJECT TO APPENDIX D OF THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	1012-01-021	SW PE:	$0	$3,782,231	$0	$0	$0	$3,782,231
2045	ROW	1012-01-021	SW ROW:	$0	$8,430,352	$0	$0	$0	$8,430,352
			Grand Total:	**$0**	**$12,212,583**	**$0**	**$0**	**$0**	**$12,212,583**

PROPOSED NOVEMBER 2026 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 51025 **Facility:** FM 2755 **Location/Limits From:** BS 78G **Modification #:** 2027-0107

Implementing Agency: TXDOT-DALLAS **Location/Limits To:** CR 541

County: COLLIN **CSJ:** 2745-01-011

City: LAVON **Desc:** RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES

Request: ADD PROJECT TO APPENDIX D OF THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	2745-01-011	SW PE:	$0	$1,621,533	$0	$0	$0	$1,621,533
2045	ROW	2745-01-011	SW ROW:	$0	$11,324,400	$0	$0	$0	$11,324,400
			Grand Total:	**$0**	**$12,945,933**	**$0**	**$0**	**$0**	**$12,945,933**

PROPOSED NOVEMBER 2026 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14050 **Facility:** CS **Location/Limits From:** EULESS-GRAPEVINE ROAD FROM SH 360 **Modification #:** 2027-0110

Implementing Agency: GRAPEVINE **Location/Limits To:** HUGHES ROAD

County: TARRANT **CSJ:** 0902-90-145

City: GRAPEVINE **Desc:** RECONSTRUCT 2 LANES TO 2 LANES; INCLUDING SIDEWALK AND TRAFFIC SIGNAL IMPROVEMENTS

Request: INCREASE CONSTRUCTION FUNDING AFTER LETTING

Comment: TRANSPORTATION DEVELOPMENT CREDIT (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CITY OF GRAPEVINE MTP POLICY BUNDLE TDCS; CMAQ FUNDS FOR NEW SIDEWALK AND SIGNAL IMPROVEMENTS ONLY; FUNDING OBLIGATED IN FY2024

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-145	Cat 3 - TDC (MPO):	$0	$0	$0	$44,912	$0	$0
2021	ENG	0902-90-145	STBG:	$224,560	$0	$0	$0	$0	$224,560
			Phase Subtotal:	**$224,560**	**$0**	**$0**	**$44,912**	**$0**	**$224,560**
2024	CON	0902-90-145	Cat 3 - TDC (MPO):	$0	$0	$0	$436,453	$0	$0
2024	CON	0902-90-145	Cat 5:	$323,000	$0	$0	$0	$0	$323,000
2024	CON	0902-90-145	STBG:	$1,859,263	$0	$0	$0	$0	$1,859,263
			Phase Subtotal:	**$2,182,263**	**$0**	**$0**	**$436,453**	**$0**	**$2,182,263**
			Grand Total:	**$2,406,823**	**$0**	**$0**	**$0**	**$0**	**$2,406,823**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-145	Cat 3 - TDC (MPO):	$0	$0	$0	$44,912	$0	$0
2021	ENG	0902-90-145	STBG:	$224,560	$0	$0	$0	$0	$224,560
			Phase Subtotal:	**$224,560**	**$0**	**$0**	**$44,912**	**$0**	**$224,560**
2024	CON	0902-90-145	Cat 3 - TDC (MPO):	$0	$0	$0	$436,453	$0	$0
2024	CON	0902-90-145	Cat 5:	$323,000	$0	$0	$0	$0	$323,000
2024	CON	0902-90-145	STBG:	$1,859,263	$0	$0	$0	$0	$1,859,263
			Phase Subtotal:	**$2,182,263**	**$0**	**$0**	**$436,453**	**$0**	**$2,182,263**
2027	CON	0902-90-145	STBG:	$600,000	$0	$0	$150,000	$0	$750,000
			Grand Total:	**$3,006,823**	**$0**	**$0**	**$150,000**	**$0**	**$3,156,823**

TIP Code: 25009 **Facility:** CS **Location/Limits From:** BEDFORD ROAD FROM SOMERSET BLVD **Modification #:** 2027-0140

Implementing Agency: COLLEYVILLE **Location/Limits To:** SADDLEBROOK DRIVE

County: TARRANT **CSJ:** 0902-90-388

City: COLLEYVILLE **Desc:** RECONSTRUCT 2 LANE TO 2 LANE BRIDGE

Request: ADD CAT 10 EARMARK FUNDING FROM 25147/CSJ 0000-00-119 (MODIFICATION 2027-0141); FUNDING TO BE COMBINED INTO ONE PROJECT; MOVE ENGINEERING FUNDING TO FY2027 TO KEEP PROJECT LISTED TOGETHER; GROUPED UNDER CSJ 5000-00-953

Comment: 2023 COMMUNITY PROJECT FUNDING/CONGRESSIONALLY DIRECTED SPENDING - TX 490 (LITTLE BEAR CREEK DESIGN AND CONSTRUCTION OF DRAINAGE FACILITY); MUST OBLIGATE BY SEPTEMBER 30, 2026; 2024 COMMUNITY PROJECT FUNDING/CONGRESSIONALLY DIRECTED SPENDING - DEMO ID TX 520 (BEDFORD LOW WATER CROSSING); MUST OBLIGATE BY SEPTEMBER 30, 2027; GROUPED UNDER CSJ 5000-00-953; LOCAL CONTRIBUTION PAID BY CITY OF COLLEYVILLE

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	ENG	0902-90-388	Cat 3 - Local Contribution:	$0	$0	$0	$0	$300,000	$300,000
2027	CON	0902-90-388	Cat 10:	$1,500,000	$0	$0	$375,000	$0	$1,875,000
2027	CON	0902-90-388	Cat 3 - Local Contribution:	$0	$0	$0	$0	$1,725,000	$1,725,000
			Phase Subtotal:	**$1,500,000**	**$0**	**$0**	**$375,000**	**$1,725,000**	**$3,600,000**
			Grand Total:	**$1,500,000**	**$0**	**$0**	**$375,000**	**$2,025,000**	**$3,900,000**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2027	ENG	0902-90-388	Cat 10:	$1,500,000	$0	$0	$375,000	$0	$1,875,000
2027	ENG	0902-90-388	Cat 3 - Local Contribution:	$0	$0	$0	$0	$300,000	$300,000
			Phase Subtotal:	**$1,500,000**	**$0**	**$0**	**$375,000**	**$300,000**	**$2,175,000**
2027	CON	0902-90-388	Cat 10:	$1,500,000	$0	$0	$375,000	$0	$1,875,000
2027	CON	0902-90-388	Cat 3 - Local Contribution:	$0	$0	$0	$0	$1,725,000	$1,725,000
			Phase Subtotal:	**$1,500,000**	**$0**	**$0**	**$375,000**	**$1,725,000**	**$3,600,000**
			Grand Total:	**$3,000,000**	**$0**	**$0**	**$750,000**	**$2,025,000**	**$5,775,000**

PROPOSED NOVEMBER 2026 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25147 **Facility:** VA **Location/Limits From:** BEDFORD ROAD AT LITTLE BEAR CREEK **Modification #:** 2027-0141

Implementing Agency: COLLEYVILLE

County: TARRANT **CSJ:** 0000-02-119

City: COLLEYVILLE **Desc:** CONSTRUCT DRAINAGE IMPROVEMENTS

Request: CANCEL PROJECT AND MOVE FUNDING TO 25009

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	CON	0000-02-119	Cat 10 - Cong Earmark:	$1,500,000	$0	$0	$375,000	$0	$1,875,000
			Grand Total:	**$1,500,000**	**$0**	**$0**	**$375,000**	**$0**	**$1,875,000**

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2026	CON	0000-02-119	Cat 10 - Cong Earmark:	$0	$0	$0	$0	$0	$0
			Grand Total:	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

How to Read the Project Modification Listings – Transit Section

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS **Apportionment Year:** FY2015 PROGRAM OF PROJECTS **Modification #:** 2015-0695

Request: REFINE FY2015 PROGRAM OF PROJECTS **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: 20,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5310 FUNDS

Currently Approved: **FUNDING TABLE:**

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

Revision Requested: **FUNDING TABLE:**

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

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

Sample

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

Sample

PROPOSED NOVEMBER 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF ARLINGTON **Apportionment Year:** FY2024 PROGRAM OF PROJECTS **Modification #:** 2027-0074

Request: REVISE FY2024 PROGRAM OF PROJECTS; ADD TO 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5310 FUNDS

Currently Approved: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12219.24	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2027	CAPITAL	$144,000	$0	$0	$36,000	0	$180,000
12220.24	ACQUISITION OF HARDWARE	2027	CAPITAL	$885,000	$0	$0	$0	88,500	$885,000
12221.24	ACQUISITION OF SOFTWARE	2027	CAPITAL	$14,747	$0	$0	$3,687	0	$18,434
12973.24	OPERATING ASSISTANCE - HANDITRAN	2027	OPERATING	$825,000	$341,663	$0	$483,337	0	$1,650,000
			TOTAL:	**$1,868,747**	**$341,663**	**$0**	**$523,024**	**88,500**	**$2,733,434**

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12219.24	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2027	CAPITAL	$144,000	$0	$0	$36,000	0	$180,000	NO CHANGE
12220.24	ACQUISITION OF HARDWARE	2027	CAPITAL	$95,000	$0	$0	$0	9,500	$95,000	DECREASE FUNDING
12221.24	ACQUISITION OF SOFTWARE	2027	CAPITAL	$14,747	$0	$0	$3,687	0	$18,434	NO CHANGE
12223.26	PURCHASE OF SERVICE - HANDITRAN	2027	CAPITAL	$790,000	$0	$0	$98,750	79,000	$888,750	ADD PROJECT TO TIP/STIP (TDC [MPO])
12973.24	OPERATING ASSISTANCE - HANDITRAN	2027	OPERATING	$825,000	$341,663	$0	$483,337	0	$1,650,000	NO CHANGE
			TOTAL:	**$1,868,747**	**$341,663**	**$0**	**$621,774**	**88,500**	**$2,832,184**	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY/COUNTY TRANSPORTATION **Apportionment Year:** FY2021 PROGRAM OF PROJECTS **Modification #:** 2027-0075

Request: ADD PROJECT TO THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5307 FUNDS

Currently Approved: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12781.21	ACQUISITION OF SIGNAGE	2026	CAPITAL	$7,500	$0	$0	$0	1,500	$7,500
12782.21	PREVENTIVE MAINTENANCE	2022	CAPITAL	$44,579	$0	$0	$0	8,916	$44,579
12871.21	MOBILITY MANAGEMENT	2025	CAPITAL	$28,375	$0	$0	$0	5,675	$28,375
			TOTAL:	**$80,454**	**$0**	**$0**	**$0**	**16,091**	**$80,454**

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12154.21	OPERATING ASSISTANCE (SPECIAL RULE)	2027	OPERATING	$66,229	$0	$0	$66,229	0	$132,458	ADD PROJECT TO TIP/STIP
12781.21	ACQUISITION OF SIGNAGE	2026	CAPITAL	$7,500	$0	$0	$0	1,500	$7,500	NO CHANGE
12782.21	PREVENTIVE MAINTENANCE	2022	CAPITAL	$63,593	$0	$0	$0	12,719	$63,593	INCREASE FUNDING
12871.21	MOBILITY MANAGEMENT	2025	CAPITAL	$28,375	$0	$0	$0	5,675	$28,375	NO CHANGE
			TOTAL:	**$165,697**	**$0**	**$0**	**$66,229**	**19,894**	**$231,926**	

Revisions since STTC Meeting: **UPDATE AGENCY NAME FROM CITY/COUNTY TO JC CONNECT; REVISE FUNDING FOR OPERATING ASSISTANCE (SPECIAL RULE) FROM $72,852 TOTAL TO $132,458 TOTAL; REVISE FUNDING FOR PREVENTIVE MAINTENANCE FROM $44,579 TOTAL TO $63,593 TOTAL**

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY **Apportionment Year:** FY2021 PROGRAM OF PROJECTS **Modification #:** 2027-0077

Request: REVISE FY2021 PROGRAM OF PROJECTS **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5310 FUNDS

Currently Approved: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12947.21	TCTS PURCHASE OF SERVICE	2022	CAPITAL	$275,000	$0	$0	$0	55,000	$275,000
12948.21	PURCHASE OF REPLACEMENT VEHICLES	2022	CAPITAL	$933,758	$0	$0	$0	140,064	$933,758
			TOTAL:	**$1,208,758**	**$0**	**$0**	**$0**	**195,064**	**$1,208,758**

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12947.21	TCTS PURCHASE OF SERVICE	2027	CAPITAL	$1,208,758	$0	$0	$0	241,752	$1,208,758	INCREASE FUNDING AND ADD PROJECT TO THE TIP/STIP
12948.21	PURCHASE OF REPLACEMENT VEHICLES	2022	CAPITAL	$0	$0	$0	$0	0	$0	DELETE PROJECT
			TOTAL:	**$1,208,758**	**$0**	**$0**	**$0**	**241,752**	**$1,208,758**	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT **Apportionment Year:** FY2026 PROGRAM OF PROJECTS **Modification #:** 2027-0118

Request: ADD PROJECT TO THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: FY2026 BUILD GRANT; ENABLING UNIVERSAL ACCESSIBILITY AT SOUTH DALLAS LIGHT RAIL STATIONS, INCLUDING RAISING NINE OF THE OLDEST DART LIGHT RAIL STATION PLATFORMS TO ACCOMMODATE LEVEL-BOARDING LIGHT RAIL VEHICLES **Funding Source:** TRANSIT SECTION OTHER FTA - BUILD GRANT FUNDS

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12453.26	RAIL STATION STOPS AND TERMINALS	2027	CAPITAL	$25,000,000	$0	$0	$48,015,021	0	$73,015,021	ADD PROJECT TO TIP/STIP
			TOTAL:	**$25,000,000**	**$0**	**$0**	**$48,015,021**	**0**	**$73,015,021**	

Revisions since STTC Meeting: **CHANGE TIP CODE FROM 12393.26 TO 12453.26 AND CLARIFY PROJECT DESCRIPTION FROM OPERATING ASSISTANCE (SPECIAL RULE) TO RAIL STATION STOPS AND TERMINALS TO ALIGN WITH PROJECT SCOPE AS SHOWN IN THE COMMENTS. FTA CONFIRMED THAT THE ORIGINAL AWARD LETTER INCORRECTLY LISTED EIGHT STATIONS INSTEAD OF NINE STATIONS AND THE PROJECT COMMENTS WERE UPDATED ACCORDINGLY**

Implementing Agency: COMMUNITY TRANSIT SERVICES **Apportionment Year:** FY2021 PROGRAM OF PROJECTS **Modification #:** 2027-0142

Request: ADD PROJECT TO THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5307 FUNDS

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12786.21	PREVENTIVE MAINTENANCE	2027	CAPITAL	$14,735	$0	$0	$0	2,947	$14,735	ADD PROJECT TO TIP/STIP (TDC [MPO])
12827.21	OPERATING ASSISTANCE (SPECIAL RULE)	2027	OPERATING	$40,179	$0	$0	$40,179	0	$80,358	ADD PROJECT TO TIP/STIP
			TOTAL:	**$54,914**	**$0**	**$0**	**$40,179**	**2,947**	**$95,093**	

Revisions since STTC Meeting: **REVISE FUNDING FOR OPERATING ASSISTANCE (SPECIAL RULE) FROM $88,392 TOTAL TO $80,358 TOTAL**

PROPOSED NOVEMBER 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY **Apportionment Year:** FY2022 PROGRAM OF PROJECTS **Modification #:** 2027-0143

Request: REVISE FY2022 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) **UZA:** DENTON-LEWISVILLE

Comment: TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5307 FUNDS

Currently Approved: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12354.22	ACQUISITION OF SECURITY EQUIPMENT	2025	CAPITAL	$82,276	$0	$0	$0	16,455	$82,276
12356.22	ADA PARATRANSIT SERVICE	2025	CAPITAL	$822,759	$0	$0	$205,690	0	$1,028,449
12465.22	OPERATING ASSISTANCE (SPECIAL RULE)	2025	OPERATING	$6,033,484	$0	$0	$6,033,484	0	$12,066,968
12534.22	BUS PREVENTIVE MAINTENANCE	2025	CAPITAL	$1,062,813	$0	$0	$265,703	0	$1,328,516
12993.22	RISK REDUCTION SAFETY PROJECT	2025	CAPITAL	$61,706	$0	$0	$15,427	0	$77,133
			TOTAL:	**$8,063,038**	**$0**	**$0**	**$6,520,304**	**16,455**	**$14,583,342**

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12354.22	ACQUISITION OF SECURITY EQUIPMENT	2025	CAPITAL	$82,276	$0	$0	$0	16,456	$82,276	NO CHANGE
12356.22	ADA PARATRANSIT SERVICE	2025	CAPITAL	$822,759	$0	$0	$205,690	0	$1,028,449	NO CHANGE
12396.22	RAIL ROLLING STOCK	2027	CAPITAL	$164,553	$0	$0	$41,139	0	$205,692	ADD PROJECT TO TIP/STIP
12465.22	OPERATING ASSISTANCE (SPECIAL RULE)	2025	OPERATING	$6,033,484	$0	$0	$6,033,484	0	$12,066,968	NO CHANGE
12534.22	BUS PREVENTIVE MAINTENANCE	2025	CAPITAL	$1,062,813	$0	$0	$265,703	0	$1,328,516	NO CHANGE
12993.22	RISK REDUCTION SAFETY PROJECT	2025	CAPITAL	$61,706	$0	$0	$15,427	0	$77,133	NO CHANGE
			TOTAL:	**$8,227,591**	**$0**	**$0**	**$6,561,443**	**16,456**	**$14,789,034**	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY **Apportionment Year:** FY2025 PROGRAM OF PROJECTS **Modification #:** 2027-0144

Request: REVISE FY2025 PROGRAM OF PROJECTS; DELETE PROJECT AND ADD PROJECT TO THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: **Funding Source:** TRANSIT SECTION 5339 FUNDS

Currently Approved: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12728.25	PURCHASE REPLACEMENT VEHICLES	2027	CAPITAL	$2,770,581	$0	$0	$488,927	0	$3,259,508
			TOTAL:	**$2,770,581**	**$0**	**$0**	**$488,927**	**0**	**$3,259,508**

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12253.25	BUS ROLLING STOCK	2027	CAPITAL	$2,770,581	$0	$0	$488,927	0	$3,259,508	ADD PROJECT TO TIP/STIP; 15% MATCH DUE TO ADA ACCESSIBILITY
12728.25	PURCHASE REPLACEMENT VEHICLES	2027	CAPITAL	$0	$0	$0	$0	0	$0	DELETE PROJECT
			TOTAL:	**$2,770,581**	**$0**	**$0**	**$488,927**	**0**	**$3,259,508**	

Revisions since STTC Meeting:

Implementing Agency: CITY OF MCKINNEY **Apportionment Year:** FY2023 PROGRAM OF PROJECTS **Modification #:** 2027-0145

Request: REVISE FY2023 PROGRAM OF PROJECTS; DELETE PROJECT **UZA:** MCKINNEY-FRISCO

Comment: **Funding Source:** TRANSIT SECTION 5307 FUNDS

Currently Approved: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12823.23	OPERATING ASSISTANCE	2027	OPERATING	$4,821,400	$437,261	$0	$4,384,139	0	$9,642,800
12922.23	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2027	CAPITAL	$48,702	$0	$0	$0	9,741	$48,702
			TOTAL:	**$4,870,102**	**$437,261**	**$0**	**$4,384,139**	**9,741**	**$9,691,502**

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12823.23	OPERATING ASSISTANCE	2027	OPERATING	$1,925,886	$437,261	$0	$1,488,625	0	$3,851,772	DECREASE FUNDING
12922.23	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2027	CAPITAL	$0	$0	$0	$0	0	$0	DELETE PROJECT
			TOTAL:	**$1,925,886**	**$437,261**	**$0**	**$1,488,625**	**0**	**$3,851,772**	

Revisions since STTC Meeting: **CLARIFIED UZA AS MCKINNEY-FRISCO**

PROPOSED NOVEMBER 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS **Apportionment Year:** FY2025 PROGRAM OF PROJECTS **Modification #:** 2027-0146

Request: REVISE FY2025 PROGRAM OF PROJECTS **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5307 FUNDS

Currently Approved: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12206.25	PROJECT ADMINISTRATION	2027	CAPITAL	$950,014	$0	$0	$0	190,003	$950,014
12240.25	BUS ROLLING STOCK	2027	CAPITAL	$2,607,000	$0	$0	$0	391,050	$2,607,000
12813.25	GENERAL PLANNING	2027	PLANNING	$200,000	$0	$0	$0	40,000	$200,000
12870.25	MOBILITY MANAGEMENT	2027	CAPITAL	$950,014	$0	$0	$0	190,003	$950,014
			TOTAL:	**$4,707,028**	**$0**	**$0**	**$0**	**811,056**	**$4,707,028**

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12206.25	PROJECT ADMINISTRATION	2027	CAPITAL	$950,014	$0	$0	$0	190,003	$950,014	DELAY PROJECT TO 2029
12240.25	BUS ROLLING STOCK	2027	CAPITAL	$3,133,951	$0	$0	$0	470,093	$3,133,951	INCREASE FUNDING
12813.25	GENERAL PLANNING	2027	PLANNING	$200,000	$0	$0	$0	40,000	$200,000	DELAY PROJECT TO 2029
12870.25	MOBILITY MANAGEMENT	2027	CAPITAL	$950,014	$0	$0	$0	190,003	$950,014	DELAY PROJECT TO 2029
			TOTAL:	**$5,233,979**	**$0**	**$0**	**$0**	**890,099**	**$5,233,979**	

Revisions since STTC Meeting:

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS **Apportionment Year:** FY2022 PROGRAM OF PROJECTS **Modification #:** 2027-0147

Request: DELETE PROJECT **UZA:** DENTON-LEWISVILLE

Comment: **Funding Source:** TRANSIT SECTION 5307 FUNDS

Currently Approved: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12991.22	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2025	CAPITAL	$164,552	$0	$0	$0	32,910	$164,552
			TOTAL:	**$164,552**	**$0**	**$0**	**$0**	**32,910**	**$164,552**

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12991.22	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2025	CAPITAL	$0	$0	$0	$0	0	$0	DELETE PROJECT
			TOTAL:	**$0**	**$0**	**$0**	**$0**	**0**	**$0**	

Revisions since STTC Meeting:

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS **Apportionment Year:** FY2024 PROGRAM OF PROJECTS **Modification #:** 2027-0148

Request: ADD PROJECT TO THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) **UZA:** MCKINNEY-FRISCO

Comment: 15% MATCH DUE TO ADA ACCESSIBILITY (TDC [MPO]); TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5339 FUNDS

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12397.24	BUS ROLLING STOCK	2027	CAPITAL	$463,874	$0	$0	$0	69,582	$463,874	ADD PROJECT TO TIP/STIP; 15% MATCH DUE TO ADA ACCESSIBILITY (TDC [MPO])
			TOTAL:	**$463,874**	**$0**	**$0**	**$0**	**69,582**	**$463,874**	

Revisions since STTC Meeting:

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS **Apportionment Year:** FY2025 PROGRAM OF PROJECTS **Modification #:** 2027-0149

Request: ADD PROJECT TO THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) **UZA:** MCKINNEY-FRISCO

Comment: 15% MATCH DUE TO ADA ACCESSIBILITY (TDC [MPO]); TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5339 FUNDS

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12397.25	BUS ROLLING STOCK	2027	CAPITAL	$512,850	$0	$0	$0	76,928	$512,850	ADD PROJECT TO TIP/STIP; 15% MATCH DUE TO ADA ACCESSIBILITY (TDC [MPO])
			TOTAL:	**$512,850**	**$0**	**$0**	**$0**	**76,928**	**$512,850**	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: PUBLIC TRANSIT SERVICES **Apportionment Year:** FY2021 PROGRAM OF PROJECTS **Modification #:** 2027-0150

Request: REVISE FY2021 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5307 FUNDS

Currently Approved: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12666.21	MOBILITY MANAGEMENT	2022	CAPITAL	$36,663	$0	$0	$0	7,333	$36,663
			TOTAL:	**$36,663**	**$0**	**$0**	**$0**	**7,333**	**$36,663**

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12246.21	OPERATING ASSISTANCE (SPECIAL RULE)	2027	OPERATING	$83,744	$0	$0	$83,744	0	$167,488	ADD PROJECT TO TIP/STIP
12666.21	MOBILITY MANAGEMENT	2022	CAPITAL	$36,663	$0	$0	$0	7,333	$36,663	NO CHANGE
12696.21	PREVENTIVE MAINTENANCE	2027	CAPITAL	$51,781	$0	$0	$0	10,357	$51,781	ADD PROJECT TO TIP/STIP
			TOTAL:	**$172,188**	**$0**	**$0**	**$83,744**	**17,690**	**$255,932**	

Revisions since STTC Meeting: **REVISE FUNDING FOR OPERATING ASSISTANCE (SPECIAL RULE) FROM $92,118 TOTAL TO $167,488 TOTAL**

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS **Apportionment Year:** FY2021 PROGRAM OF PROJECTS **Modification #:** 2027-0151

Request: REVISE FY2021 PROGRAM OF PROJECTS; DELETE PROJECT AND ADD PROJECT TO THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5307 FUNDS

Currently Approved: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12150.21	OPERATING ASSISTANCE	2026	OPERATING	$275,682	$0	$0	$275,682	0	$551,364
12625.21	PREVENTIVE MAINTENANCE	2026	CAPITAL	$45,309	$0	$0	$0	9,062	$45,309
12711.21	MOBILITY MANAGEMENT	2022	CAPITAL	$87,405	$0	$0	$0	17,481	$87,405
12714.21	ACQUISITION OF SIGNAGE	2022	CAPITAL	$12,000	$0	$0	$0	2,400	$12,000
			TOTAL:	**$420,396**	**$0**	**$0**	**$275,682**	**28,943**	**$696,078**

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12150.21	OPERATING ASSISTANCE	2026	OPERATING	$0	$0	$0	$0	0	$0	DELETE PROJECT
12625.21	PREVENTIVE MAINTENANCE	2026	CAPITAL	$45,309	$0	$0	$0	9,062	$45,309	NO CHANGE
12711.21	MOBILITY MANAGEMENT	2022	CAPITAL	$87,405	$0	$0	$0	17,481	$87,405	NO CHANGE
12714.21	ACQUISITION OF SIGNAGE	2022	CAPITAL	$3,090	$0	$0	$0	618	$3,090	DECREASE FUNDING
12735.21	PROJECT ADMINISTRATION	2027	CAPITAL	$8,910	$0	$0	$0	1,782	$8,910	ADD PROJECT TO TIP/STIP
			TOTAL:	**$144,714**	**$0**	**$0**	**$0**	**28,943**	**$144,714**	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS **Apportionment Year:** FY2020 PROGRAM OF PROJECTS **Modification #:** 2027-0152

Request: REVISE FY2020 PROGRAM OF PROJECTS; DELETE PROJECTS **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5310 FUNDS

Currently Approved: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12875.20	PURCHASE OF SERVICE - DENTON COUNTY	2025	CAPITAL	$1,173,882	$0	$0	$0	234,777	$1,173,882
12919.20	PURCHASE OF SERVICE - THE COLONY	2021	CAPITAL	$30,000	$0	$0	$0	6,000	$30,000
12920.20	PURCHASE OF SERVICE - LITTLE ELM	2021	CAPITAL	$35,000	$0	$0	$0	7,000	$35,000
			TOTAL:	**$1,238,882**	**$0**	**$0**	**$0**	**247,777**	**$1,238,882**

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12875.20	PURCHASE OF SERVICE - DENTON COUNTY	2025	CAPITAL	$1,441,756	$0	$0	$0	288,352	$1,441,756	INCREASE FUNDING
12919.20	PURCHASE OF SERVICE - THE COLONY	2021	CAPITAL	$0	$0	$0	$0	0	$0	DELETE PROJECT
12920.20	PURCHASE OF SERVICE - LITTLE ELM	2021	CAPITAL	$0	$0	$0	$0	0	$0	DELETE PROJECT
			TOTAL:	**$1,441,756**	**$0**	**$0**	**$0**	**288,352**	**$1,441,756**	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS **Apportionment Year:** FY2023 PROGRAM OF PROJECTS **Modification #:** 2027-0153

Request: REVISE FY2023 PROGRAM OF PROJECTS; DELETE PROJECTS **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5310 FUNDS

Currently Approved: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12176.23	MOBILITY MANAGEMENT	2025	CAPITAL	$120,000	$0	$0	$0	24,000	$120,000
12198.23	PURCHASE OF SERVICE - FLOWER MOUND	2025	CAPITAL	$230,000	$0	$0	$0	46,000	$230,000
12199.23	PURCHASE OF SERVICE - LAKE CITIES	2026	CAPITAL	$230,000	$0	$0	$0	46,000	$230,000
12875.23	PURCHASE OF SERVICE - DENTON COUNTY	2026	CAPITAL	$500,000	$0	$0	$0	100,000	$500,000
12919.23	PURCHASE OF SERVICE - THE COLONY	2026	CAPITAL	$380,000	$0	$0	$0	76,000	$380,000
12920.23	PURCHASE OF SERVICE - LITTLE ELM	2026	CAPITAL	$300,000	$0	$0	$0	60,000	$300,000
			TOTAL:	**$1,760,000**	**$0**	**$0**	**$0**	**352,000**	**$1,760,000**

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12176.23	MOBILITY MANAGEMENT	2025	CAPITAL	$120,000	$0	$0	$0	24,000	$120,000	NO CHANGE
12198.23	PURCHASE OF SERVICE - FLOWER MOUND	2025	CAPITAL	$0	$0	$0	$0	0	$0	DELETE PROJECT
12199.23	PURCHASE OF SERVICE - LAKE CITIES	2026	CAPITAL	$0	$0	$0	$0	0	$0	DELETE PROJECT
12875.23	PURCHASE OF SERVICE - DENTON COUNTY	2026	CAPITAL	$1,640,000	$0	$0	$0	328,000	$1,640,000	INCREASE FUNDING
12919.23	PURCHASE OF SERVICE - THE COLONY	2026	CAPITAL	$0	$0	$0	$0	0	$0	DELETE PROJECT
12920.23	PURCHASE OF SERVICE - LITTLE ELM	2026	CAPITAL	$0	$0	$0	$0	0	$0	DELETE PROJECT
			TOTAL:	**$1,760,000**	**$0**	**$0**	**$0**	**352,000**	**$1,760,000**	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: STAR TRANSIT **Apportionment Year:** FY2024 PROGRAM OF PROJECTS **Modification #:** 2027-0154

Request: REVISE FY2024 PROGRAM OF PROJECTS; DELETE PROJECT AND ADD PROJECT TO THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5307 FUNDS

Currently Approved: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12151.24	OPERATING ASSISTANCE (SPECIAL RULE)	2025	OPERATING	$1,665,144	$0	$0	$1,665,144	0	$3,330,288
12241.24	PROJECT ADMINISTRATION	2027	CAPITAL	$200,000	$0	$0	$0	40,000	$200,000
12484.24	ACQUISITION OF SOFTWARE	2027	CAPITAL	$209,593	$0	$0	$0	41,919	$209,593
12627.24	PREVENTIVE MAINTENANCE	2027	CAPITAL	$479,334	$0	$0	$0	95,867	$479,334
12717.24	MOBILITY MANAGEMENT	2026	CAPITAL	$279,362	$0	$0	$0	55,872	$279,362
12833.24	ACQUISITION OF BUS SHELTERS	2027	CAPITAL	$750,000	$0	$0	$0	150,000	$750,000
			TOTAL:	**$3,583,433**	**$0**	**$0**	**$1,665,144**	**383,658**	**$5,248,577**

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12151.24	OPERATING ASSISTANCE (SPECIAL RULE)	2025	OPERATING	$1,665,144	$0	$0	$1,665,144	0	$3,330,288	NO CHANGE
12241.24	PROJECT ADMINISTRATION	2027	CAPITAL	$200,000	$0	$0	$0	40,000	$200,000	NO CHANGE
12400.24	BUS SUPPORT EQUIPMENT/FACILITIES	2027	CAPITAL	$750,000	$0	$0	$0	150,000	$750,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
12484.24	ACQUISITION OF SOFTWARE	2027	CAPITAL	$209,593	$0	$0	$0	41,919	$209,593	NO CHANGE
12627.24	PREVENTIVE MAINTENANCE	2027	CAPITAL	$479,334	$0	$0	$0	95,867	$479,334	NO CHANGE
12717.24	MOBILITY MANAGEMENT	2026	CAPITAL	$279,362	$0	$0	$0	55,872	$279,362	NO CHANGE
12833.24	ACQUISITION OF BUS SHELTERS	2027	CAPITAL	$0	$0	$0	$0	0	$0	DELETE PROJECT
			TOTAL:	**$3,583,433**	**$0**	**$0**	**$1,665,144**	**383,658**	**$5,248,577**	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT **Apportionment Year:** FY2026 PROGRAM OF PROJECTS **Modification #:** 2027-0155

Request: ADD PROJECTS TO THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: COMMUNITY PROJECT FUNDING/CONGRESSIONALLY DIRECTED SPENDING D2026-CMPJ-098 AND D2026-CMPJ-099 **Funding Source:** TRANSIT SECTION OTHER FTA FUNDS

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12401.26	CITYPLACE/UPTOWN STATION INCLINATOR REPLACEMENT AND MODERNIZATION PROJECT	2027	CAPITAL	$850,000	$0	$0	$212,500	0	$1,062,500	ADD PROJECT TO TIP/STIP; 2026 COMMUNITY PROJECT FUNDING/CONGRESSIONALLY DIRECTED SPENDING D2026-CMPJ-098
12402.26	DART LEDBETTER LIGHT RAIL STATION FACILITY MODERNIZATION PROJECT	2028	CAPITAL	$250,000	$0	$0	$62,500	0	$312,500	ADD PROJECT TO TIP/STIP; 2026 COMMUNITY PROJECT FUNDING/CONGRESSIONALLY DIRECTED SPENDING D2026-CMPJ-099
			TOTAL:	**$1,100,000**	**$0**	**$0**	**$275,000**	**0**	**$1,375,000**	

Revisions since STTC Meeting:

Implementing Agency: DALLAS AREA RAPID TRANSIT **Apportionment Year:** FY2026 PROGRAM OF PROJECTS **Modification #:** 2027-0156

Request: ADD PROJECT TO THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: 2026 COMMUNITY PROJECT FUNDING/CONGRESSIONAL FUNDING D2026-CMPJ-100 **Funding Source:** TRANSIT SECTION OTHER FTA FUNDS

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12403.26	BUS STOP IMPROVEMENTS	2027	CAPITAL	$2,000,000	$0	$0	$500,000	0	$2,500,000	ADD PROJECT TO TIP/STIP; 2026 COMMUNITY PROJECT FUNDING/CONGRESSIONAL FUNDING D2026-CMPJ-100
			TOTAL:	**$2,000,000**	**$0**	**$0**	**$500,000**	**0**	**$2,500,000**	

Revisions since STTC Meeting:

Implementing Agency: NORTHEAST TRANSPORTATION SERVICES **Apportionment Year:** FY2021 PROGRAM OF PROJECTS **Modification #:** 2027-0158

Request: REVISE FY2021 PROGRAM OF PROJECTS; DELETE PROJECTS **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5310 FUNDS

Currently Approved: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12653.21	PURCHASE OF SERVICE	2021	CAPITAL	$416,000	$0	$0	$0	83,200	$416,000
12965.21	PURCHASE OF REPLACEMENT VEHICLES	2022	CAPITAL	$361,250	$0	$0	$63,750	0	$425,000
12966.21	PURCHASE OF EXPANSION VEHICLES	2022	CAPITAL	$216,750	$0	$0	$38,250	0	$255,000
			TOTAL:	**$994,000**	**$0**	**$0**	**$102,000**	**83,200**	**$1,096,000**

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12653.21	PURCHASE OF SERVICE	2027	CAPITAL	$994,000	$0	$0	$0	198,800	$994,000	INCREASE FUNDING AND ADD TO THE TIP/STIP (TDC [MPO])
12965.21	PURCHASE OF REPLACEMENT VEHICLES	2022	CAPITAL	$0	$0	$0	$0	0	$0	DELETE PROJECT
12966.21	PURCHASE OF EXPANSION VEHICLES	2022	CAPITAL	$0	$0	$0	$0	0	$0	DELETE PROJECT
			TOTAL:	**$994,000**	**$0**	**$0**	**$0**	**198,800**	**$994,000**	

Revisions since STTC Meeting:

Implementing Agency: COMMUNITY TRANSIT SERVICES **Apportionment Year:** FY2027 PROGRAM OF PROJECTS **Modification #:** 2027-0159

Request: REVISE FY2027 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FOR PRE-AWARD AUTHORITY **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; PROJECTS BEING ADDED TO THE STIP FOR PRE-AWARD AUTHORITY **Funding Source:** TRANSIT SECTION 5307 FUNDS

Currently Approved: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12827.27	OPERATING ASSISTANCE (SPECIAL RULE)	2028	OPERATING	$48,014	$0	$0	$48,014	0	$96,028
			TOTAL:	**$48,014**	**$0**	**$0**	**$48,014**	**0**	**$96,028**

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12786.27	PREVENTIVE MAINTENANCE	2027	CAPITAL	$5,794	$0	$0	$0	1,159	$5,794	ADD PROJECT TO TIP/STIP (TDC [MPO]) FOR PRE-AWARD AUTHORITY
12827.27	OPERATING ASSISTANCE (SPECIAL RULE)	2027	OPERATING	$45,538	$0	$0	$45,538	0	$91,076	DECREASE FUNDING
			TOTAL:	**$51,332**	**$0**	**$0**	**$45,538**	**1,159**	**$96,870**	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: STAR TRANSIT **Apportionment Year:** FY2027 PROGRAM OF PROJECTS **Modification #:** 2027-0160

Request: ADD PROJECTS TO THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FOR PRE-AWARD AUTHORITY **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: PROJECTS BEING ADDED TO THE STIP FOR PRE-AWARD AUTHORITY **Funding Source:** TRANSIT SECTION 5310 FUNDS

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12200.27	PURCHASE OF SERVICE - ROCKWALL	2027	CAPITAL	$75,000	$0	$0	$18,750	0	$93,750	ADD PROJECT TO TIP/STIP FOR PRE-AWARD AUTHORITY
12276.27	PURCHASE OF SERVICE - DESOTO	2027	CAPITAL	$75,000	$0	$0	$18,750	0	$93,750	ADD PROJECT TO TIP/STIP FOR PRE-AWARD AUTHORITY
12277.27	PURCHASE OF SERVICE - KAUFMAN	2027	CAPITAL	$75,000	$0	$0	$18,750	0	$93,750	ADD PROJECT TO TIP/STIP FOR PRE-AWARD AUTHORITY
12715.27	PURCHASE OF SERVICE - DUNCANVILLE	2027	CAPITAL	$75,000	$0	$0	$18,750	0	$93,750	ADD PROJECT TO TIP/STIP FOR PRE-AWARD AUTHORITY
12718.27	PURCHASE OF SERVICE - CEDAR HILL	2027	CAPITAL	$75,000	$0	$0	$18,750	0	$93,750	ADD PROJECT TO TIP/STIP FOR PRE-AWARD AUTHORITY
12719.27	PURCHASE OF SERVICE - MESQUITE	2027	CAPITAL	$650,000	$0	$0	$162,500	0	$812,500	ADD PROJECT TO TIP/STIP FOR PRE-AWARD AUTHORITY
			TOTAL:	**$1,025,000**	**$0**	**$0**	**$256,250**	**0**	**$1,281,250**	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: STAR TRANSIT **Apportionment Year:** FY2027 PROGRAM OF PROJECTS **Modification #:** 2027-0161

Request: REVISE FY2027 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FOR PRE-AWARD AUTHORITY **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; PROJECTS BEING ADDED TO THE STIP FOR PRE-AWARD AUTHORITY **Funding Source:** TRANSIT SECTION 5307 FUNDS

Currently Approved: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12151.27	OPERATING ASSISTANCE (SPECIAL RULE)	2028	OPERATING	$1,854,345	$0	$0	$1,854,345	0	$3,708,690
			TOTAL:	**$1,854,345**	**$0**	**$0**	**$1,854,345**	**0**	**$3,708,690**

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12151.27	OPERATING ASSISTANCE (SPECIAL RULE)	2027	OPERATING	$1,300,000	$0	$0	$1,300,000	0	$2,600,000	DECREASE FUNDING
12241.27	PROJECT ADMINISTRATION	2027	CAPITAL	$425,000	$0	$0	$0	85,000	$425,000	ADD PROJECT TO TIP/STIP (TDC [MPO]) FOR PRE-AWARD AUTHORITY
12484.27	ACQUISITION OF SOFTWARE	2027	CAPITAL	$575,000	$0	$0	$0	115,000	$575,000	ADD PROJECT TO TIP/STIP (TDC [MPO]) FOR PRE-AWARD AUTHORITY
12627.27	PREVENTIVE MAINTENANCE	2027	CAPITAL	$675,000	$0	$0	$0	135,000	$675,000	ADD PROJECT TO TIP/STIP (TDC [MPO]) FOR PRE-AWARD AUTHORITY
12717.27	MOBILITY MANAGEMENT	2027	CAPITAL	$475,000	$0	$0	$0	95,000	$475,000	ADD PROJECT TO TIP/STIP (TDC [MPO]) FOR PRE-AWARD AUTHORITY
			TOTAL:	**$3,450,000**	**$0**	**$0**	**$1,300,000**	**430,000**	**$4,750,000**	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS **Apportionment Year:** FY2027 PROGRAM OF PROJECTS **Modification #:** 2027-0162

Request: ADD PROJECT TO THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FOR PRE-AWARD AUTHORITY **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: PROJECTS BEING ADDED TO THE STIP FOR PRE-AWARD AUTHORITY **Funding Source:** TRANSIT SECTION 5310 FUNDS

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12875.27	PURCHASE OF SERVICE - DENTON COUNTY	2027	CAPITAL	$1,012,026	$0	$0	$0	202,406	$1,012,026	ADD PROJECT TO TIP/STIP (TDC [MPO]) FOR PRE-AWARD AUTHORITY
			TOTAL:	**$1,012,026**	**$0**	**$0**	**$0**	**202,406**	**$1,012,026**	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS **Apportionment Year:** FY2027 PROGRAM OF PROJECTS **Modification #:** 2027-0163

Request: ADD PROJECTS TO THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FOR PRE-AWARD AUTHORITY **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; PROJECTS BEING ADDED TO THE STIP FOR PRE-AWARD AUTHORITY **Funding Source:** TRANSIT SECTION 5307 FUNDS

Currently Approved: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12150.27	OPERATING ASSISTANCE (SPECIAL RULE)	2028	OPERATING	$586,138	$0	$0	$586,138	0	$1,172,276
			TOTAL:	**$586,138**	**$0**	**$0**	**$586,138**	**0**	**$1,172,276**

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12150.27	OPERATING ASSISTANCE (SPECIAL RULE)	2027	OPERATING	$586,138	$0	$0	$586,138	0	$1,172,276	NO CHANGE
12375.27	PROJECT ADMINISTRATION	2027	CAPITAL	$300,000	$0	$0	$0	60,000	$300,000	ADD PROJECT TO TIP/STIP (TDC [MPO]) FOR PRE-AWARD AUTHORITY
12625.27	PREVENTIVE MAINTENANCE	2027	CAPITAL	$300,000	$0	$0	$0	60,000	$300,000	ADD PROJECT TO TIP/STIP (TDC [MPO]) FOR PRE-AWARD AUTHORITY
12711.27	MOBILITY MANAGEMENT	2027	CAPITAL	$300,000	$0	$0	$0	60,000	$300,000	ADD PROJECT TO TIP/STIP (TDC [MPO]) FOR PRE-AWARD AUTHORITY
12712.27	ACQUISITION OF HARDWARE	2027	CAPITAL	$200,000	$0	$0	$0	40,000	$200,000	ADD PROJECT TO TIP/STIP (TDC [MPO]) FOR PRE-AWARD AUTHORITY
12713.27	ACQUISITION OF SOFTWARE	2027	CAPITAL	$250,000	$0	$0	$0	50,000	$250,000	ADD PROJECT TO TIP/STIP (TDC [MPO]) FOR PRE-AWARD AUTHORITY
12714.27	ACQUISITION OF SIGNAGE	2027	CAPITAL	$20,000	$0	$0	$0	4,000	$20,000	ADD PROJECT TO TIP/STIP (TDC [MPO]) FOR PRE-AWARD AUTHORITY
			TOTAL:	**$1,956,138**	**$0**	**$0**	**$586,138**	**274,000**	**$2,542,276**	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: PUBLIC TRANSIT SERVICES **Apportionment Year:** FY2027 PROGRAM OF PROJECTS **Modification #:** 2027-0164

Request: ADD PROJECT TO THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FOR PRE-AWARD AUTHORITY **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; PROJECTS BEING ADDED TO THE STIP FOR PRE-AWARD AUTHORITY **Funding Source:** TRANSIT SECTION 5310 FUNDS

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12180.27	MOBILITY MANAGEMENT	2027	CAPITAL	$116,723	$0	$0	$0	23,345	$116,723	ADD PROJECT TO TIP/STIP (TDC [MPO]) FOR PRE-AWARD AUTHORITY
			TOTAL:	**$116,723**	**$0**	**$0**	**$0**	**23,345**	**$116,723**	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: PUBLIC TRANSIT SERVICES **Apportionment Year:** FY2027 PROGRAM OF PROJECTS **Modification #:** 2027-0165

Request: REVISE FY2027 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FOR PRE-AWARD AUTHORITY **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; PROJECTS BEING ADDED TO THE STIP FOR PRE-AWARD AUTHORITY **Funding Source:** TRANSIT SECTION 5307 FUNDS

Currently Approved: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12246.27	OPERATING ASSISTANCE (SPECIAL RULE)	2028	OPERATING	$125,516	$0	$0	$125,516	0	$251,032
			TOTAL:	**$125,516**	**$0**	**$0**	**$125,516**	**0**	**$251,032**

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12232.27	ACQUISITION OF SOFTWARE	2027	CAPITAL	$57,500	$0	$0	$0	11,500	$57,500	ADD PROJECT TO TIP/STIP (TDC [MPO]) FOR PRE-AWARD AUTHORITY
12246.27	OPERATING ASSISTANCE (SPECIAL RULE)	2027	OPERATING	$100,429	$0	$0	$100,429	0	$200,858	DECREASE FUNDING
12247.27	PROJECT ADMINISTRATION	2027	CAPITAL	$40,000	$0	$0	$0	8,000	$40,000	ADD PROJECT TO TIP/STIP (TDC [MPO]) FOR PRE-AWARD AUTHORITY
12666.27	MOBILITY MANAGEMENT	2027	CAPITAL	$50,000	$0	$0	$0	10,000	$50,000	ADD PROJECT TO TIP/STIP (TDC [MPO]) FOR PRE-AWARD AUTHORITY
12696.27	PREVENTIVE MAINTENANCE	2027	CAPITAL	$220,000	$0	$0	$0	44,000	$220,000	ADD PROJECT TO TIP/STIP (TDC [MPO]) FOR PRE-AWARD AUTHORITY
			TOTAL:	**$467,929**	**$0**	**$0**	**$100,429**	**73,500**	**$568,358**	

Revisions since STTC Meeting:

PROPOSED NOVEMBER 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: JC CONNECT **Apportionment Year:** FY2027 PROGRAM OF PROJECTS **Modification #:** 2027-0166

Request: ADD PROJECT TO THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FOR PRE-AWARD AUTHORITY **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; PROJECTS BEING ADDED TO THE STIP FOR PRE-AWARD AUTHORITY **Funding Source:** TRANSIT SECTION 5310 FUNDS

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12405.27	MOBILITY MANAGEMENT	2027	CAPITAL	$190,059	$0	$0	$0	38,012	$190,059	ADD PROJECT TO TIP/STIP (TDC [MPO]) FOR PRE-AWARD AUTHORITY
			TOTAL:	**$190,059**	**$0**	**$0**	**$0**	**38,012**	**$190,059**	

Revisions since STTC Meeting: **UPDATE AGENCY NAME FROM CITY/COUNTY TO JC CONNECT**

PROPOSED NOVEMBER 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY/COUNTY TRANSPORTATION **Apportionment Year:** FY2027 PROGRAM OF PROJECTS **Modification #:** 2027-0167

Request: REVISE FY2027 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FOR PRE-AWARD AUTHORITY **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; PROJECTS BEING ADDED TO THE STIP FOR PRE-AWARD AUTHORITY **Funding Source:** TRANSIT SECTION 5307 FUNDS

Currently Approved: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12154.27	OPERATING ASSISTANCE (SPECIAL RULE)	2028	OPERATING	$139,235	$0	$0	$139,235	0	$278,470
			TOTAL:	**$139,235**	**$0**	**$0**	**$139,235**	**0**	**$278,470**

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12154.27	OPERATING ASSISTANCE (SPECIAL RULE)	2028	OPERATING	$116,612	$0	$0	$116,612	0	$233,224	DECREASE FUNDING
12404.27	BUS STATIONS/STOPS/TERMINALS	2027	CAPITAL	$300,000	$0	$0	$0	60,000	$300,000	ADD PROJECT TO TIP/STIP (TDC [MPO]) FOR PRE-AWARD AUTHORITY
12747.27	ACQUISITION OF HARDWARE	2027	CAPITAL	$50,000	$0	$0	$0	10,000	$50,000	ADD PROJECT TO TIP/STIP (TDC [MPO]) FOR PRE-AWARD AUTHORITY
12750.27	PROJECT ADMINISTRATION	2027	CAPITAL	$90,000	$0	$0	$0	18,000	$90,000	ADD PROJECT TO TIP/STIP (TDC [MPO]) FOR PRE-AWARD AUTHORITY
12782.27	PREVENTIVE MAINTENANCE	2027	CAPITAL	$100,000	$0	$0	$0	20,000	$100,000	ADD PROJECT TO TIP/STIP (TDC [MPO]) FOR PRE-AWARD AUTHORITY
12871.27	MOBILITY MANAGEMENT	2027	CAPITAL	$70,000	$0	$0	$0	14,000	$70,000	ADD PROJECT TO TIP/STIP (TDC [MPO]) FOR PRE-AWARD AUTHORITY
			TOTAL:	**$726,612**	**$0**	**$0**	**$116,612**	**122,000**	**$843,224**	

Revisions since STTC Meeting: **UPDATE AGENCY NAME FROM CITY/COUNTY TO JC CONNECT**

PROPOSED NOVEMBER 2026 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT **Apportionment Year:** FY2023 PROGRAM OF PROJECTS **Modification #:** 2027-0168

Request: REVISE FY2023 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: **Funding Source:** TRANSIT SECTION OTHER FTA FUNDS

Currently Approved: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12031.23	FUEL SYSTEM MODERNIZATION PROJECT	2025	CAPITAL	$2,000,000	$0	$0	$500,000	0	$2,500,000
12972.23	SMART BUS TECHNOLOGY	2027	CAPITAL	$833,000	$0	$0	$208,250	0	$1,041,250
			TOTAL:	**$2,833,000**	**$0**	**$0**	**$708,250**	**0**	**$3,541,250**

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12031.23	FUEL SYSTEM MODERNIZATION PROJECT	2025	CAPITAL	$2,000,000	$0	$0	$500,000	0	$2,500,000	NO CHANGE
12972.23	SMART BUS TECHNOLOGY	2027	CAPITAL	$0	$0	$0	$0	0	$0	DELETE PROJECT; 2022 COMMUNITY PROJECT FUNDING/CONGRESSIONAL FUNDING D2022-CMPJ-071
			TOTAL:	**$2,000,000**	**$0**	**$0**	**$500,000**	**0**	**$2,500,000**	

Revisions since STTC Meeting:

Implementing Agency: DALLAS AREA RAPID TRANSIT **Apportionment Year:** FY2022 PROGRAM OF PROJECTS **Modification #:** 2027-0169

Request: ADD PROJECT TO THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) **UZA:** DALLAS-FORT WORTH-ARLINGTON

Comment: **Funding Source:** TRANSIT SECTION OTHER FTA FUNDS

Revision Requested: **FUNDING TABLE:**

TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	REVISION REQUESTED BY
12972.22	SMART BUS TECHNOLOGY	2027	CAPITAL	$833,000	$0	$0	$0	0	$833,000	ADD PROJECT TO NEW TIP/STIP; 2022 COMMUNITY PROJECT FUNDING/CONGRESSIONAL FUNDING D2022-CMPJ-071
			TOTAL:	**$833,000**	**$0**	**$0**	**$0**	**0**	**$833,000**	

Revisions since STTC Meeting:

Phase II - NEVI Awarded Projects to be added to the 2027-2030 TIP/STIP

TxDOT District	Project Sponsor	Proposed Mod Number	TIP Code	CSJ	Facility	County	City	Location	Project Description/Scope	Federal	Local Match	Local Contribution	Total Project Cost
Fort Worth	Universal EV LLC	**2027-0038**	**25148**	5000-00-361	US 377	Hood	Cresson	9411 East US Hwy 377	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 619,454	$ 154,864	$ 110,617	$ 884,935
Fort Worth	Universal EV LLC	**2027-0194**	**25148.1**	5000-00-346	US 377	Tarrant	Fort Worth	7500 Wycliff Street	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 616,280	$ 154,070	$ 110,050	$ 880,400
Fort Worth	Universal EV LLC	**2027-0198**	**25148.2**	5000-00-351	US 377	Tarrant	Haltom City	4050 Haltom Rd	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 614,296	$ 153,574	$ 109,695	$ 877,565
Fort Worth	Universal EV LLC	**2027-0039**	**25149**	5000-00-323	IH 20	Parker	Weatherford	245 I-20	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 618,016	$ 154,504	$ 110,360	$ 882,880
Fort Worth	Universal EV LLC	**2027-0205**	**25149.1**	5000-00-360	IH 20	Tarrant	Arlington	4331 Kelly Elliott Rd	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 619,504	$ 154,876	$ 110,625	$ 885,005
Fort Worth	Universal EV LLC	**2027-0206**	**25149.2**	5000-00-329	IH 20	Tarrant	Arlington	1901 West Pleasant Ridge Road	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 619,454	$ 154,864	$ 110,618	$ 884,935
Fort Worth	Universal EV LLC	**2027-0207**	**25149.3**	5000-00-357	IH 20	Tarrant	Arlington	4121 South Collins Street	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 619,107	$ 154,777	$ 110,555	$ 884,439
Fort Worth	Universal EV LLC	**2027-0208**	**25149.4**	5000-00-337	IH 20	Tarrant	Arlington	4601 South Collins Street	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 614,990	$ 153,748	$ 109,820	$ 878,557
Dallas	Universal EV LLC	**2027-0040**	**25150**	5000-00-352	IH 20	Dallas	Duncanville	700 N Clark Rd Ste 108	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 616,776	$ 154,194	$ 110,138	$ 881,108
Dallas	Universal EV LLC	**2027-0229**	**25150.1**	5000-00-350	IH 20	Dallas	Dallas	1612 S St Augustine Dr	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 619,107	$ 154,777	$ 110,555	$ 884,439
Fort Worth	Universal EV LLC	**2027-0041**	**25151**	5000-00-291	IH 30	Tarrant	Fort Worth	2730 South Cherry Lane	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 614,842	$ 153,711	$ 109,793	$ 878,345
Fort Worth	Universal EV LLC	**2027-0231**	**25151.1**	5000-00-292	IH 30	Tarrant	Fort Worth	1236 Oakland Boulevard	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 617,867	$ 154,467	$ 110,334	$ 882,668
Dallas	Universal EV LLC	**2027-0042**	**25152**	5000-00-324	IH 30	Dallas	Mesquite	3450 N Town E Blvd	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 617,272	$ 154,318	$ 110,226	$ 881,816
Dallas	Universal EV LLC	**2027-0233**	**25152.1**	5000-00-326	IH 30	Dallas	Dallas	8411 East R L Thornton Freeway	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 618,214	$ 154,554	$ 110,397	$ 883,164

Phase II - NEVI Awarded Projects to be added to the 2027-2030 TIP/STIP

TxDOT District	Project Sponsor	Proposed Mod Number	TIP Code	CSJ	Facility	County	City	Location	Project Description/Scope	Federal	Local Match	Local Contribution	Total Project Cost
Dallas	Universal EV LLC	**2027-0234**	**25152.2**	5000-00-330	IH 30	Dallas	Grand Prairie	402 East Palace Parkway	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 617,818	$ 154,455	$ 110,324	$ 882,596
Dallas	Universal EV LLC	**2027-0235**	**25152.3**	5000-00-338	IH 30	Dallas	Garland	4102 Bobtown Road	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 619,454	$ 154,864	$ 110,618	$ 884,935
Fort Worth	Universal EV LLC	**2027-0043**	**25153**	5000-00-353	IH 820	Tarrant	Fort Worth	5800 East Berry Street	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 618,016	$ 154,504	$ 110,360	$ 882,880
Fort Worth	Universal EV LLC	**2027-0218**	**25153.1**	5000-00-354	IH 820	Tarrant	Fort Worth	6635 Randol Mill Rd	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 618,165	$ 154,541	$ 110,386	$ 883,092
Fort Worth	Universal EV LLC	**2027-0219**	**25153.2**	5000-00-355	IH 820	Tarrant	Hurst	1401 West Hurst Boulevard	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 617,818	$ 154,455	$ 110,324	$ 882,596
Fort Worth	Universal EV LLC	**2027-0220**	**25153.3**	5000-00-363	IH 820	Tarrant	Hurst	100 N Booth Calloway Rd	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 619,603	$ 154,901	$ 110,644	$ 885,148
Fort Worth	Universal EV LLC	**2027-0044**	**25154**	5000-00-376	US 26	Tarrant	North Richland Hills	4100 Rufe Snow Dr	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 618,909	$ 154,727	$ 110,520	$ 884,156
Fort Worth	Universal EV LLC	**2027-0217**	**25154.1**	5000-00-345	US 26	Tarrant	Haltom City	2531 Carson St	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 617,818	$ 154,455	$ 110,324	$ 882,596
Fort Worth	Universal EV LLC	**2027-0045**	**25155**	5000-00-341	IH 35W	Johnson	Alvarado	200 US Highway 67	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 614,842	$ 153,711	$ 109,793	$ 878,345
Fort Worth	Universal EV LLC	**2027-0214**	**25155.1**	5000-00-375	IH 35W	Tarrant	Fort Worth	1316 Sycamore School Road	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 617,818	$ 154,455	$ 110,324	$ 882,596
Fort Worth	Universal EV LLC	**2027-0216**	**25155.2**	5000-00-340	IH 35W	Tarrant	Fort Worth	1820 Hemphill St	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 618,710	$ 154,678	$ 110,485	$ 883,872
Dallas	Universal EV LLC	**2027-0046**	**25156**	5000-00-362	IH 35E	Ellis	Waxahachie	200 North Interstate 35E	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 617,768	$ 154,442	$ 110,315	$ 882,525
Dallas	Universal EV LLC	**2027-0195**	**25156.1**	5000-00-327	IH 35E	Dallas	DeSoto	1701 N Interstate 35 E Rd	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 618,710	$ 154,678	$ 110,485	$ 883,872
Dallas	Universal EV LLC	**2027-0196**	**25156.2**	5000-00-349	IH 35E	Dallas	Dallas	8390 North Stemmons Freeway	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 618,760	$ 154,690	$ 110,493	$ 883,943

Phase II - NEVI Awarded Projects to be added to the 2027-2030 TIP/STIP

TxDOT District	Project Sponsor	Proposed Mod Number	TIP Code	CSJ	Facility	County	City	Location	Project Description/Scope	Federal	Local Match	Local Contribution	Total Project Cost
Dallas	Universal EV LLC	**2027-0197**	**25156.3**	5000-00-331	IH 35E	Denton	Lewisville	101 South Stemmons Freeway	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 618,909	$ 154,727	$ 110,520	$ 884,156
Dallas	Universal EV LLC	**2027-0047**	**25157**	5000-00-325	SH 175	Dallas	Dallas	8241 C F Hawn Fwy	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 619,653	$ 154,913	$ 110,653	$ 885,219
Dallas	Universal EV LLC	**2027-0199**	**25157.1**	5000-00-328	SH 175	Dallas	Seagoville	1910 North Highway 175	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 618,909	$ 154,727	$ 110,520	$ 884,156
Dallas	Universal EV LLC	**2027-0200**	**25157.2**	5000-00-358	SH 175	Kaufman	Kaufman	5473 US 175 Frontage Rd	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 619,454	$ 154,864	$ 110,618	$ 884,935
Dallas	Universal EV LLC	**2027-0048**	**25158**	5000-00-344	US 67	Dallas	Cedar Hill	3 S Clark Rd	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 613,949	$ 153,487	$ 109,633	$ 877,069
Dallas	Universal EV LLC	**2027-0201**	**25158.1**	5000-00-347	US 67	Dallas	Cedar Hill	489 E Belt Line Rd E Fm 1382	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 618,016	$ 154,504	$ 110,360	$ 882,880
Dallas	Universal EV LLC	**2027-0049**	**25159**	5000-00-348	US 75	Collin	Plano	1310 M Ave A	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 614,296	$ 153,574	$ 109,695	$ 877,565
Dallas	Universal EV LLC	**2027-0202**	**25159.1**	5000-00-332	US 75	Collin	McKinney	202 North Central Expressway	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 619,603	$ 154,901	$ 110,644	$ 885,148
Paris	Universal EV LLC	**2027-0050**	**25160**	5000-00-359	US 380	Hunt	Caddo Mills	5777 US 380	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 617,818	$ 154,455	$ 110,324	$ 882,596
Paris	Universal EV LLC	**2027-0203**	**25160.1**	5000-00-335	US 380	Hunt	Greenville	3200 Joe Ramsey Blvd E	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 619,603	$ 154,901	$ 110,644	$ 885,148
Fort Worth	Universal EV LLC	**2027-0051**	**25161**	5000-00-373	SH 303	Tarrant	Arlington	4025 Woodland Park Blvd	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 619,851	$ 154,963	$ 110,687	$ 885,501
Fort Worth	Universal EV LLC	**2027-0052**	**25162**	5000-00-356	US 287	Tarrant	Fort Worth	3540 Miller Ave	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 614,842	$ 153,711	$ 109,793	$ 878,345
Fort Worth	Universal EV LLC	**2027-0204**	**25162.1**	5000-00-364	US 287	Wise	Alvord	812 W State St	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 618,115	$ 154,529	$ 110,377	$ 883,021
Dallas	Universal EV LLC	**2027-0053**	**25163**	5000-00-333	CS	Denton	Little Elm	1020 West Eldorado Parkway	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 618,661	$ 154,665	$ 110,475	$ 883,801

Phase II - NEVI Awarded Projects to be added to the 2027-2030 TIP/STIP

TxDOT District	Project Sponsor	Proposed Mod Number	TIP Code	CSJ	Facility	County	City	Location	Project Description/Scope	Federal	Local Match	Local Contribution	Total Project Cost
Dallas	Universal EV LLC	**2027-0054**	**25164**	5000-00-334	SH 78	Collin	Wylie	201 South State Highway 78	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 619,504	$ 154,876	$ 110,625	$ 885,005
Dallas	Universal EV LLC	**2027-0055**	**25165**	5000-00-336	SH 342	Dallas	Lancaster	995 W Belt Line Rd	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 619,106	$ 154,777	$ 110,557	$ 884,439
Dallas	Universal EV LLC	**2027-0057**	**25166**	5000-00-339	IH 635	Dallas	Mesquite	1028 West Cartwright Road	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 619,901	$ 154,975	$ 110,696	$ 885,572
Dallas	Universal EV LLC	**2027-0062**	**25167**	5000-00-372	SH 183	Dallas	Irving	4108 W Airport Fwy	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 619,107	$ 154,777	$ 110,555	$ 884,439
Paris	Universal EV LLC	**2027-0063**	**25168**	5000-00-374	SH 276	Hunt	Royse City	4884 TX 276	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 614,296	$ 153,574	$ 109,695	$ 877,565
Fort Worth	Red E Charging LLC	**2027-0065**	**25169**	5000-00-316	IH 20	Tarrant	Fort Worth	5300 McCart Ave	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 527,595	$ 131,899	$ -	$ 659,494
Fort Worth	Red E Charging LLC	**2027-0209**	**25169.1**	5000-00-319	IH 20	Tarrant	Forest Hill	6549 Wichita St	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 527,595	$ 131,899	$ -	$ 659,494
Fort Worth	Red E Charging LLC	**2027-0210**	**25169.2**	5000-00-318	IH 20	Tarrant	Arlington	5601 S Cooper St	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 356,171	$ 89,043	$ -	$ 445,214
Fort Worth	Red E Charging LLC	**2027-0211**	**25169.3**	5000-00-313	IH 20	Tarrant	Arlington	3532 Matlock Rd	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 527,595	$ 131,899	$ -	$ 659,494
Fort Worth	Red E Charging LLC	**2027-0067**	**25170**	5000-00-298	SH 114	Tarrant	Grapevine	1001 E Northwest Hwy	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 527,595	$ 131,899	$ -	$ 659,494
Fort Worth	Red E Charging LLC	**2027-0212**	**25170.1**	5000-00-311	SH 114	Tarrant	Southlake	401 Kimball Ave	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 527,597	$ 131,899	$ -	$ 659,496
Fort Worth	Red E Charging LLC	**2027-0068**	**25171**	5000-00-309	SH 121	Tarrant	Grapevine	3613 Ira E Woods Ave	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 527,595	$ 131,899	$ -	$ 659,494
Fort Worth	Red E Charging LLC	**2027-0213**	**25171.1**	5000-00-301	SH 121	Tarrant	Grapevine	3501 Grapevine Mills Parkway	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 527,595	$ 131,899	$ -	$ 659,494
Fort Worth	Red E Charging LLC	**2027-0215**	**25171.2**	5000-00-314	SH 121	Tarrant	Euless	3801 Cheek Sparger Road	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 356,171	$ 89,043	$ -	$ 445,214

Phase II - NEVI Awarded Projects to be added to the 2027-2030 TIP/STIP

TxDOT District	Project Sponsor	Proposed Mod Number	TIP Code	CSJ	Facility	County	City	Location	Project Description/Scope	Federal	Local Match	Local Contribution	Total Project Cost
Dallas	Red E Charging LLC	**2027-0069**	**25172**	5000-00-300	IH 635	Dallas	Coppell	1000 South Royal Lane	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 527,595	$ 131,899	$ -	$ 659,494
Dallas	Red E Charging LLC	**2027-0224**	**25172.1**	5000-00-305	IH 635	Dallas	Mesquite	1610 W Scyene Road	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 527,595	$ 131,899	$ -	$ 659,494
Dallas	Red E Charging LLC	**2027-0223**	**25172.1**	5000-00-315	IH 635	Dallas	Mesquite	4451 North Galloway Avenue	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 527,595	$ 131,899	$ -	$ 659,494
Dallas	Red E Charging LLC	**2027-0070**	**25173**	5000-00-299	IH 30	Dallas	Dallas	2320 North Westmoreland Road	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 527,595	$ 131,899	$ -	$ 659,494
Dallas	Red E Charging LLC	**2027-0087**	**25174**	5000-00-320	IH 20	Dallas	Dallas	13525 C F Hawn Fwy	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 356,171	$ 89,043	$ -	$ 445,214
Dallas	Red E Charging LLC	**2027-0225**	**25174.1**	5000-00-306	IH 20	Kaufman	Terrell	1619 TX-34	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 527,595	$ 131,899	$ -	$ 659,494
Fort Worth	Red E Charging LLC	**2027-0089**	**25175**	5000-00-307	IH 30	Tarrant	Arlington	2023 E Lamar Blvd	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 527,595	$ 131,899	$ -	$ 659,494
Fort Worth	Red E Charging LLC	**2027-0226**	**25175.1**	5000-00-304	IH 30	Tarrant	Arlington	1425 N Cooper St	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 527,595	$ 131,899	$ -	$ 659,494
Dallas	Red E Charging LLC	**2027-0090**	**25176**	5000-00-321	IH 35E	Denton	Lewisville	1231 Justin Road	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 527,595	$ 131,899	$ -	$ 659,494
Dallas	Red E Charging LLC	**2027-0227**	**25176.1**	5000-00-322	IH 35E	Ellis	Milford	900 Water Street	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 527,595	$ 131,899	$ -	$ 659,494
Dallas	Red E Charging LLC	**2027-0228**	**25176.2**	5000-00-308	IH 35E	Dallas	Dallas	3230 West Mockingbird Lane	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 527,595	$ 131,899	$ -	$ 659,494
Fort Worth	Red E Charging LLC	**2027-0092**	**25177**	5000-00-302	IH 35W	Tarrant	Fort Worth	101 Everman Parkway	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 527,595	$ 131,899	$ 13	$ 659,507
Fort Worth	Red E Charging LLC	**2027-0093**	**25178**	5000-00-303	SH 180	Tarrant	Arlington	901 East Division Street	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 356,171	$ 89,043	$ -	$ 445,214
Dallas	Red E Charging LLC	**2027-0094**	**25179**	5000-00-310	CS	Denton	Flower Mound	2208 Long Prairie Rd	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 527,595	$ 131,899	$ -	$ 659,494

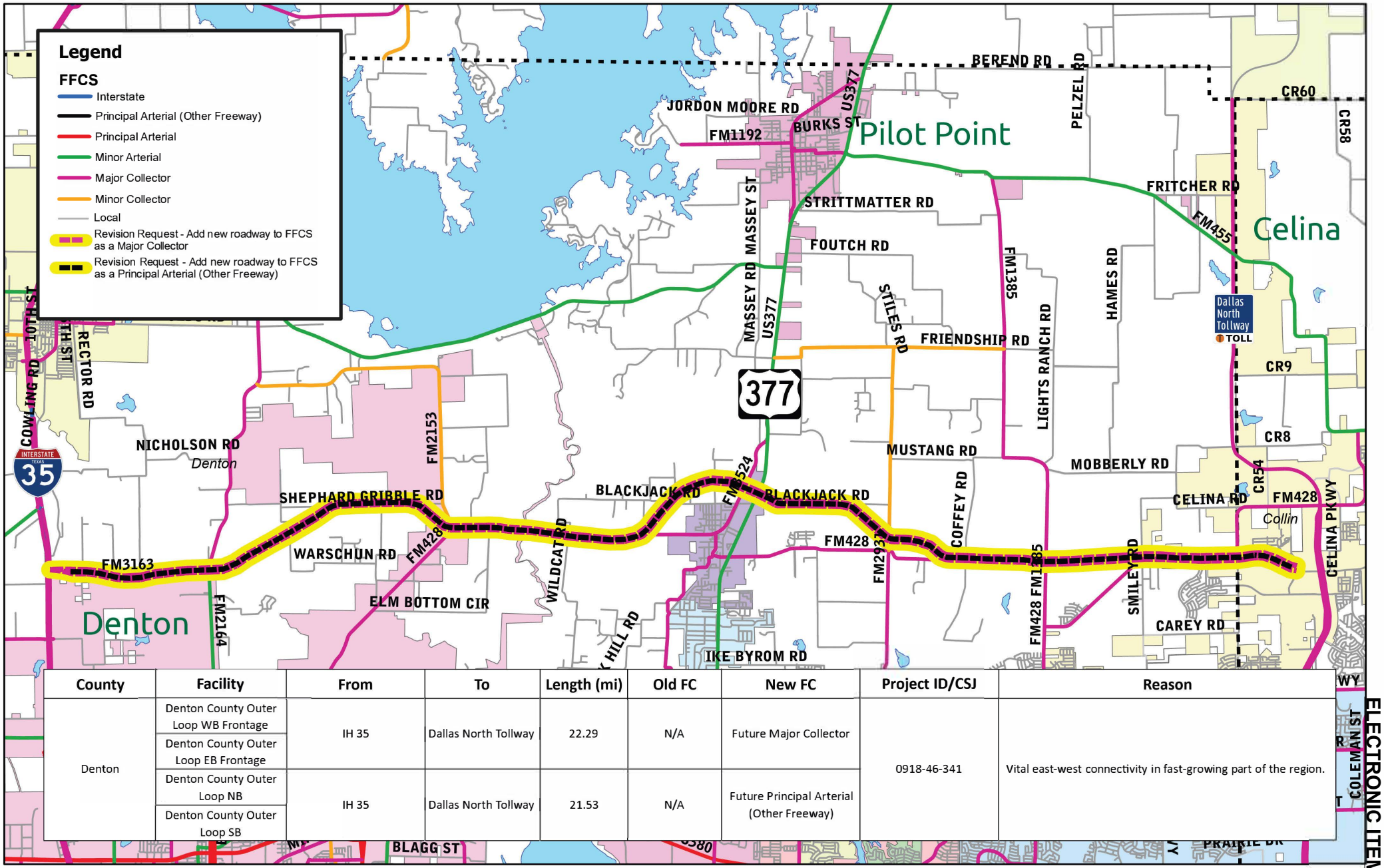
Phase II - NEVI Awarded Projects to be added to the 2027-2030 TIP/STIP

TxDOT District	Project Sponsor	Proposed Mod Number	TIP Code	CSJ	Facility	County	City	Location	Project Description/Scope	Federal	Local Match	Local Contribution	Total Project Cost
Dallas	Red E Charging LLC	**2027-0095**	**25180**	5000-00-312	CS	Collin	Plano	2201 Legacy Drive	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 527,595	$ 131,899	$ -	$ 659,494
Dallas	Red E Charging LLC	**2027-0096**	**25181**	5000-00-317	DNT	Collin	Frisco	5530 Eldorado Parkway	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 356,171	$ 89,043	$ -	$ 445,214
Fort Worth	Victron Energy, Inc.	**2027-0098**	**25182**	5000-00-365	US 377	Tarrant	Benbrook	11550 Benbrook Boulevard	Install 8 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 692,000	$ 173,000	$ -	$ 865,000
Dallas	Victron Energy, Inc.	**2027-0100**	**25183**	5000-00-366	IH 35E	Dallas	Dallas	1607 Regal Row	Install 8 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 692,000	$ 173,000	$ -	$ 865,000
Dallas	Victron Energy, Inc.	**2027-0119**	**25184**	5000-00-367	US 287	Ellis	Ennis	2200 West Lake Bardwell Drive	Install 8 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 692,000	$ 173,000	$ -	$ 865,000
Dallas	Victron Energy, Inc.	**2027-0230**	**25184.1**	5000-00-377	US 287	Ellis	Waxahachie	4331 US 287	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 468,000	$ 117,000	$ -	$ 585,000
Fort Worth	Victron Energy, Inc.	**2027-0120**	**25185**	5000-00-368	IH 820	Tarrant	Fort Worth	2250 East Loop 820	Install 8 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 692,000	$ 173,000	$ -	$ 865,000
Dallas	Victron Energy, Inc.	**2027-0121**	**25186**	5000-00-369	IH 30	Dallas	Garland	801 East Interstate 30	Install 8 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 692,000	$ 173,000	$ -	$ 865,000
Dallas	Victron Energy, Inc.	**2027-0122**	**25187**	5000-00-370	SH 175	Kaufman	Mabank	512 N Third Street	Install 8 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 692,000	$ 173,000	$ -	$ 865,000
Fort Worth	Victron Energy, Inc.	**2027-0123**	**25188**	5000-00-371	SH 199	Parker	Springtown	101 West Highway 199B	Install 8 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 692,000	$ 173,000	$ -	$ 865,000
Dallas	Loves Travel Stops & Country Stores Inc	**2027-0124**	**25189**	5000-00-287	US 67	Dallas	Dallas	8800 South Polk Street	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 619,995	$ 154,999	$ 1,427,112	$ 2,202,106
Dallas	Loves Travel Stops & Country Stores Inc	**2027-0232**	**25189.1**	5000-00-295	US 67	Ellis	Midlothian	1501 US 287 BUS	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 744,994	$ 186,249	$ 1,139,429	$ 2,070,671
Dallas	Loves Travel Stops & Country Stores Inc	**2027-0125**	**25190**	5000-00-288	IH 30	Rockwall	Rockwall	1990 IH 30	Install 8 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 1,239,990	$ 309,998	$ 1,634,179	$ 3,184,166
Fort Worth	Loves Travel Stops & Country Stores Inc	**2027-0126**	**25191**	5000-00-289	IH 30	Parker	Weatherford	2605 East Bankhead Drive	Install 8 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 1,239,990	$ 309,998	$ 1,261,641	$ 2,811,628

Phase II - NEVI Awarded Projects to be added to the 2027-2030 TIP/STIP

TxDOT District	Project Sponsor	Proposed Mod Number	TIP Code	CSJ	Facility	County	City	Location	Project Description/Scope	Federal	Local Match	Local Contribution	Total Project Cost
Dallas	Loves Travel Stops & Country Stores Inc	**2027-0127**	**25192**	5000-00-290	IH 45	Ellis	Alma	105 SE IH 45	Install 8 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 1,489,988	$ 372,497	$ 1,106,941	$ 2,969,426
Fort Worth	Loves Travel Stops & Country Stores Inc	**2027-0128**	**25193**	5000-00-293	SH 114	Wise	Rhome	4800 E Hwy 114	Install 8 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 1,489,988	$ 372,497	$ 1,077,322	$ 2,939,807
Dallas	Loves Travel Stops & Country Stores Inc	**2027-0129**	**25194**	5000-00-294	IH 35N	Denton	Denton	6421 North Interstate 35	Install 8 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 1,489,988	$ 372,497	$ 1,549,536	$ 3,412,021
Dallas	Phillips 66 Company	**2027-0130**	**25195**	5000-00-296	IH 35E	Dallas	Lancaster	3160 West Pleasant Run Road	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 499,996	$ 124,999	$ 118,205	$ 743,200
Dallas	PNE Solutions America Inc	**2027-0131**	**25196**	5000-00-380	IH 35W	Denton	Northlake	1242 FM 407	Install 8 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 1,222,736	$ 305,684	$ 1	$ 1,528,421
Fort Worth	PNE Solutions America Inc	**2027-0132**	**25197**	5000-00-381	IH 820	Tarrant	Fort Worth	5912 Quebec Street	Install 8 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 1,222,736	$ 305,684	$ 1	$ 1,528,421
Dallas	PNE Solutions America Inc	**2027-0133**	**25198**	5000-00-382	US 380	Collin	Prosper	1501 East University Drive	Install 8 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 1,222,736	$ 305,684	$ 1	$ 1,528,421
Fort Worth	GPM Empire, LLC	**2027-0134**	**25199**	5000-00-379	SH 174	Johnson	Cleburne	2110 North Main Street	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 297,487	$ 74,372	$ 4	$ 371,863
Fort Worth	GPM Empire, LLC	**2027-0135**	**25200**	5000-00-378	SH 199	Tarrant	Fort Worth	2160 Jacksboro Highway	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 300,687	$ 75,172	$ 4	$ 375,863
Dallas	Evium Charging LLC	**2027-0136**	**25201**	5000-00-383	US 80	Kaufman	Forney	823 North FM 548 Ste 120 Suite 120	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 499,996	$ 124,999	$ 78,705	$ 703,700
Dallas	Evium Charging LLC	**2027-0137**	**25202**	5000-00-384	US 75	Dallas	Dallas	2323 North Henderson Avenue #100	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 499,996	$ 124,999	$ 78,705	$ 703,700
Paris	EvGateway	**2027-0138**	**25203**	5000-00-385	US 69	Hunt	Celeste	309 N US 69	Install 4 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 430,950	$ 107,738	$ 35,913	$ 574,600
Fort Worth	Electrify America	**2027-0139**	**25204**	5000-00-297	US 377	Tarrant	Keller	962 Keller Parkway	Install 12 Electric Vehicle Charging Ports Plus 5 years of Operations and Maintenance	$ 908,067	$ 227,017	$ 261,943	$ 1,397,027

Federal Functional Classification System (FFCS) Amendment

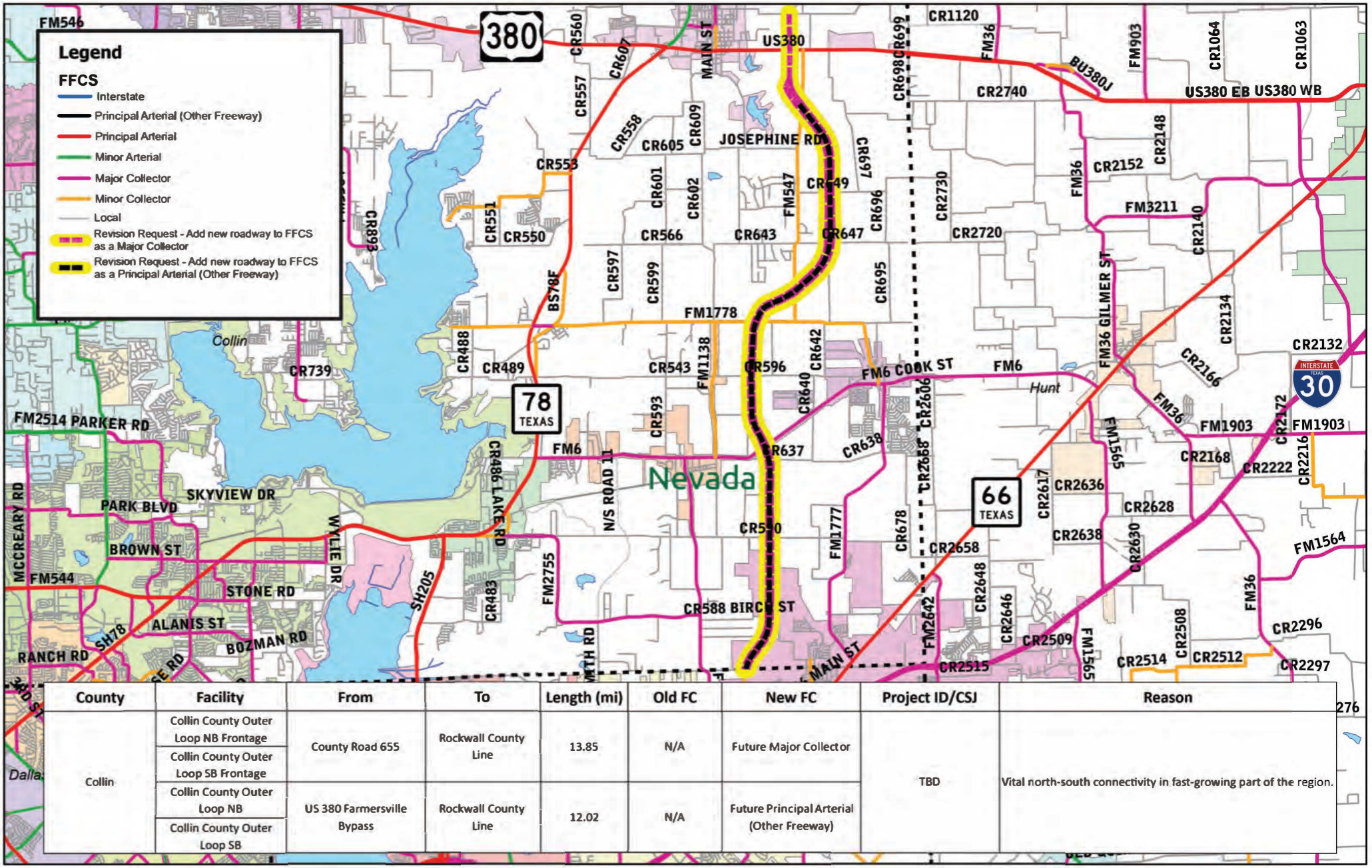


County	Facility	From	To	Length (mi)	Old FC	New FC	Project ID/CSJ	Reason
Denton	Denton County Outer Loop WB Frontage	IH 35	Dallas North Tollway	22.29	N/A	Future Major Collector	0918-46-341	Vital east-west connectivity in fast-growing part of the region.
	Denton County Outer Loop EB Frontage							
	Denton County Outer Loop NB	IH 35	Dallas North Tollway	21.53	N/A	Future Principal Arterial (Other Freeway)		
	Denton County Outer Loop SB							

August 2026

ELECTRONIC ITEM 3.2

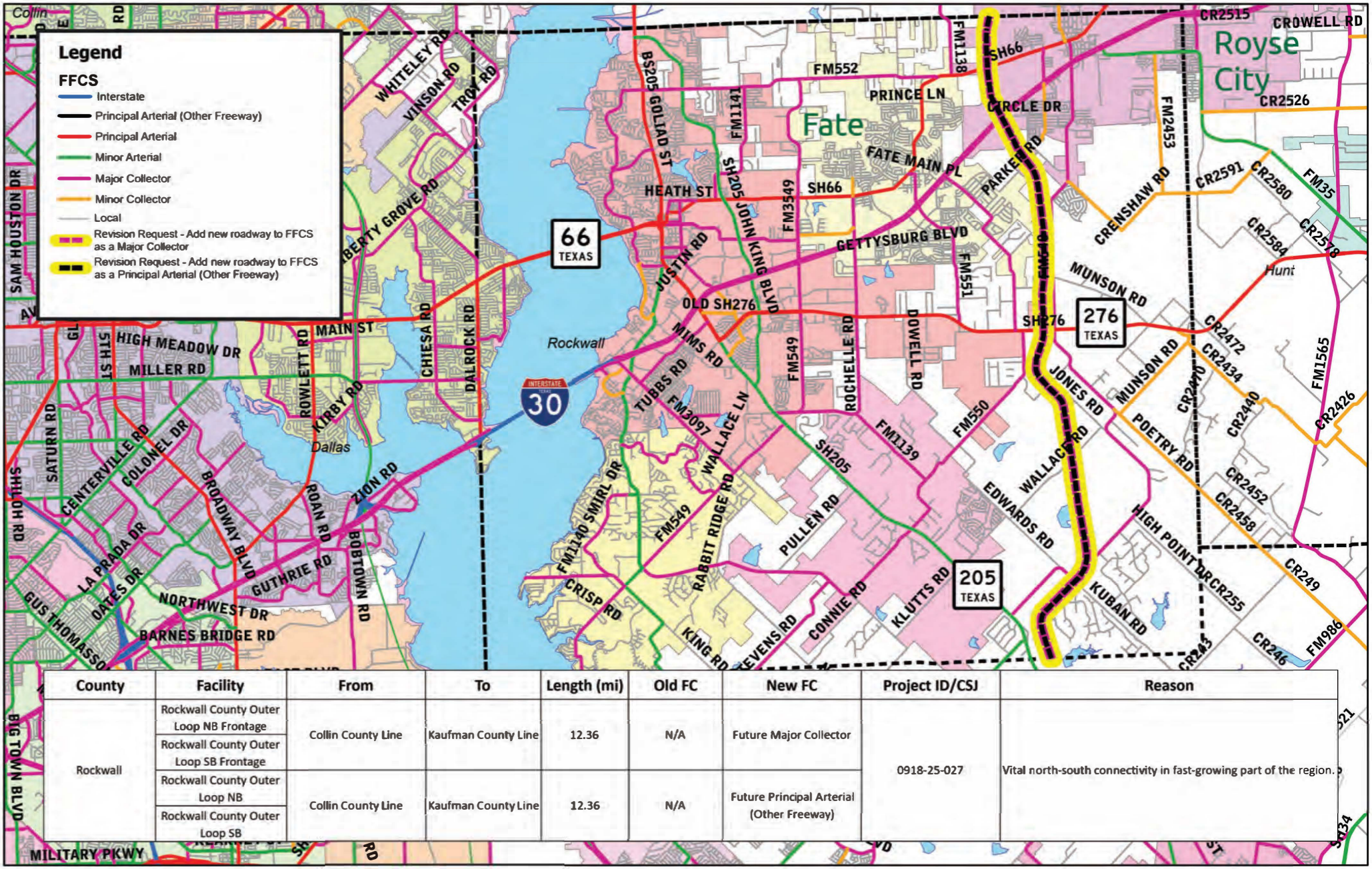
Federal Functional Classification System (FFCS) Amendment



County	Facility	From	To	Length (mi)	Old FC	New FC	Project ID/CSJ	Reason
Collin	Collin County Outer Loop NB Frontage	County Road 655	Rockwall County Line	13.85	N/A	Future Major Collector	TBD	Vital north-south connectivity in fast-growing part of the region.
	Collin County Outer Loop SB Frontage							
	Collin County Outer Loop NB	US 380 Farmersville Bypass	Rockwall County Line	12.02	N/A	Future Principal Arterial (Other Freeway)		
	Collin County Outer Loop SB							

August 2026

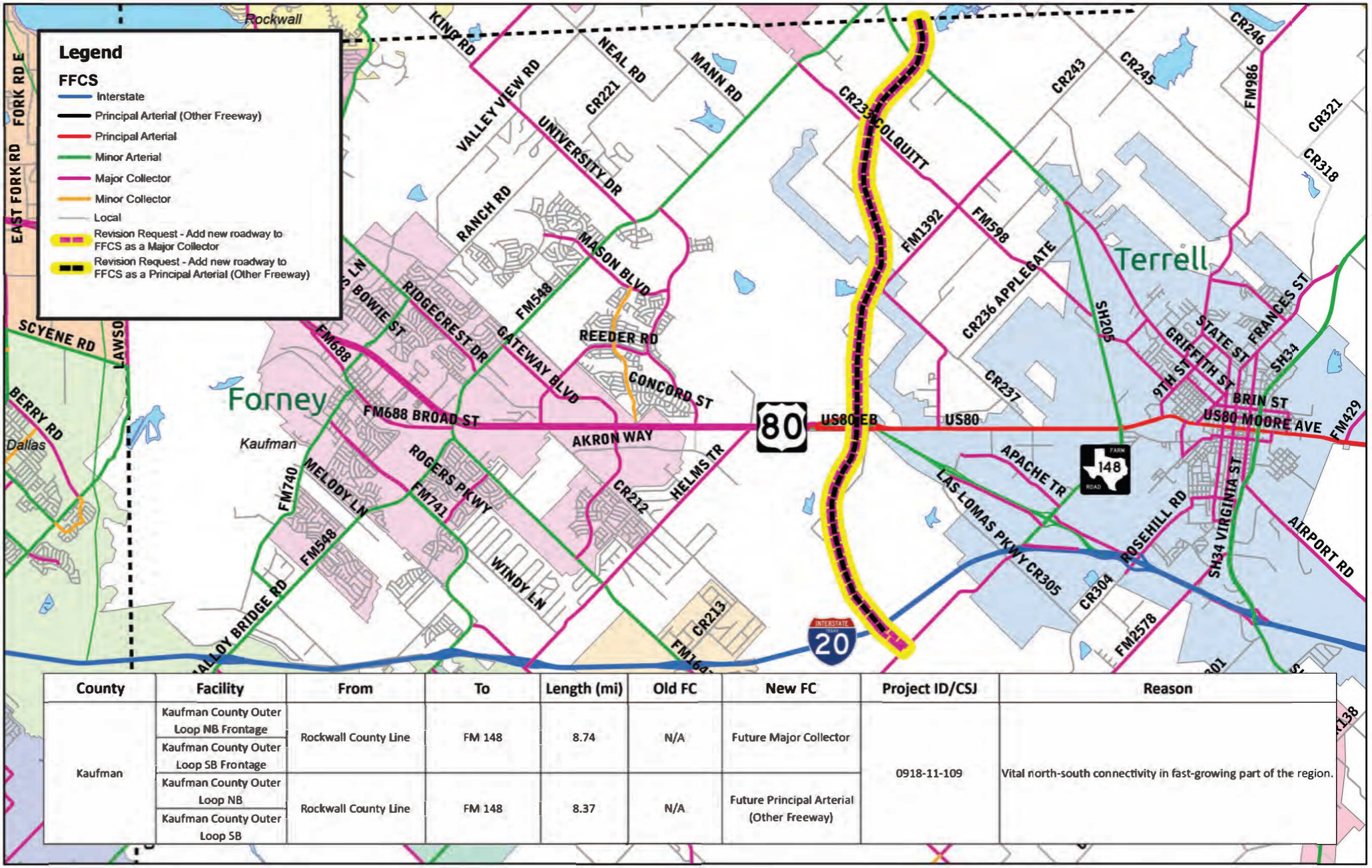
Federal Functional Classification System (FFCS) Amendment



County	Facility	From	To	Length (mi)	Old FC	New FC	Project ID/CSJ	Reason
Rockwall	Rockwall County Outer Loop NB Frontage	Collin County Line	Kaufman County Line	12.36	N/A	Future Major Collector	0918-25-027	Vital north-south connectivity in fast-growing part of the region.
	Rockwall County Outer Loop SB Frontage							
	Rockwall County Outer Loop NB	Collin County Line	Kaufman County Line	12.36	N/A	Future Principal Arterial (Other Freeway)		
	Rockwall County Outer Loop SB							

August 2026

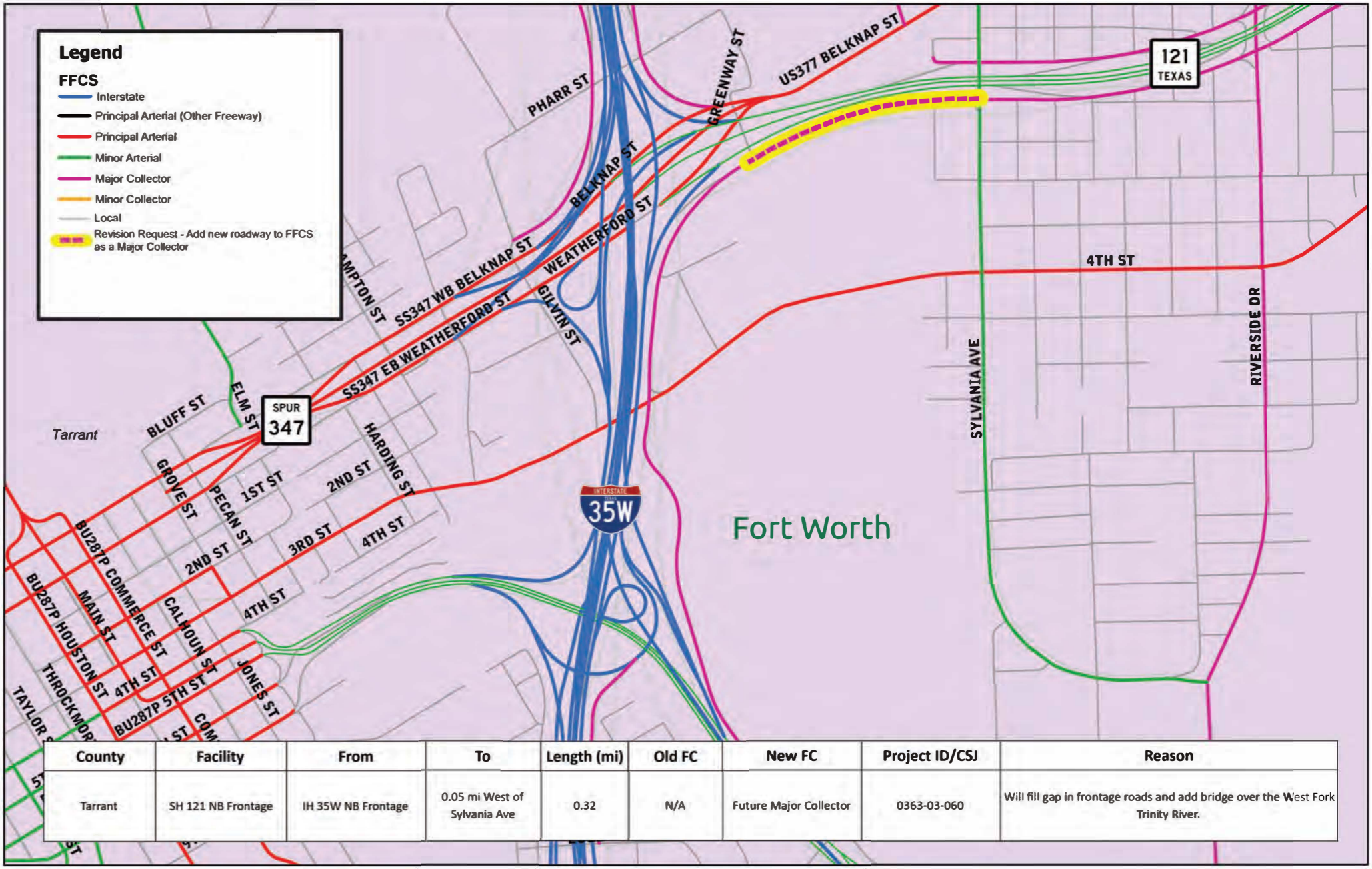
Federal Functional Classification System (FFCS) Amendment



County	Facility	From	To	Length (mi)	Old FC	New FC	Project ID/CSJ	Reason
Kaufman	Kaufman County Outer Loop NB Frontage	Rockwall County Line	FM 148	8.74	N/A	Future Major Collector	0918-11-109	Vital north-south connectivity in fast-growing part of the region.
	Kaufman County Outer Loop SB Frontage							
	Kaufman County Outer Loop NB	Rockwall County Line	FM 148	8.37	N/A	Future Principal Arterial (Other Freeway)		
	Kaufman County Outer Loop SB							

August 2026

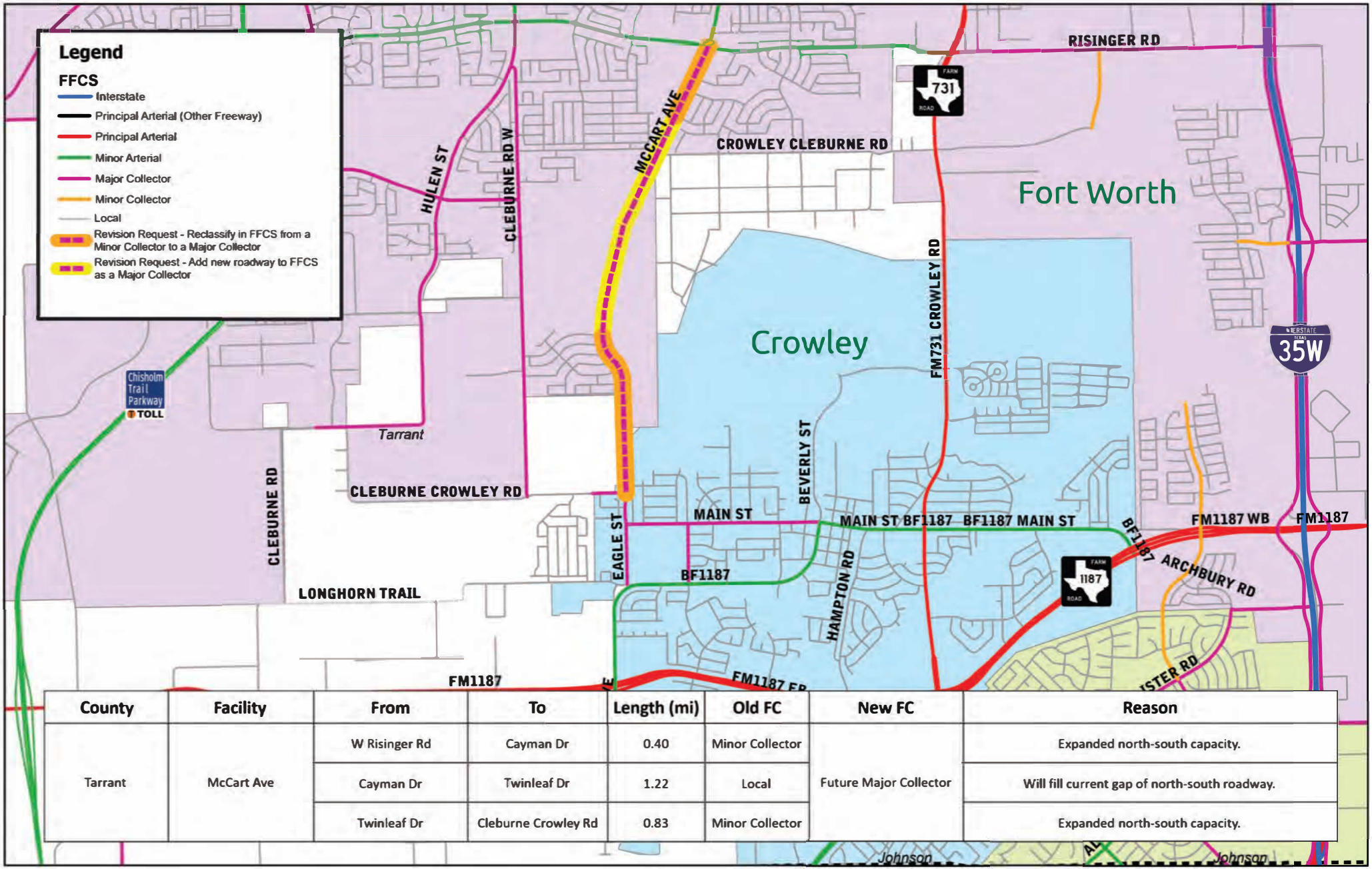
Federal Functional Classification System (FFCS) Amendment



County	Facility	From	To	Length (mi)	Old FC	New FC	Project ID/CSJ	Reason
Tarrant	SH 121 NB Frontage	IH 35W NB Frontage	0.05 mi West of Sylvania Ave	0.32	N/A	Future Major Collector	0363-03-060	Will fill gap in frontage roads and add bridge over the West Fork Trinity River.

August 2026

Federal Functional Classification System (FFCS) Amendment



County	Facility	From	To	Length (mi)	Old FC	New FC	Reason
Tarrant	McCart Ave	W Risinger Rd	Cayman Dr	0.40	Minor Collector	Future Major Collector	Expanded north-south capacity.
		Cayman Dr	Twinleaf Dr	1.22	Local		Will fill current gap of north-south roadway.
		Twinleaf Dr	Cleburne Crowley Rd	0.83	Minor Collector		Expanded north-south capacity.

August 2026



Transportation Paid Education Campaigns for Fiscal Year 2027

WHITNEY VANDIVER | REGIONAL TRANSPORTATION COUNCIL |
9.10.26

ELECTRONIC ITEM 3.3

THE THREE E'S FOR EDUCATION CAMPAIGNS

Engineer – Develop initiative

Educate – Inform the audience on the initiative

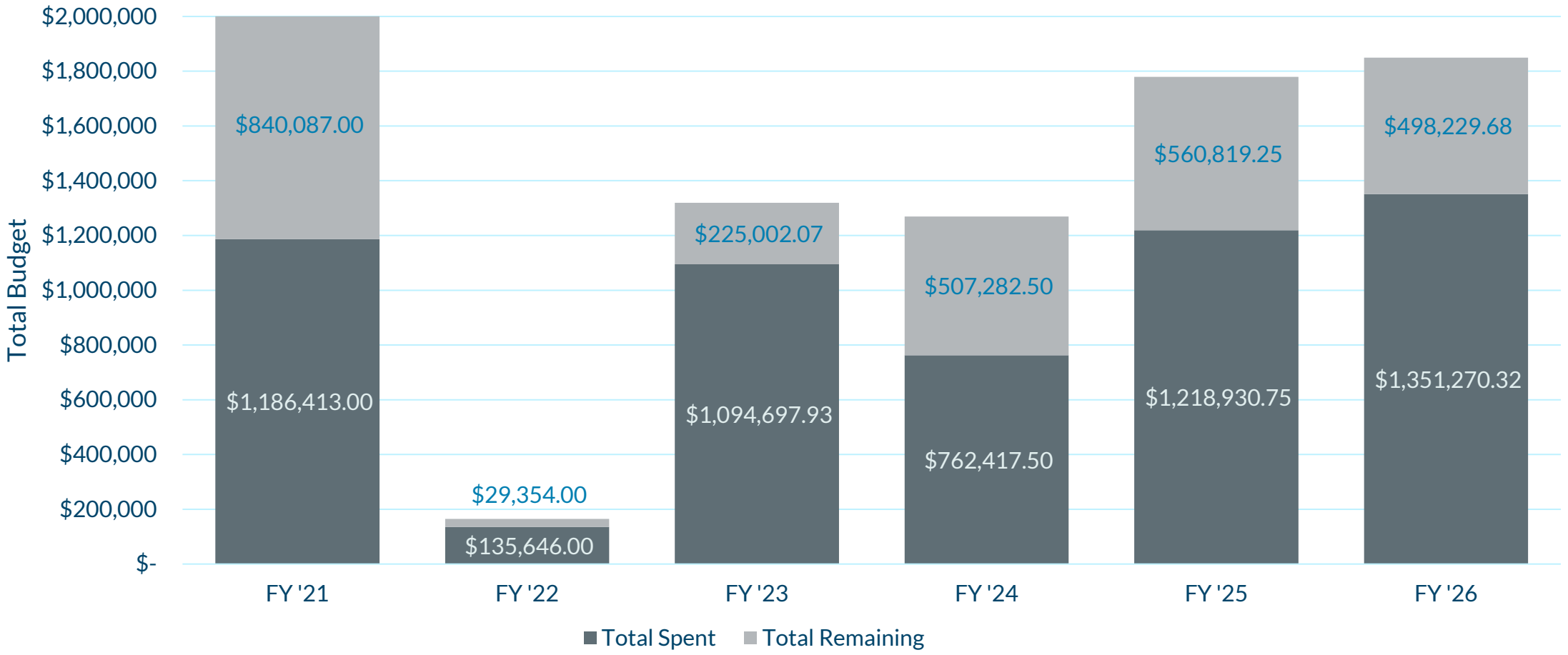
Enforce – Make sure initiative is being implemented

EDUCATION CAMPAIGNS OVERVIEW

Education campaigns for Transportation Initiatives allows for:

- Lower media buy rates
- Increased and targeted audience reach
- Increased website traffic and engagement
- Greater public participation
- Cross communication for campaigns
- Improved efficiencies with media outlets

2021 – 2026 EDUCATION CAMPAIGN BUDGET OVERVIEW



FY ‘26 current through July 16, 2026. Additional dollars are planned for FY ‘26 campaigns.

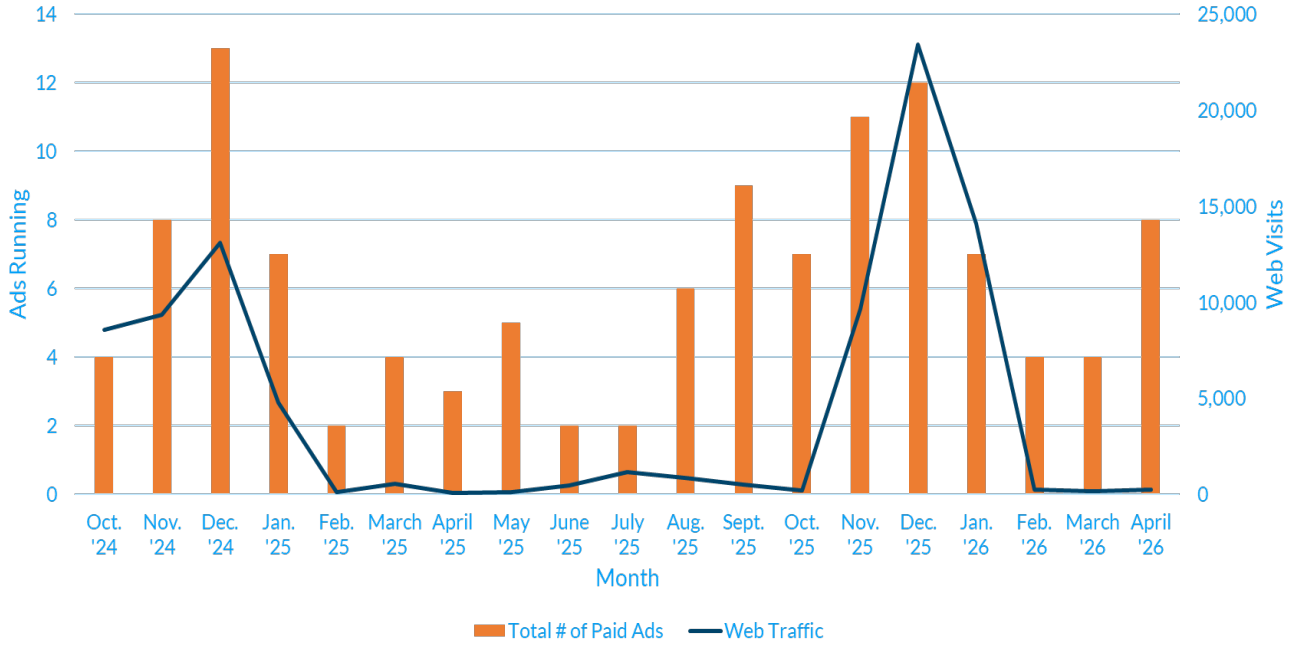
EXAMPLE EDUCATION CAMPAIGN PERFORMANCE MEASURES SUMMARY

Program: Drive Aware North Texas

FY25 Budget: $300,000

Goal: Increase awareness and understanding of the dangers of distracted driving and/or speeding in correlation with fatal and serious injuries. Provide tips to improve negative driver behavior and actions. Reduce fatal and serious injury crashes.

Target Audience: North Texas drivers, with an emphasis on male drivers ages 18-24

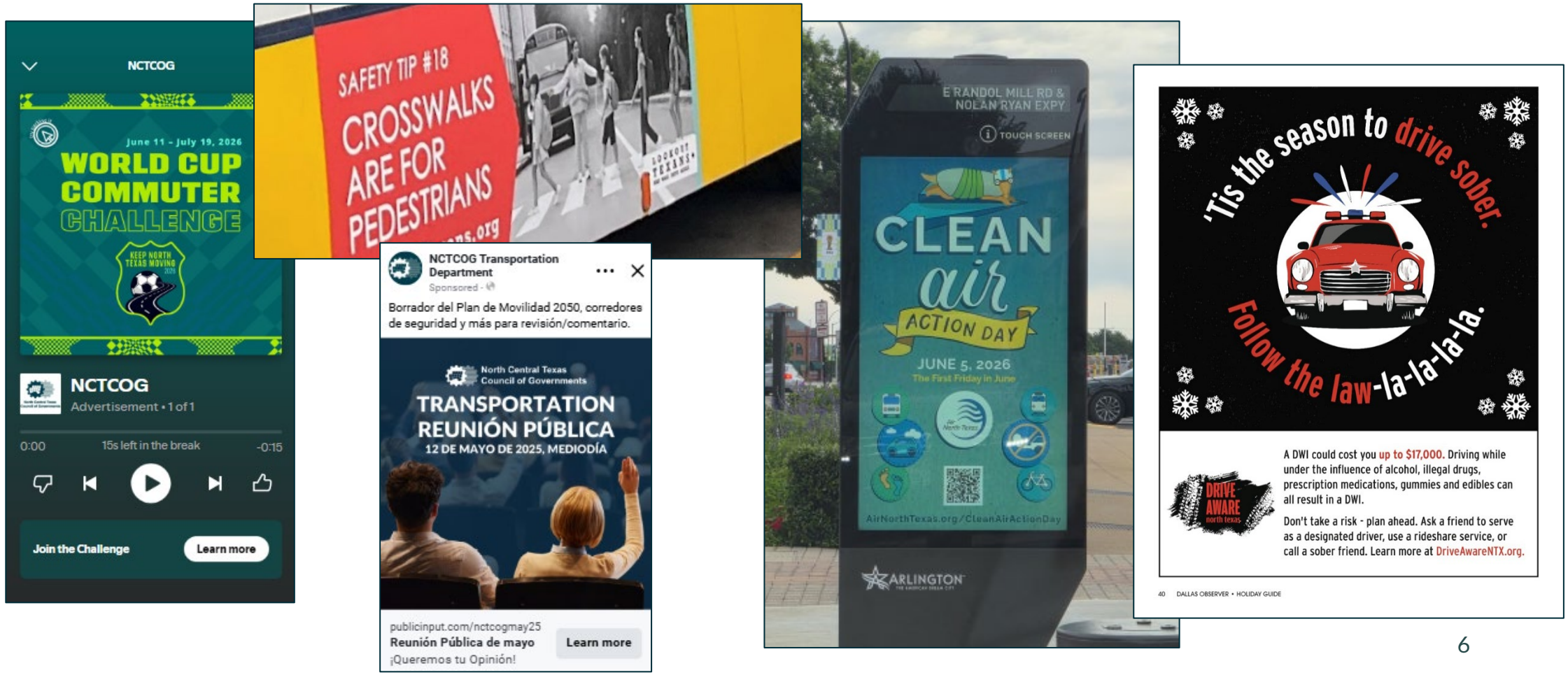


Future Recommendations:

- Increase investment in YouTube, especially targeting Spanish-speaking drivers.
- Double-down on young male drivers (18-24) – e.g., via college-specific content and creators.
- Geo-target messaging by area to make it more relevant and visible.
- Launch interactive campaigns like driving behavior quizzes, polls, or user challenges.

EDUCATION CAMPAIGN STRATEGY AND EXAMPLES

Media procurements and placements are monitored and adjusted based on the current market environment and a campaign's key message(s) and target audience.



TRANSPORTATION EDUCATION CAMPAIGN OVERVIEW

Purchase and Placement of Education Campaigns for Transportation Initiatives for FY2027					
Program Name	**Funding Source**	**Funding Amount**	**Match Source**	**Match Total**	**Total**
Public Involvement	TPF/STBG/CMAQ/ EPA/RTR/RTC Local/FHWA/ Private	$ 155,000	TDCs/Local/ Private	27,250	$ 155,250
Drive Aware North Texas (SAFETY)	STBG	$ 300,000	TDCs	60,000	$ 300,000
Bicycle/Pedestrian Safety (Look Out Texans) (SAFETY)	STBG	$ 495,000	TDCs	99,000	$ 495,000
Unmanned Aircraft Safety (SAFETY)	RTC Local	$ 11,000	N/A	-	$ 11,000
Car Care Awareness (AIR QUALITY)	STBG	$ 40,000	TDCs	8,000	$ 40,000
Ozone Season Emissions Reduction Campaign (Air North Texas) (AIR QUALITY)	CMAQ & STBG	$ 205,000	TDCs	41,000	$ 205,000
Flexible Funding*	STBG/CMAQ/ TPF/FTA/RTR/ LOCAL/RTC LOCAL/ FHWA	$ 40,000	TDCs/TBD	8,000	$ 40,000
OVERALL TOTAL		$ 1,246,000		243,250	$ 1,246,250

Total up to $1,246,250 to cover paid education campaign expenses for approval.

Campaigns in the table are included in the FY2026 and FY2027 Unified Planning Work Program, which was approved by the RTC and Executive Board.

*Specific funding source, including match source, will be determined by the project(s) using the Flexible Category, and could also include RTC Local.

FY2027 PURCHASE AND PLACEMENT OF EDUCATION CAMPAIGNS FOR TRANSPORTATION INITIATIVES

Purpose	Share
Public Involvement	12%
Safety	65%
Air Quality	20%
Contingency	3%

REQUESTED ACTION – FY27 Transportation Paid Education Campaigns

- RTC approval of:
  - Recommendation to NCTCOG Executive Board to Approve Funding up to $1,246,250 for Education Campaigns for Transportation Initiatives that will initiate in FY2027, such as:
    - Public Involvement, Drive Aware North Texas, Look Out Texans, Unmanned Aircraft Safety. Ozone Season Emissions Reduction Campaign (Air North Texas), and Car Care Awareness.
  - Funding Sources include TPF, STBG, CMAQ, EPA, RTR, RTC Local, FHWA, FTA, and Private.
  - Match Sources include TDCs, Local, and Private.

RTC Action Item – September 10, 2026

CONTACT US

Whitney Vandiver
Program Manager
wvandiver@nctcog.org | (817) 704-5639

Regional Transportation Council

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

TO: Regional Transportation Council DATE: September 3, 2026

FROM: Vickie Alexander
Program Manager

SUBJECT: Modifications to the FY2026 and FY2027 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2026 and FY2027 UPWP was approved by the Regional Transportation Council and NCTCOG Executive Board in July 2025 and identifies the activities to be carried out between October 1, 2025, and September 30, 2027.

Listed below, and in the following attachment, is the third set of proposed modifications to the FY2026 and FY2027 UPWP. Included in these amendments are a new initiative, project updates, and funding adjustments.

The following modification reflects a new initiative proposed for inclusion in the Unified Planning Work Program that has not yet been approved by the Regional Transportation Council (RTC):

1.02 Program and Policy Administration – Strategic Vision Plan 2050 (add initiative and program $50,000 in Transportation Planning Funds [TPF] in FY2027 to support Transportation Department staff work activities as needed relative to transportation elements of the North Central Texas Council of Governments' strategic vision plan [funding included in the FY2027 TPF Allocation table below])

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

FY2026 and FY2027 Budget/Funding Adjustments:

A reallocation of resources across various UPWP Subtasks are noted in the tables below, resulting from previous RTC action, proposed RTC action in this amendment, and NCTCOG's FY2027 budget development. The changes are highlighted by funding source – Transportation Planning Funds and non-Transportation Planning Funds (Congestion Mitigation and Air Quality Improvement Program [CMAQ], Department of Energy [DOE], Environmental Protection Agency [EPA], Federal Highway Administration [FHWA], Federal Railroad Administration [FRA], Federal Transit Administration Section 5307 [FTA 5307], Federal Transit Administration [FTA], Local, North Texas Tollway Authority [NTTA], Regional Toll Revenue [RTR], Surface Transportation Block Grant Program [STBG], and Texas Mobility Funds [TMF]).

FY2027 Allocation of Transportation Planning Funds

Subtask	Subtask Title	FY2027 Totals		
		Current	Proposed	Variance
1.01	Community Outreach	$3,394,072	$3,223,822	($170,250)
1.02	Program and Policy Administration	$268,117	$337,615	$69,498
1.03	Fiscal Management	$0	$0	$0
1.04	Computer and Audio/Video Resources	$172,509	$299,262	$126,753
	Task 1 - Administration and Management	**$3,834,698**	**$3,860,699**	**$26,001**
2.01	Development of Travel Models	$485,313	$503,454	$18,141
2.02	Transportation Data Collection and Development	$223,431	$280,896	$57,465
2.03	Model Applications	$634,960	$657,944	$22,984
2.04	Demographic Data and Forecasts	$650,548	$812,438	$161,890
2.05	Data Management	$1,070,390	$1,214,335	$143,945
2.06	Ensuring Nondiscrimination in MPO Planning/Program Activities	$115,353	$63,742	($51,611)
2.07	Performance-based Planning and Coordination	$142,372	$146,930	$4,558
	Task 2 - Transportation Data Development and Maintenance	**$3,322,367**	**$3,679,739**	**$357,372**
3.01	Transportation Project Programming	$2,027,506	$2,012,728	($14,778)
3.02	Regional Air Quality Planning	$744,077	$937,760	$193,683
3.03	Air Quality, Fuels, and Energy Management and Operations	$0	$0	$0
3.04	Public Transportation Planning	$1,025,704	$1,034,994	$9,290
3.05	Transit Management and Operations	$0	$0	$0
3.06	Congestion Management Planning	$656,783	$741,133	$84,350
3.07	Congestion Management Operations	$0	$0	$0
	Task 3 - Short-Range Planning, Programming, and Operations	**$4,454,070**	**$4,726,615**	**$272,545**
4.01	Metropolitan Transportation Planning	$2,110,643	$1,738,314	($372,329)
4.02	Coordination of Transportation and Environmental Planning Processes	$281,627	$286,298	$4,671
4.03	Understanding the Public Return on Investment for Transportation Funding	$34,294	$63,742	$29,448
	Task 4 - Metropolitan Transportation Plan	**$2,426,564**	**$2,088,354**	**($338,210)**
5.01	Regional Transportation Studies	$1,239,782	$1,117,102	($122,680)
5.02	Subarea Studies and Local Government Assistance	$1,127,547	$904,269	($223,278)
5.03	Land-Use/Transportation Initiatives	$707,705	$688,195	($19,510)
5.04	Transportation Asset Management	$102,882	$100,474	($2,408)
5.05	Transportation System Security and Emergency Preparedness	$31,176	$32,411	$1,235
5.06	Regional Freight Planning	$4,157	$0	($4,157)
5.07	Roadway and Railroad Safety	$362,686	$373,808	$11,122
5.08	Regional Aviation Planning and Education	$207,843	$217,154	$9,311
5.09	Regional Military and Community Coordination	$58,196	$121,001	$62,805
5.10	Transportation Technology and Innovation Program	$257,725	$280,896	$23,171
5.11	North Texas Center for Mobility Technologies	$0	$0	$0
5.12	Red River Navigation System Feasibility Study	$0	$0	$0
5.13	Alternative Fuel Corridor Planning	$235,902	$182,582	($53,320)
	Task 5 - Special Studies	**$4,335,601**	**$4,017,892**	**($317,709)**
	FUNDING TOTALS	**$18,373,299**	**$18,373,299**	**$0**

Non–TPF FY2026 Funding Adjustments

Funding Source	UPWP Subtasks	FY2026 Totals		
		Current	Proposed	Variance
DOE	3.03 Air Quality, Fuels, and Energy Management and Operations – Increase $107,500	$1,084,000	$1,191,500	$107,500
Local	1.04 Computer and Audio/Video Resources – Increase $250,000	$38,880,585	$39,130,585	$250,000

Non–TPF FY2027 Budget Adjustments

Funding Source	UPWP Subtasks	FY2027 Totals		
		Current	Proposed	Variance
CMAQ	3.07 Congestion Management Operations – Increase $856,000	$3,605,000	$4,461,000	$856,000
DOE	3.03 Air Quality, Fuels, and Energy Management and Operations – Increase $848,000	$312,000	$1,160,000	$848,000
EPA	3.02 Regional Air Quality Planning – Increase $56,000	$25,795,000	$25,851,000	$56,000
FHWA	3.03 Air Quality, Fuels, and Energy Management and Operations – Increase $8,051,000 5.07 Roadway and Railroad Safety – Increase $487,000	$18,071,000	$26,609,000	$8,538,000
FRA	5.01 Regional Transportation Studies – Increase $297,000	$0	$297,000	$297,000
FTA 5307	3.04 Public Transportation Planning – Increase $449,000 3.05 Transit Management and Operations – Increase $2,638,000	$7,117,000	$10,204,000	$3,087,000
FTA	3.05 Transit Management and Operations – Increase $2,700,000 5.03 Land-Use/Transportation Initiatives – Increase $315,000 5.06 Regional Freight Planning – Increase $21,419,000	$5,415,000	$29,849,000	$24,434,000
Local	1.02 Program and Policy Administration – Increase $1,000,000 3.03 Air Quality, Fuels, and Energy Management and Operations – Increase $2,151,000 3.05 Transit Management and Operations – Increase $2,065,000 3.07 Congestion Management Operations – Increase $135,000 4.02 Coordination of Transportation and Environmental Planning Processes – Increase $175,000 5.06 Regional Freight Planning – Increase $41,250,000 5.08 Regional Aviation Planning and Education – Increase $652,000 5.12 Red River Navigation System Feasibility Study – Increase $200,000	$23,822,500	$71,450,500	$47,628,000
NTTA	5.01 Regional Transportation Studies – Increase $35,000	$0	$35,000	$35,000
RTR	3.01 Transportation Project Programming – Increase $25,000 3.04 Public Transportation Planning – Increase $163,000 3.05 Transit Management and Operations – Increase $631,000 5.07 Roadway and Railroad Safety – Increase $122,000	$6,363,000	$7,304,000	$941,000

Non–TPF FY2027 Budget Adjustments (Continued)

Funding Source	UPWP Subtasks	FY2027 Totals		
		Current	Proposed	Variance
STBG	2.01 Development of Travel Models – Increase $936,000 2.02 Transportation Data Collection and Development – Increase $405,000 3.03 Air Quality, Fuels, and Energy Management and Operations – Increase $887,000 3.04 Public Transportation Planning – Increase $248,000 3.07 Congestion Management Operations – Increase $2,031,000 5.01 Regional Transportation Studies – Increase $2,620,000 5.03 Land-Use/Transportation Initiatives – Increase $200,000 5.04 Transportation Asset Management – Increase $547,000 5.06 Regional Freight Planning – Increase $2,965,000	$28,701,800	$39,540,800	$10,839,000
TMF	5.06 Regional Freight Planning – Increase $7,500,000	$0	$7,500,000	$7,500,000

Specific Projects:

1.02 Program and Policy Administration – Program Administration (add $150,000 in Regional Transportation Council Local funds in FY2027 to support expenses associated with temporary and permanent work status for Transportation Department employees [funding included in the non–TPF FY2027 Budget Adjustment table above])

3.03 Air Quality, Fuels, and Energy Management and Operations – Dallas-Fort Worth Clean Cities (add $107,500 in Department of Energy funds in FY2026 and $107,500 in FY2027, to reflect the new funding agreement [funding included in the non–TPF FY2026 Funding Adjustment and non-TPF FY2027 Budget Adjustment tables above])

5.07 Roadway and Railroad Safety – Advancing Regional Safety in the Dallas-Fort Worth Region (update text to reflect further study of recommendations from roadway safety audits and the provision of training opportunities)

VII. Overview of Work Program Funding – Exhibit VII-3 Anticipated Equipment/Software Purchases (update text based on revised cost estimates)

Please contact me at (817) 695-9242 or valexander@nctcog.org if you have any questions or comments regarding these proposed modifications to the FY2026 and FY2027 UPWP prior to the Regional Transportation Council meeting. Your approval of these modifications will be requested at the meeting, as well as direction for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and update administrative and/or planning documents, as needed, to incorporate the programs, projects, and funding contained in the UPWP modifications. A draft resolution approving the proposed UPWP modifications is attached for your consideration.

va
Attachments

AMENDMENT #3 TO THE FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM

1.02 Program and Policy Administration

Strategic Vision Plan 2050

Transportation Planning Funds

During FY2027, NCTCOG Transportation Department staff will assist in the development of a Strategic Vision Plan through 2050 for the North Central Texas Council of Governments (NCTCOG). This Plan is intended to examine how NCTCOG's structures, partnerships, and processes can meet future demands of the growing North Central Texas region. Transportation Department staff would participate in the transportation-related elements of the Plan. NCTCOG is the responsible agency. Anticipated products include:

- **Assessment of historical and current operations;**
- **Identification of areas of strength or exposure;**
- **Development and assessment of various scenarios; and**
- **Plan recommendations.**

5.07 Roadway and Railroad Safety

Advancing Regional Safety in the Dallas-Fort Worth Region

Other Funding Sources

In FY2023, NCTCOG was awarded grant funding from the United States Department of Transportation under the Safe Streets and Roads for All (SS4A) grant program to identify and plan transportation safety improvements throughout the region. The project will include Road Safety Audits, Safe Routes to School planning, **detailed planning related to the necessary safety countermeasures recommended by the roadway safety audits, training for public-sector and private-sector staff related to design guides,** and demonstration projects. NCTCOG staff will continue to oversee project management of the Advancing Regional Safety in the Dallas-Fort Worth Region project. Consultant assistance will be utilized. Federal Highway Administration funds and Regional Toll Revenue funds will support these activities in FY2026 and FY2027. NCTCOG is the responsible agency. Anticipated products include:

- Roadway Safety and Safe Routes to School reports;
- Demonstration project evaluation reports;
- **Hosting and provision of training opportunities for local government, transportation providers, private-sector design professionals, and/or planning agency staff;**
- Reporting on grant progress and deliverables;
- Budget monitoring and oversight, including coordination with the Transportation Improvement Program; and
- Documentation of compliance to grant requirements through monitoring and onsite reviews.

EXHIBIT VII-3
Anticipated Equipment/Software Purchases

Quantity	Description	Estimated Price	Funding Source	Subtask
150	Microcomputer systems (desktops, portable, lab computers, tablet)	~~$535,000~~ $524,000	RTC Local	1.04
2	**High-performance artificial intelligence/graphics processing units accelerated enterprise computer servers that will enhance NCTCOG's geographical information system computing environment**	$250,000	RTC Local	1.04
2	Laser printers and image scanners for network group usage	~~$6,000~~ $17,000	RTC Local	1.04
---	Other computer hardware items, replacements, accessories, and upgrades (for example, docking stations, headsets, text and image scanners, hard drives, additional RAM, projectors, monitors/televisions, video cards, network cabling, warranty extensions)	~~$40,000~~ $55,200	RTC Local/TPF	1.04
---	Two years of software support by Caliper and specific renewal for 50 TransCAD licenses and one TransModeler license	~~$156,000~~ $182,000	TPF	1.04
---	Software purchases/upgrades (for example, the current or higher versions of: SmartSheet, Adobe licenses, AI, and Turning Point), software/services, cable service, application subscriptions, advanced mapping/presentation software, and software support renewals	~~$170,000~~ $294,458	TPF	1.04
---	Traffic simulation and dynamic traffic assignment software	~~$300,000~~ $700,000	STBG	2.01
---	Software system to assist in analyzing regional crash data and determining crash hotspots	~~$650,000~~ $600,000	STBG	3.07
---	Audio/video equipment, updates, and maintenance for Transportation Department meeting rooms, including the Transportation Council Room; video/web hosting services for the Transportation Council Room	~~$5,000~~ $45,000	RTC Local	1.04
---	Bicycle-pedestrian count equipment	~~$43,000~~ $60,000	STBG Local	5.03
---	Public involvement subscriptions	~~$184,000~~ $200,000	TPF	1.01
---	Outreach and educational subscriptions	~~$135,000~~ $125,000	Allocation	1.01

E. Funding Summary

Table 1a: Task 1 – FY2026 Funding Summary Table

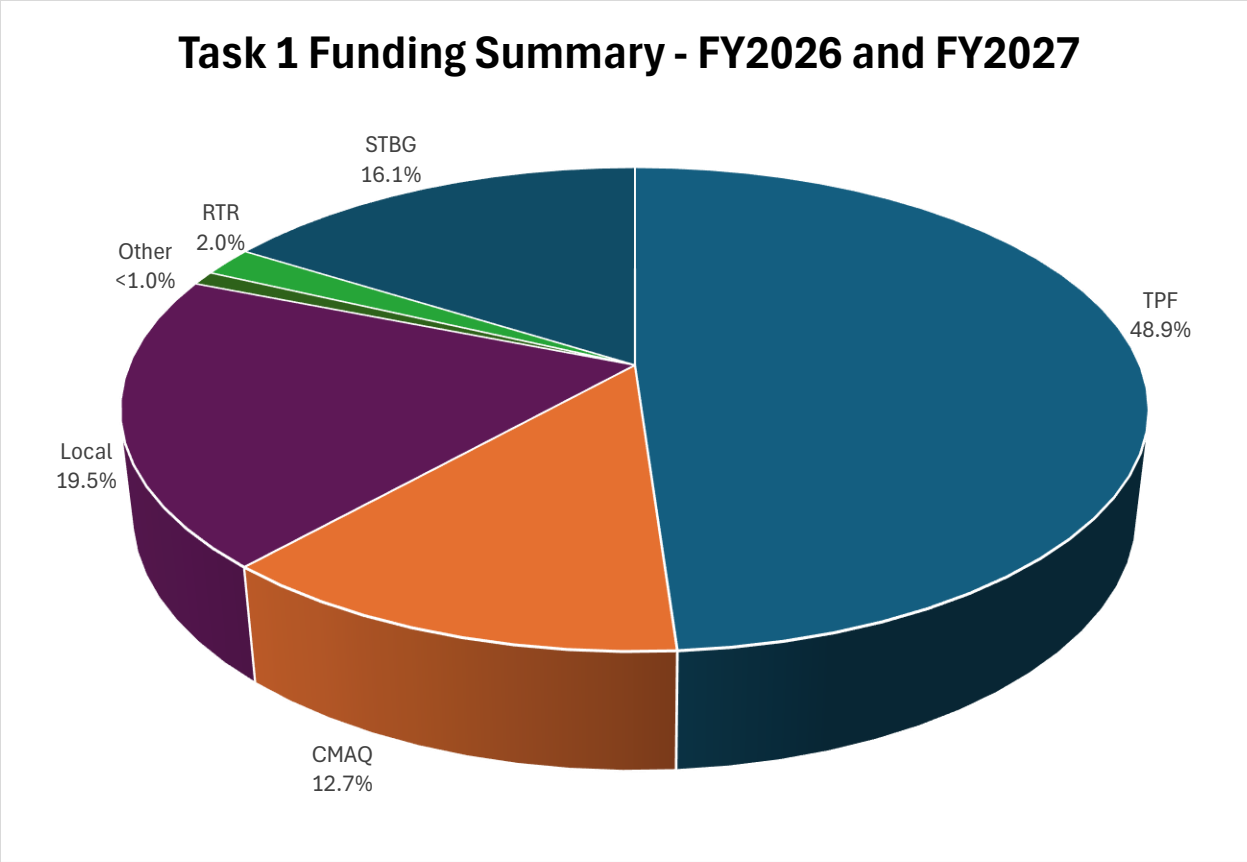
Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	CMAQ	RTR	STBG	Local	NCTCOG Local	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding[2]
1.01	NCTCOG	$3,209,842	$949,000	$0	$949,000	$0	$2,000	$5,109,842	$0
1.02	NCTCOG	$219,897	$0	$0	$234,600	$669,000	$59,900	$1,183,397	$0
1.03	NCTCOG	$0	$0	$181,000	$0	$0	$10,000	$191,000	$0
1.04	NCTCOG	$230,571	$0	$0	$0	**$644,085**	$0	**$874,656**	$0
	Total	**$3,660,310**	**$949,000**	**$181,000**	**$1,183,600**	**$1,313,085**	**$71,900**	**$7,358,895**	**$0**

Table 1b: Task 1 – FY2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	CMAQ	RTR	STBG	Local	NCTCOG Local	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding[2]
1.01	NCTCOG	**$3,223,822**	$1,003,000	$0	$1,003,000	$0	$2,000	**$5,231,822**	$0
1.02	NCTCOG	**$337,615**	$0	$0	$281,800	**$1,431,200**	$59,900	**$2,110,515**	$0
1.03	NCTCOG	$0	$0	$119,000	$0	$0	$10,000	$129,000	$0
1.04	NCTCOG	**$299,262**	$0	$0	$0	$247,500	$0	**$546,762**	$0
	Total	**$3,860,699**	**$1,003,000**	**$119,000**	**$1,284,800**	**$1,678,700**	**$71,900**	**$8,018,099**	**$0**

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Safe and Accessible Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

[2] 2.5% Safety/Safe and Accessible Streets Set-Aside – This funding must come from the PL funds within TPF.


Task 1 Funding Summary - FY2026 and FY2027
STBG
16.1%
RTR
2.0%
Other
<1.0%
TPF
48.9%
Local
19.5%
CMAQ
12.7%

E. Funding Summary

Table 2a: Task 2 – FY2026 Funding Summary Table

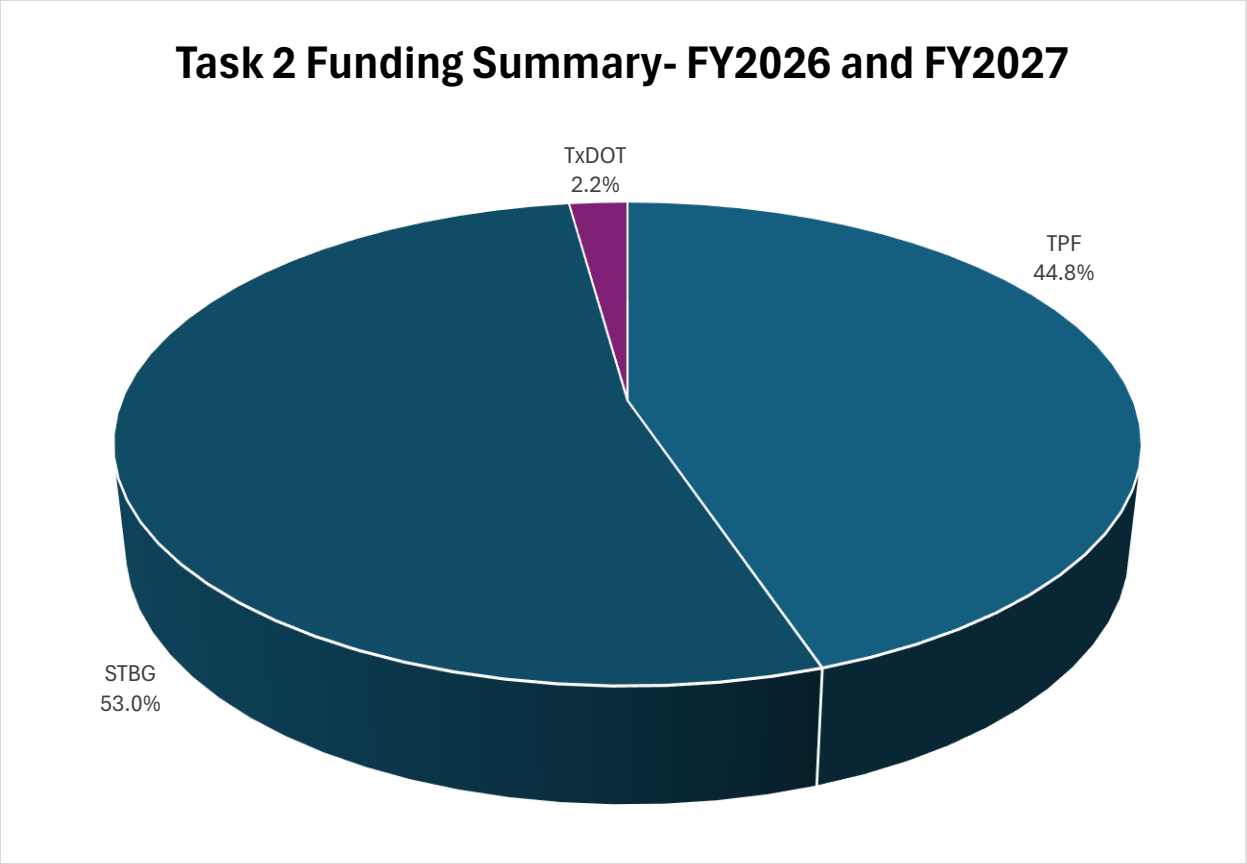
Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	STBG	TxDOT	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding[2]
2.01	NCTCOG	$535,863	$2,635,000	$0	$3,170,863	$0
2.02	NCTCOG	$220,964	$305,000	$0	$525,964	$0
2.03	NCTCOG	$540,133	$0	$0	$540,133	$0
2.04	NCTCOG	$688,510	$0	$0	$688,510	$0
2.05	NCTCOG	$1,048,242	$335,000	$84,000	$1,467,242	$0
2.06	NCTCOG	$114,218	$0	$0	$114,218	$0
2.07	NCTCOG	$147,309	$0	$0	$147,309	$0
	Total	**$3,295,239**	**$3,275,000**	**$84,000**	**$6,654,239**	**$0**

Table 2b: Task 2 – FY2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	STBG	TxDOT	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding[2]
2.01	NCTCOG	**$503,454**	**$3,162,000**	$0	**$3,665,454**	$0
2.02	NCTCOG	**$280,896**	**$792,000**	$0	**$1,072,896**	$0
2.03	NCTCOG	**$657,944**	$0	$0	**$657,944**	$0
2.04	NCTCOG	**$812,438**	$0	$0	**$812,438**	$0
2.05	NCTCOG	**$1,214,335**	$1,017,000	$255,000	**$2,486,335**	$0
2.06	NCTCOG	**$63,742**	$0	$0	**$63,742**	$0
2.07	NCTCOG	**$146,930**	$0	$0	**$146,930**	$0
	Total	**$3,679,739**	**$4,971,000**	**$255,000**	**$8,905,739**	**$0**

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Safe and Accessible Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

[2] 2.5% Safety/Safe and Accessible Streets Set-Aside – This funding must come from the PL funds within TPF.


Task 2 Funding Summary- FY2026 and FY2027
TxDOT
2.2%
TPF
44.8%
STBG
53.0%

E. Funding Summary

Table 3a: Task 3 – FY2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	FTA	CMAQ	DOE	EPA
3.01	NCTCOG	$1,996,144	$0	$0	$0	$0	$0
3.02	NCTCOG	$736,545	$0	$0	$0	$0	$288,000
3.03	NCTCOG	$0	$0	$0	$0	$1,191,500	$12,172,000
3.04	NCTCOG	$1,102,683	$316,000	$90,000	$0	$0	$0
3.05	NCTCOG	$0	$7,895,000	$7,232,000	$269,000	$0	$0
3.06	NCTCOG	$652,216	$0	$0	$0	$0	$0
3.07	NCTCOG	$0	$0	$0	$2,627,000	$0	$0
	Total	**$4,487,588**	**$8,211,000**	**$7,322,000**	**$2,896,000**	**$1,191,500**	**$12,460,000**

Subtask	Responsible Agency	FHWA	RTR	STBG	TCEQ	Local	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding[2]
3.01	NCTCOG	$0	$815,000	$618,000	$0	$0	$3,429,144	$0
3.02	NCTCOG	$0	$0	$0	$382,000	$0	$1,406,545	$0
3.03	NCTCOG	$14,290,000	$905,000	$3,403,000	$0	$11,668,000	$43,629,500	$0
3.04	NCTCOG	$0	$366,000	$381,000	$0	$0	$2,255,683	$300,000
3.05	NCTCOG	$0	$1,197,500	$533,500	$0	$2,468,000	$19,595,000	$0
3.06	NCTCOG	$0	$119,000	$0	$0	$0	$771,216	$0
3.07	NCTCOG	$52,000	$3,245,000	$8,731,000	$0	$17,150,000	$31,805,000	$0
	Total	**$14,342,000**	**$6,647,500**	**$13,666,500**	**$382,000**	**$31,286,000**	**$102,892,088**	**$300,000**

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Safe and Accessible Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

[2] 2.5% Safety/Safe and Accessible Streets Set-Aside – This funding must come from the PL funds within TPF.

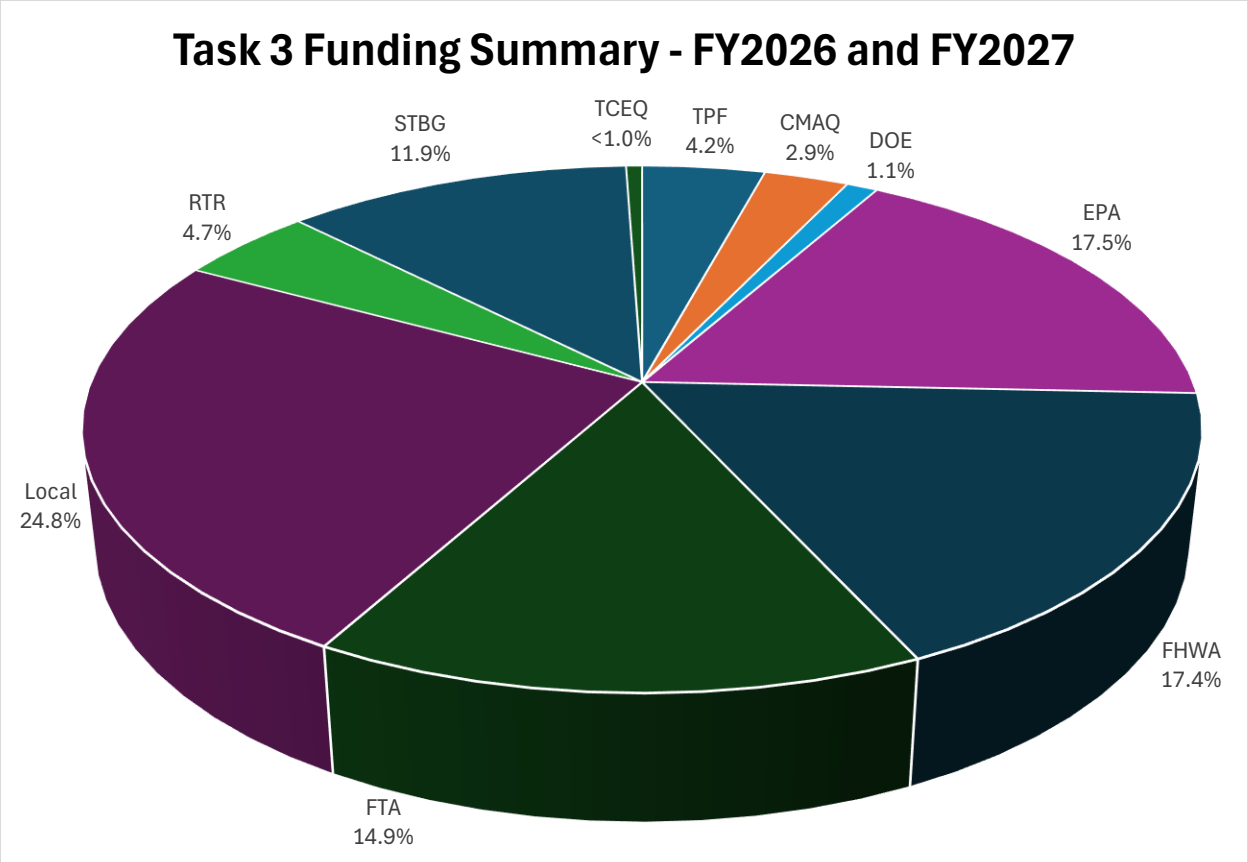
Table 3b: Task 3 – FY2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Section 5307 Funds	FTA	CMAQ	DOE	EPA
3.01	NCTCOG	**$2,012,728**	$0	$0	$0	$0	$0
3.02	NCTCOG	**$937,760**	$0	$0	$0	$0	**$98,000**
3.03	NCTCOG	$0	$0	$0	$0	**$1,160,000**	$25,753,000
3.04	NCTCOG	**$1,034,994**	**$864,000**	$0	$0	$0	$0
3.05	NCTCOG	$0	**$9,340,000**	**$6,989,000**	$261,000	$0	$0
3.06	NCTCOG	**$741,133**	$0	$0	$0	$0	$0
3.07	NCTCOG	$0	$0	$0	**$3,197,000**	$0	$0
	Total	**$4,726,615**	**$10,204,000**	**$6,989,000**	**$3,458,000**	**$1,160,000**	**$25,851,000**

Subtask	Responsible Agency	FHWA	RTR	STBG	TCEQ	Local	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding[2]
3.01	NCTCOG	$0	**$585,000**	$445,000	$0	$300,000	**$3,342,728**	$0
3.02	NCTCOG	$0	$0	$0	$823,000	$0	**$1,858,760**	$0
3.03	NCTCOG	**$23,854,000**	$1,203,000	**$2,356,000**	$0	**$19,133,100**	**$73,459,100**	$0
3.04	NCTCOG	$0	**$213,000**	**$429,000**	$0	$0	**$2,540,994**	$300,000
3.05	NCTCOG	$0	**$997,000**	$610,000	$0	**$3,458,000**	**$21,655,000**	$0
3.06	NCTCOG	$0	$150,000	$0	$0	$0	**$891,133**	$0
3.07	NCTCOG	$0	$457,000	**$8,475,000**	$0	**$154,000**	**$12,283,000**	$0
	Total	**$23,854,000**	**$3,605,000**	**$12,315,000**	**$823,000**	**$23,045,100**	**$116,030,715**	**$300,000**

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Safe and Accessible Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

[2] 2.5% Safety/Safe and Accessible Streets Set-Aside – This funding must come from the PL funds within TPF.


Task 3 Funding Summary - FY2026 and FY2027
STBG
11.9%
TCEQ
<1.0%
TPF
4.2%
CMAQ
2.9%
DOE
1.1%
EPA
17.5%
RTR
4.7%
Local
24.8%
FHWA
17.4%
FTA
14.9%

E. Funding Summary

Table 4a: Task 4 – FY2026 Funding Summary Table

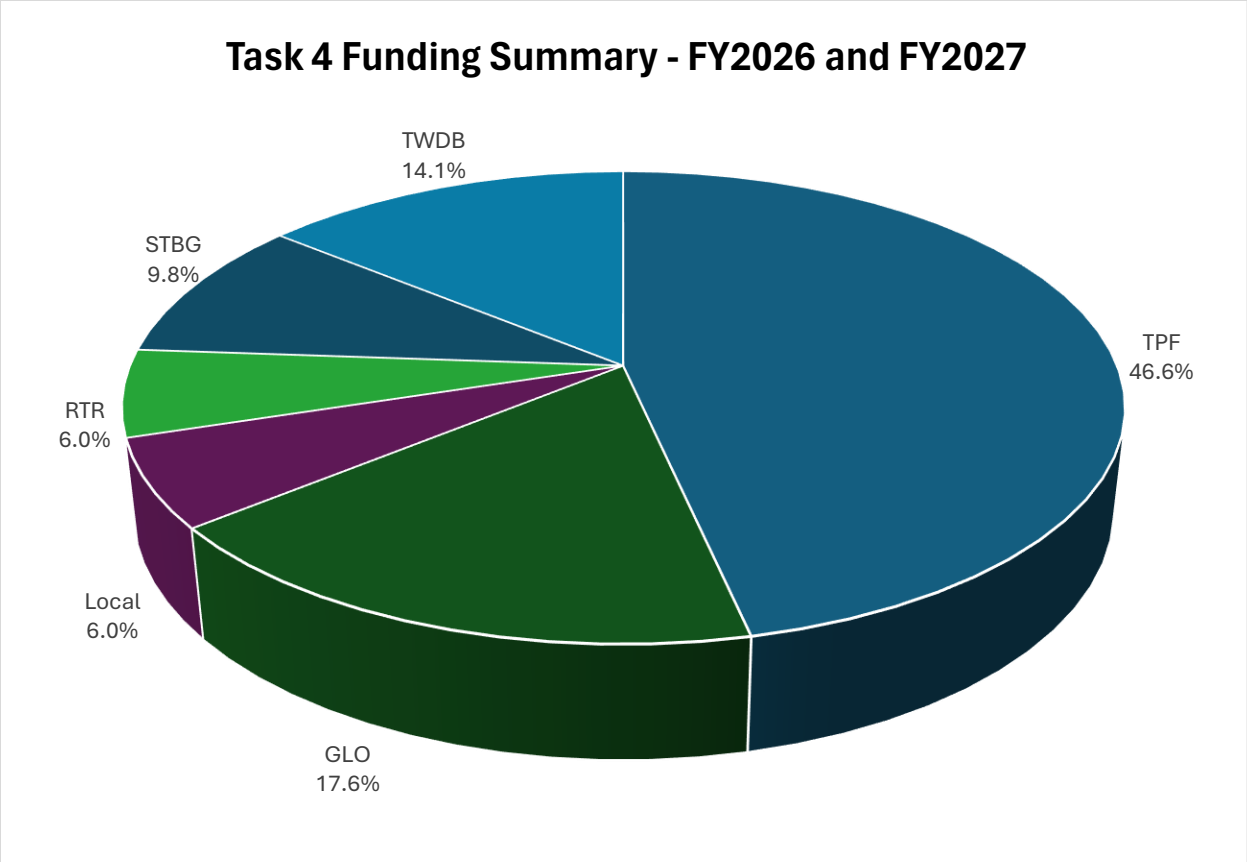
Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	GLO	RTR	STBG	TWDB	Local	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding[2]
4.01	NCTCOG	$1,992,942	$0	$0	$0	$0	$0	$1,992,942	$0
4.02	NCTCOG	$276,471	$1,506,200	$362,000	$921,000	$973,000	$378,000	$4,416,671	$0
4.03	NCTCOG	$34,159	$0	$0	$0	$0	$0	$34,159	$0
	Total	**$2,303,572**	**$1,506,200**	**$362,000**	**$921,000**	**$973,000**	**$378,000**	**$6,443,772**	**$0**

Table 4b: Task 4 – FY2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	GLO	RTR	STBG	TWDB	Local	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding[2]
4.01	NCTCOG	**$1,738,314**	$0	$0	$0	$0	$0	**$1,738,314**	$0
4.02	NCTCOG	**$286,298**	$150,000	$200,000	$0	$358,000	**$192,000**	**$1,186,298**	$0
4.03	NCTCOG	**$63,742**	$0	$0	$0	$0	$0	**$63,742**	$0
	Total	**$2,088,354**	**$150,000**	**$200,000**	**$0**	**$358,000**	**$192,000**	**$2,988,354**	**$0**

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Safe and Accessible Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

[2] 2.5% Safety/Safe and Accessible Streets Set-Aside – This funding must come from the PL funds within TPF.


Task 4 Funding Summary - FY2026 and FY2027
TWDB
14.1%
STBG
9.8%
TPF
46.6%
RTR
6.0%
Local
6.0%
GLO
17.6%

E. Funding Summary

Table 5a: Task 5 – FY2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA	CMAQ	DOD	FHWA	FRA	RTR
5.01	NCTCOG	$1,011,838	$0	$0	$0	$0	$452,000	$960,000
5.02	NCTCOG	$930,775	$0	$0	$0	$0	$0	$0
5.03	NCTCOG	$953,397	$507,000	$0	$0	$3,294,000	$0	$366,000
5.04	NCTCOG	$61,912	$0	$0	$0	$0	$0	$0
5.05	NCTCOG	$30,956	$0	$0	$0	$0	$0	$0
5.06	NCTCOG	$231,638	$22,500,000	$0	$0	$0	$0	$0
5.07	NCTCOG	$346,923	$0	$0	$0	$1,880,000	$0	$1,579,000
5.08	NCTCOG	$204,952	$0	$0	$0	$0	$0	$0
5.09	NCTCOG	$178,265	$0	$0	$3,499,000	$0	$0	$0
5.10	NCTCOG	$209,221	$0	$0	$0	$0	$0	$0
5.11	NCTCOG	$0	$0	$0	$0	$0	$0	$0
5.12	NCTCOG	$0	$0	$0	$0	$0	$0	$0
5.13	NCTCOG	$116,353	$0	$0	$0	$0	$0	$0
	Total	**$4,276,230**	**$23,007,000**	**$0**	**$3,499,000**	**$5,174,000**	**$452,000**	**$2,905,000**

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Safe and Accessible Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

Subtask	Responsible Agency	STBG	TMF	TxDOT	Local	NTTA	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding[2]
5.01	NCTCOG	$3,123,000	$0	$191,000	$260,000	$33,000	$6,030,838	$0
5.02	NCTCOG	$0	$0	$0	$0	$0	$930,775	$76,000
5.03	NCTCOG	$3,830,000	$0	$0	$1,205,500	$0	$10,155,897	$272,374
5.04	NCTCOG	$236,000	$0	$0	$0	$0	$297,912	$0
5.05	NCTCOG	$0	$0	$0	$0	$0	$30,956	$0
5.06	NCTCOG	$3,832,000	$0	$0	$296,000	$0	$26,859,638	$0
5.07	NCTCOG	$1,546,000	$0	$0	$1,500,000	$0	$6,851,923	$0
5.08	NCTCOG	$0	$0	$0	$1,713,000	$0	$1,917,952	$0
5.09	NCTCOG	$0	$0	$0	$728,000	$0	$4,405,265	$0
5.10	NCTCOG	$3,991,000	$0	$0	$0	$0	$4,200,221	$0
5.11	NCTCOG	$0	$0	$0	$254,000	$0	$254,000	$0
5.12	NCTCOG	$0	$0	$0	$197,000	$0	$197,000	$0
5.13	NCTCOG	$0	$0	$0	$0	$0	$116,353	$0
	Total	**$16,558,000**	**$0**	**$191,000**	**$6,153,500**	**$33,000**	**$62,248,730**	**$348,374**

[2] 2.5% Safety/Safe and Accessible Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 5b: Task 5 – FY2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA	CMAQ	DOD	FHWA	FRA	RTR
5.01	NCTCOG	**$1,117,102**	$0	$0	$0	$0	**$297,000**	$328,000
5.02	NCTCOG	**$904,269**	$0	$0	$0	$0	$0	$0
5.03	NCTCOG	**$688,195**	**$560,000**	$0	$0	$1,955,000	$0	$2,202,000
5.04	NCTCOG	**$100,474**	$0	$0	$0	$0	$0	$0
5.05	NCTCOG	**$32,411**	$0	$0	$0	$0	$0	$0
5.06	NCTCOG	**$0**	**$22,300,000**	$0	$0	$0	$0	$0
5.07	NCTCOG	**$373,808**	$0	$0	$0	**$800,000**	$0	**$850,000**
5.08	NCTCOG	**$217,154**	$0	$0	$0	$0	$0	$0
5.09	NCTCOG	**$121,001**	$0	$0	$273,000	$0	$0	$0
5.10	NCTCOG	**$280,896**	$0	$0	$0	$0	$0	$0
5.11	NCTCOG	$0	$0	$0	$0	$0	$0	$0
5.12	NCTCOG	$0	$0	$0	$0	$0	$0	$0
5.13	NCTCOG	**$182,582**	$0	$0	$0	$0	$0	$0
	Total	**$4,017,892**	**$22,860,000**	**$0**	**$273,000**	**$2,755,000**	**$297,000**	**$3,380,000**

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Safe and Accessible Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

Subtask	Responsible Agency	STBG	TMF	TxDOT	Local	NTTA	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding[2]
5.01	NCTCOG	**$6,092,000**	$0	$368,000	$309,000	**$35,000**	**$8,546,102**	$0
5.02	NCTCOG	$0	$0	$0	$0	$0	**$904,269**	$76,000
5.03	NCTCOG	**$3,862,000**	$0	$0	$1,111,700	$0	**$10,378,895**	**$326,023**
5.04	NCTCOG	**$582,000**	$0	$0	$0	$0	**$682,474**	$0
5.05	NCTCOG	$0	$0	$0	$0	$0	**$32,411**	$0
5.06	NCTCOG	**$5,142,000**	**$7,500,000**	$0	**$41,250,000**	$0	**$76,192,000**	$0
5.07	NCTCOG	$2,831,000	$0	$0	$1,500,000	$0	**$6,354,808**	$0
5.08	NCTCOG	$0	$0	$0	**$1,682,000**	$0	**$1,899,154**	$0
5.09	NCTCOG	$0	$0	$0	$389,000	$0	**$783,001**	$0
5.10	NCTCOG	$2,461,000	$0	$0	$0	$0	**$2,741,896**	$0
5.11	NCTCOG	$0	$0	$0	$93,000	$0	**$93,000**	$0
5.12	NCTCOG	$0	$0	$0	**$200,000**	$0	**$200,000**	$0
5.13	NCTCOG	$0	$0	$0	$0	$0	**$182,582**	$0
	Total	**$20,970,000**	**$7,500,000**	**$368,000**	**$46,534,700**	**$35,000**	**$108,990,592**	**$402,023**

[2] 2.5% Safety/Safe and Accessible Streets Set-Aside – This funding must come from the PL funds within TPF.

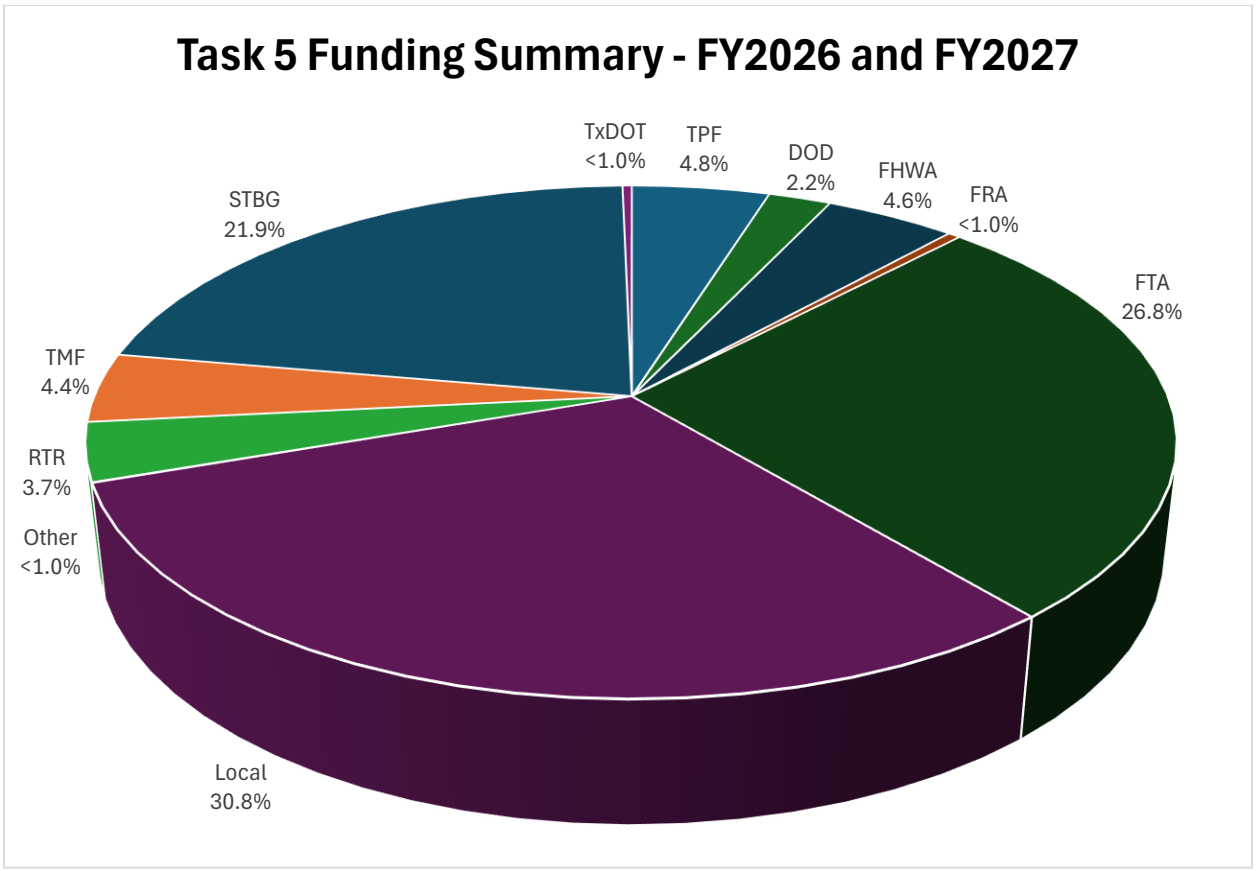
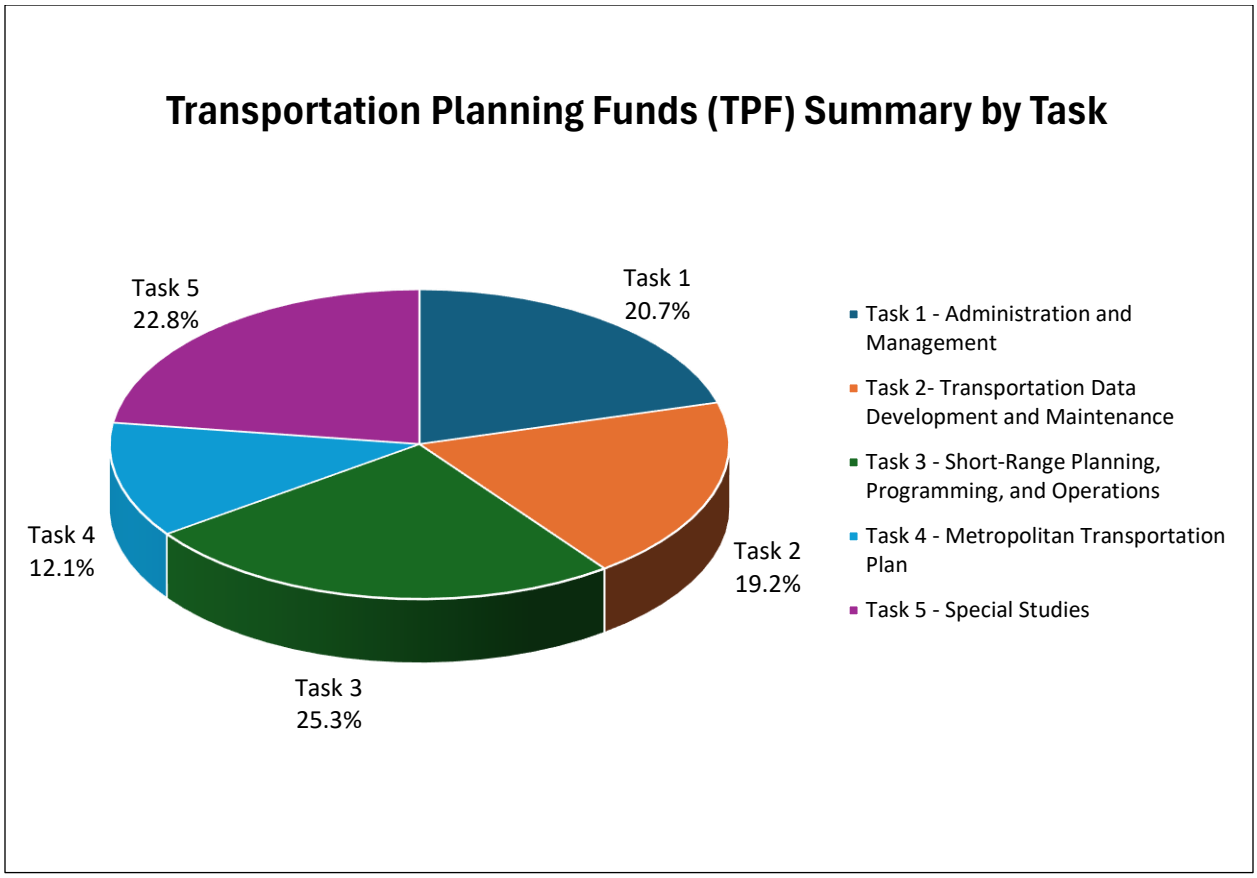

Task 5 Funding Summary - FY2026 and FY2027
TxDOT
<1.0%
TPF
4.8%
DOD
2.2%
FHWA
4.6%
FRA
<1.0%
FTA
26.8%
STBG
21.9%
TMF
4.4%
RTR
3.7%
Other
<1.0%
Local
30.8%

EXHIBIT VII-2
FY2026 and FY2027 Allocation of Transportation Planning Funds

Subtask	Subtask Title	TPF		
		FY2026	FY2027	Total
1.01	Community Outreach	$3,209,842	$3,223,822	$6,433,664
1.02	Program and Policy Administration	$219,897	$337,615	$557,512
1.03	Fiscal Management	$0	$0	$0
1.04	Computer and Audio/Video Resources	$230,571	$299,262	$529,833
	Task 1 - Administration and Management	**$3,660,310**	$3,860,699	$7,521,009
2.01	Development of Travel Models	$535,863	$503,454	$1,039,317
2.02	Transportation Data Collection and Development	$220,964	$280,896	$501,860
2.03	Model Applications	$540,133	$657,944	$1,198,077
2.04	Demographic Data and Forecasts	$688,510	$812,438	$1,500,948
2.05	Data Management	$1,048,242	$1,214,335	$2,262,577
2.06	Ensuring Nondiscrimination in MPO Planning/Program Activities	$114,218	$63,742	$177,960
2.07	Performance-based Planning and Coordination	$147,309	$146,930	$294,239
	Task 2 - Transportation Data Development and Maintenance	**$3,295,239**	$3,679,739	$6,974,978
3.01	Transportation Project Programming	$1,996,144	$2,012,728	$4,008,872
3.02	Regional Air Quality Planning	$736,545	$937,760	$1,674,305
3.03	Air Quality Management and Operations	$0	$0	$0
3.04	Public Transportation Planning	$1,102,683	$1,034,994	$2,137,677
3.05	Transit Management and Operations	$0	$0	$0
3.06	Congestion Management Planning	$652,216	$741,133	$1,393,349
3.07	Congestion Management Operations	$0	$0	$0
	Task 3 - Short-Range Planning, Programming, and Operations	**$4,487,588**	$4,726,615	$9,214,203
4.01	Metropolitan Transportation Planning	$1,992,942	$1,738,314	$3,731,256
4.02	Coordination of Transportation and Environmental Planning Processes	$276,471	$286,298	$562,769
4.03	Understanding the Public Return on Investment for Transportation Funding	$34,159	$63,742	$97,901
	Task 4 - Metropolitan Transportation Plan	**$2,303,572**	$2,088,354	$4,391,926
5.01	Regional Transportation Studies	$1,011,838	$1,117,102	$2,128,940
5.02	Subarea Studies and Local Government Assistance	$930,775	$904,269	$1,835,044
5.03	Land-Use/Transportation Initiatives	$953,397	$688,195	$1,641,592
5.04	Transportation Asset Management	$61,912	$100,474	$162,386
5.05	Transportation System Security and Emergency Preparedness	$30,956	$32,411	$63,367
5.06	Regional Freight Planning	$231,638	$0	$231,638
5.07	Roadway and Railroad Safety	$346,923	$373,808	$720,731
5.08	Regional Aviation Planning and Education	$204,952	$217,154	$422,106
5.09	Regional Military and Community Coordination	$178,265	$121,001	$299,266
5.10	Transportation Technology and Innovation Program	$209,221	$280,896	$490,117
5.11	North Texas Center for Mobility Technologies	$0	$0	$0
5.12	Red River Navigation System Feasibility Study	$0	$0	$0
5.13	Alternative Fuel Corridor Planning	$116,353	$182,582	$298,935
	Task 5 - Special Studies	**$4,276,230**	$4,017,892	$8,294,122
	FUNDING TOTALS	**$18,022,938**	**$18,373,299**	**$36,396,237**


Transportation Planning Funds (TPF) Summary by Task
Task 5
22.8%
Task 1
20.7%
Task 4
12.1%
Task 2
19.2%
Task 3
25.3%
Task 1 - Administration and Management
Task 2- Transportation Data Development and Maintenance
Task 3 - Short-Range Planning, Programming, and Operations
Task 4 - Metropolitan Transportation Plan
Task 5 - Special Studies

Budget Summary

Table 6a: Funding Summary - FY2026

UPWP Task	Description	TPF[1]	FTA Sect. 5307 Funds	FTA	CMAQ	DOD	DOE	EPA
1	Administration – Management	$3,660,310	$0	$0	$949,000	$0	$0	$0
2	Data Development and Maintenance	$3,295,239	$0	$0	$0	$0	$0	$0
3	Short Range Planning	$4,487,588	$8,211,000	$7,322,000	$2,896,000	$0	$1,191,500	$12,460,000
4	Metropolitan Transportation Plan	$2,303,572	$0	$0	$0	$0	$0	$0
5	Special Studies	$4,276,230	$0	$23,007,000	$0	$3,499,000	$0	$0
	Total	**$18,022,938**	**$8,211,000**	**$30,329,000**	**$3,845,000**	**$3,499,000**	**$1,191,500**	**$12,460,000**

UPWP Task	Description	FHWA	FRA	GLO	RTR	STBG	TCEQ	TMF
1	Administration – Management	$0	$0	$0	$181,000	$1,183,600	$0	$0
2	Data Development and Maintenance	$0	$0	$0	$0	$3,275,000	$0	$0
3	Short Range Planning	$14,342,000	$0	$0	$6,647,500	$13,666,500	$382,000	$0
4	Metropolitan Transportation Plan	$0	$0	$1,506,200	$362,000	$921,000	$0	$0
5	Special Studies	$5,174,000	$452,000	$0	$2,905,000	$16,558,000	$0	$0
	Total	**$19,516,000**	**$452,000**	**$1,506,200**	**$10,095,500**	**$35,604,100**	**$382,000**	**$0**

UPWP Task	Description	TxDOT	NCTCOG Local	NTTA	Local Funds	TWDB	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding[2]
1	Administration – Management	$0	$71,900	$0	**$1,313,085**	$0	**$7,358,895**	$0
2	Data Development and Maintenance	$84,000	$0	$0	$0	$0	$6,654,239	$0
3	Short Range Planning	$0	$0	$0	$31,286,000	$0	$102,892,088	$300,000
4	Metropolitan Transportation Plan	$0	$0	$0	$378,000	$973,000	$6,443,772	$0
5	Special Studies	$191,000	$0	$33,000	$6,153,500	$0	$62,248,730	$348,374
	Total	**$275,000**	**$71,900**	**$33,000**	**$39,130,585**	**$973,000**	**$185,597,723**	**$648,374**

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Safe and Accessible Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

[2] 2.5% Safety/Safe and Accessible Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 6b: Funding Summary - FY2027

UPWP Task	Description	TPF[1]	FTA Sect. 5307 Funds	FTA	CMAQ	DOD	DOE	EPA
1	Administration – Management	$3,860,699	$0	$0	$1,003,000	$0	$0	$0
2	Data Development and Maintenance	$3,679,739	$0	$0		$0	$0	$0
3	Short Range Planning	$4,726,615	$10,204,000	$6,989,000	$3,458,000	$0	$1,160,000	$25,851,000
4	Metropolitan Transportation Plan	$2,088,354	$0	$0	$0	$0	$0	$0
5	Special Studies	$4,017,892	$0	$22,860,000	$0	$273,000	$0	$0
	Total	$18,373,299	$10,204,000	$29,849,000	$4,461,000	**$273,000**	$1,160,000	$25,851,000

UPWP Task	Description	FHWA	FRA	GLO	RTR	STBG	TCEQ	TMF
1	Administration – Management	$0	$297,000	$0	$119,000	$1,284,800	$0	$0
2	Data Development and Maintenance	$0	$0	$0	$0	$4,971,000	$0	$0
3	Short Range Planning	$23,854,000	$0	$0	$3,605,000	$12,315,000	$823,000	$0
4	Metropolitan Transportation Plan	$0	$0	$150,000	$200,000	$0	$0	$0
5	Special Studies	$2,755,000	$0	$0	$3,380,000	$20,970,000	$0	$7,500,000
	Total	$26,609,000	$297,000	**$150,000**	$7,304,000	$39,540,800	**$823,000**	$7,500,000

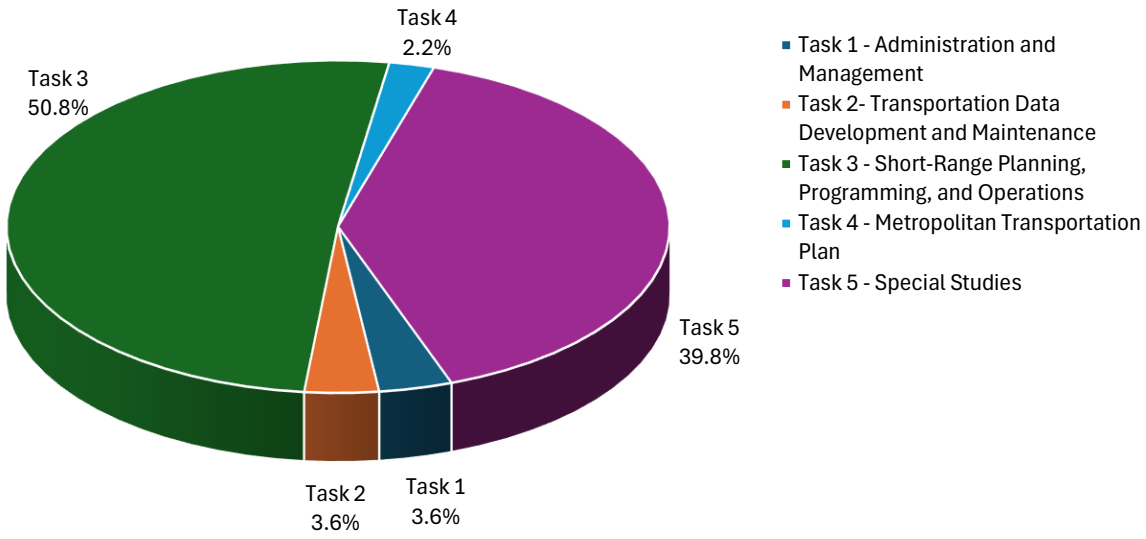
UPWP Task	Description	TxDOT	NCTCOG Local	NTTA	Local Funds	TWDB	Total Funds	Amount of 2.5% Safety/Safe and Accessible Streets Set-Aside Funding[2]
1	Administration – Management	$0	$71,900	$35,000	$1,678,700	$0	$8,350,099	$0
2	Data Development and Maintenance	$255,000	$0	$0	$0	$0	$8,905,739	$0
3	Short Range Planning	$0	$0	$0	$23,045,100	$0	$116,030,715	$300,000
4	Metropolitan Transportation Plan	$0	$0	$0	$192,000	$358,000	$2,988,354	$0
5	Special Studies	$368,000	$0	$0	$46,534,700	$0	$108,658,592	$402,023
	Total	**$623,000**	**$71,900**	$35,000	$71,450,500	**$358,000**	$244,933,499	$702,023

[1] TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Safe and Accessible Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

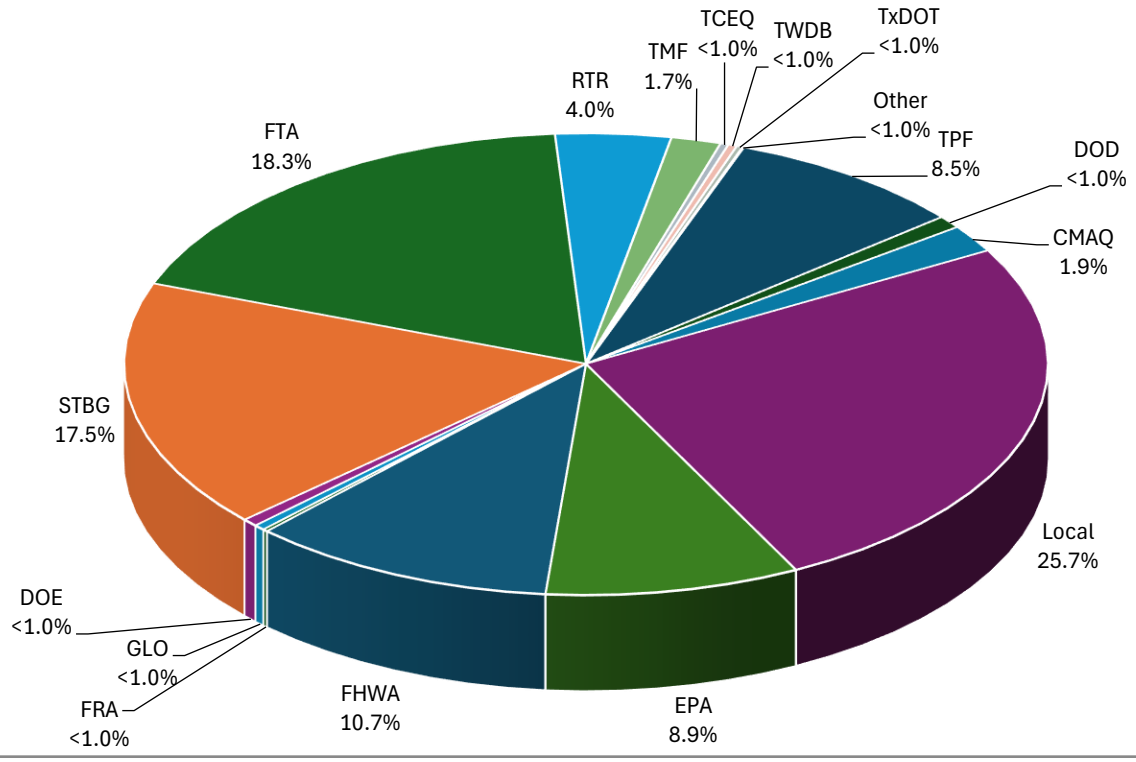
[2] 2.5% Safety/Safe and Accessible Streets Set-Aside – This funding must come from the PL funds within TPF.

Combined TPF Allocations (WO 1 and WO 2) for FY2026 and FY2027	$29,727,207
Estimated Unexpended TPF Carryover (WO 3) from Previous FYs	$6,669,030
TOTAL TPF for FY2026 and FY2027	**$36,396,237**

Summary of All Funding by Task



Summary of All Total Funding



MODIFICATIONS TO THE FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM

Regional Transportation Council
September 10, 2026

Transportation Department
North Central Texas Council of Governments

ELECTRONIC ITEM 3.4.2

NEW INITIATIVE – TRANSPORTATION PLANNING FUNDS

Project	Funding Amount	Fiscal Year
Subtask 1.02 – Program and Policy Administration – Strategic Vision Plan 2050	$50,000	FY2027

FUNDING ADJUSTMENT TO EXISTING PROJECTS – NON-TRANSPORTATION PLANNING FUNDS

Project	Purpose	Funding Source	Funding Amount	Fiscal Year
Subtask 1.02 – Program and Policy Administration – Program Administration	Legal expenses associated with temporary and permanent employee work status	RTC Local	$150,000	FY2027
Subtask 3.03 – Air Quality, Fuels, and Energy Management and Operations – Dallas-Fort Worth Clean Cities	New funding agreement	DOE	$107,500 $107,500	FY2026 FY2027

TEXT UPDATE TO EXISTING PROJECTS – NON-TRANSPORTATION PLANNING FUNDS

Project	Purpose
Subtask 5.07 – Roadway and Railroad Safety – Advancing Regional Safety in the Dallas-Fort Worth Region	Reflect further study of recommendations from roadway safety audits and provision of training opportunities
Chapter VII – Overview of Work Program Funding – Exhibit VII-3, Anticipated Equipment/Software Purchases	Update text based on revised cost estimates

FY2027 ALLOCATION OF TRANSPORTATION PLANNING FUNDS

UPWP Task	FY2027 Totals		
	Current	Proposed	Variance
Task 1 – Administration and Management	$3,834,698	$3,860,699	$26,001
Task 2 – Transportation Data Development and Maintenance	$3,322,367	$3,679,739	$357,372
Task 3 – Short-range Planning, Programming, and Operations	$4,454,070	$4,726,615	$272,545
Task 4 – Metropolitan Transportation Plan	$2,426,564	$2,088,354	($338,210)
Task 5 – Special Studies	$4,335,601	$4,017,892	($317,709)
Funding Totals	**$18,373,299**	**$18,373,299**	**$0**

NON-TRANSPORTATION PLANNING FUND BUDGET/FUNDING ADJUSTMENTS

Funding Source	Current	Proposed	Variance	Fiscal Year
CMAQ	$3,605,000	$4,461,000	$856,000	FY2027
DOE	$1,084,000 $312,000	$1,191,500 $1,160,000	$107,500 $848,000	FY2026 FY2027
EPA	$25,795,000	$25,851,000	$56,000	FY2027
FHWA	$18,071,000	$26,609,000	$8,538,000	FY2027
FRA	$0	$297,000	$297,000	FY2027
FTA 5307	$7,117,000	$10,204,000	$3,087,000	FY2027
FTA	$5,415,000	$29,849,000	$24,434,000	FY2027
Local	$38,880,585 $23,822,500	$39,130,585 $71,450,500	$250,000 $47,628,000	FY2026 FY2027
NTTA	$0	$35,000	$35,000	FY2027
RTR	$6,363,000	$7,304,000	$941,000	FY2027
STBG	$28,701,800	$39,540,800	$10,839,000	FY2027
TMF	$0	$7,500,000	$7,500,000	FY2027

MODIFICATION SCHEDULE

August 28	Action by Surface Transportation Technical Committee
September 10	Action by Regional Transportation Council
September 24	Action by NCTCOG Executive Board
September 25	Submittal of Modifications to Texas Department of Transportation

REQUESTED ACTION - Modifications to the FY2026 and FY2027 Unified Planning Work Program

- RTC approval of:
  - Proposed UPWP modifications
  - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating administrative and/or planning documents, as needed, to incorporate the programs, projects, and funding contained in the UPWP modifications.

RTC Action Item – September 10, 2026

UNIFIED PLANNING WORK PROGRAM CONTACT INFORMATION

Dan Kessler
Assistant Director of Transportation
817-695-9248
dkessler@nctcog.org

Vickie Alexander
Program Manager
817-695-9242
valexander@nctcog.org

Vercie Pruitt-Jenkins
Administrative Program Supervisor
817-608-2325
vpruitt-jenkins@nctcog.org

Jasmine Rodriguez
Administrative Assistant
817-704-5601
jrodriguez@nctcog.org

North Central Texas Council of Governments
Transportation Department

Copy of FY2026 and FY2027 UPWP can be found at
https://www.nctcog.org/upwp

RESOLUTION APPROVING
MODIFICATIONS TO THE FY2026 AND FY2027 UNIFIED PLANNING WORK PROGRAM FOR REGIONAL TRANSPORTATION PLANNING
(R26-04)

WHEREAS, the North Central Texas Council of Governments (NCTCOG) has been designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, federal law, the Infrastructure Investment and Jobs Act (IIJA), assigns the MPO the responsibility for carrying out the metropolitan planning process, in cooperation with the State and operators of publicly owned transit service; and,

WHEREAS, the Infrastructure Investment and Jobs Act assigns the MPO the responsibility for development of a Unified Planning Work Program (UPWP) which addresses the planning priorities of the metropolitan area and describes the metropolitan transportation and related air quality planning activities to be undertaken and capital purchases to be made to support the planning process; and,

WHEREAS, the FY2026 and FY2027 Unified Planning Work Program for Regional Transportation Planning was approved by the Regional Transportation Council and NCTCOG Executive Board in July 2025; and,

WHEREAS, a new initiative, project updates, and funding adjustments have resulted in the need to amend the FY2026 and FY2027 Unified Planning Work Program; and

WHEREAS, the proposed modifications to the FY2026 and FY2027 Unified Planning Work Program for Regional Transportation Planning were approved by the Surface Transportation Technical Committee on August 28, 2026.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council approves the September 2026 amendments to the FY2026 and FY2027 Unified Planning Work Program for Regional Transportation Planning.

Section 2. The Regional Transportation Council approves staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and update other administrative and/or planning documents as needed to incorporate the programs, projects, and funding contained in the UPWP modifications.

Section 3. This resolution shall be transmitted to the Texas Department of Transportation.

Section 4. This resolution shall be in effect immediately upon its adoption.

_____
Stephen Mason, Chair
Regional Transportation Council
Mayor, City of Cedar Hill

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on September 10, 2026.

_____
Manny Ramirez, Secretary
Regional Transportation Council
Commissioner, Tarrant County



Collin County Rides Funding Update

GYPSY GAVIA

REGIONAL TRANSPORTATION COUNCIL

SEPTEMBER 10, 2026

ELECTRONIC ITEM 3.5

Collin County Rides: Background

Who: Cities of Allen and Fairview

What: Transit service for seniors and persons with disabilities

Current Provider: Denton County Transportation Authority (DCTA) since 2023; transit service was previously provided by Texoma Area Paratransit System (TAPS), then Dallas Area Rapid Transit (DART) via contracted service.

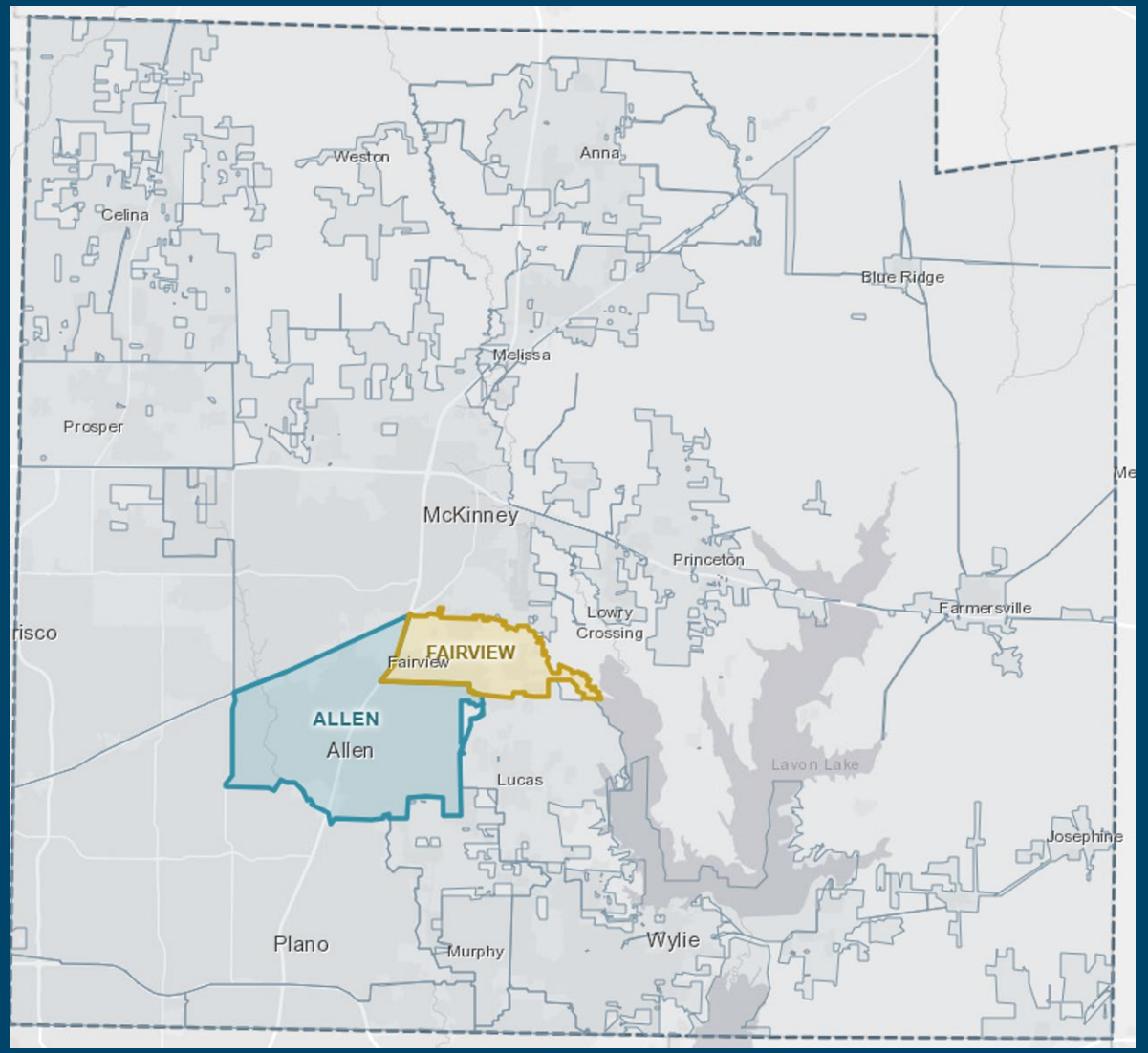
Status: DCTA has negotiated service agreements with cities of Allen and Fairview. Federal funding is being programmed directly to DCTA for future service. However, gap of funding in early 2027 is expected due timing of federal funding availability.

Collin County Rides: Service Area

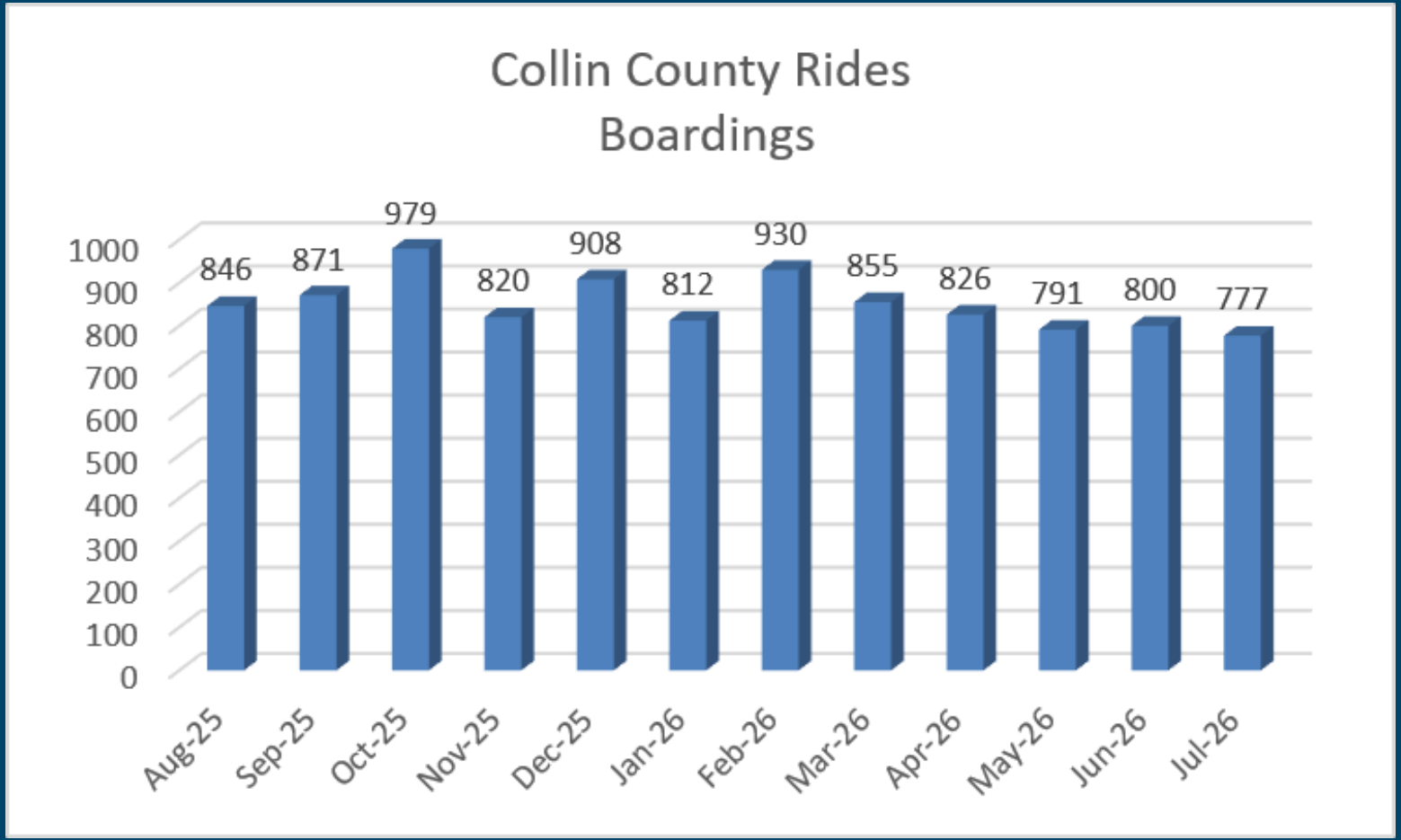
Allen and Fairview

Seniors and Persons with Disabilities

Travel anywhere in county with origin or destination in resident city



Collin County Rides: Service Ridership



Source: DCTA

Proposed Funding Adjustment for Continuation of Service

Subrecipient Award:

Phased Funding	RTC Local	FTA 5310[1]	Local Match[2]	Total
Phase I (Actual)[3]	$201,113		$201,113	$402,226
Phase II (Approved)		$600,000	$600,000	$1,200,000
Phase III (NEW)	$98,887		$98,887	$197,774
TOTAL	**$300,000**	**$600,000**	**$900,000**	**$1,800,000**

What: Utilize remaining RTC Local funding to extend project to Spring 2027, when federal funding is available for DCTA. No new funding is being requested.

Where: DCTA to continue transit service for the cities of Allen and Fairview to connect residents in Collin County.

[1]Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Persons with Disabilities
[2]Local match provided by participating cities
[3] On July 13, 2023, RTC approved up to $300,000 in RTC Local for the first year, with subsequent operations to be funded with federal funding but only a portion was expended in the first year.

REQUESTED ACTION – Updates to Collin County Rides Program and Utilization of RTC Local Funding

RTC Approval of:

To utilize up to $98,887 in previously approved RTC Local funds to extend the project to a Phase III until Spring 2027 and continue transit services in the cities of Allen and Fairview for seniors and individuals with disabilities.

Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the project change.

RTC Action Item –September 10, 2026

For More Information

Karla Windsor, AICP
Senior Program Manager
Land Use and Mobility Options
kwindsor@nctcog.org
817-608-2376

Gypsy Gavia
Program Manager
Land Use and Mobility Options
ggavia@nctcog.org
817-695-9134

PARTNERSHIP ON RESPONSIBILITES BETWEEN THE MPO AND THE FISCAL AGENT

BACKGROUND

There are over four hundred MPOs across the County and almost all of them have very little interaction between the MPO and the fiscal agent. That is because of the funding source that MPOs are responsible for administering. MPOs are a function of a federal process for the purpose of carrying out federal government responsibilities using federal funds. At the core of federal funding, one needs to pay the invoice of the federally selected project, program or consultant and then seek reimbursement. To pay the invoice one needs a local revenue source. The NCTCOG Transportation Department does not use NCTCOG Executive Board revenue funds, it uses RTC Local Funds. Most MPO's do not have such a revenue source and therefore, very few MPOs have funds as a revenue source to pay invoices and seek reimbursement. As a result, very little need to collaborate. And those that do, do not have an independent fiscal agent, that function is combined into a single agency. In Texas, the MPO agreement does not permit two party agreements as MPOs need a third-party fiscal agent. The result in Texas as requested by TxDOT is an MPO that spends 100% of its time on transportation matters, not fiscal administrative matters. And a fiscal agent monitoring fiscal matters.

RTC USE OF NCTCOG FISCAL AGENT

It is estimated that 95% to 98% of RTC funding decisions never come to the Executive Board. When the RTC funds a freeway, a program, intersection improvements, thoroughfare street improvements or other capacity projects, those decisions go to TxDOT and other government agencies. There are seven types of action that come to the Executive Board for approval. These are initiatives best overseen by the RTC staff and as such need fiscal agent approval. They are described below.

Board Action	Regional Transportation Council (RTC) Direction	Fiscal Agent Responsibility	Risk Assessment Report from Transportation
Consultants and Personal Service Agreements	Contracting services as an extension of staff capabilities. Consultants are managed by staff.	Reviews procurement method and details for compliance.	
Subrecipient Agreements with Local Governments, Transit Agencies, and others	Initiating financial partnerships with entities to perform transportation outcomes selected by the Regional Transportation Council.	Considers financial and administrative capacity and Federal compliance risk.	X
Request for Grant Applications	Request a program that often complies with RTC federal requirements in areas like air quality, congestion relief, safety, and reliability.	Evaluates fiscal capacity to administer award, compliance risk, and administrative burden and staff resources.	X

DRAFT

Receipt of Funds and Local Match Contributions	RTC wishes to leverage financial resources and meet federal requirements by having partners provide funding towards the implementation of program or project.	Assesses source and sufficiency of match and budget impacts.	
Approval of Policy Items	RTC requests necessary approval for the implementation of items necessary to carry out the responsibilities of the MPO (e.g., Title VI).	Evaluates organizational impacts and compliance obligations.	
Federal and State Designations	From time to time the RTC wishes to engage in a formal designation that often provides funding or accessibility to future transportation funds.	Considers legal authority and governance implications, assignment of responsibilities, and organizational capability to fulfill designated role.	
Receipt of Aduit Reports	The RTC and the NCTCOG share responsibilities in carrying out federal/state activities that often result in audited results from the implementation of various programs.	Reviews findings and corrective actions, financial stewardship, and internal controls.	
General Conclusion	The RTC is leveraging TR funding to leverage additional TR improvements. They do this through the seven methods described above.	The Executive Board is the Fiscal Agent carrying out and overseeing the potential financial risk, if any, to RTC funding initiatives. The Executive Board is not a fiduciary agent giving advice to the RTC. It is a Fiscal Agent reviewing varying degrees of compliance and risk.	

CONCLUSION

This summary addresses the role and responsibilities of each policy committee in exercising the three-party agreement where the MPO (i.e., the Regional Transportation Council) is exercising its federal responsibilities and transportation policy focus. The NCTCOG, as fiscal agent (i.e., Executive Board), is exercising its financial risks and compliance responsibility.

It is important to note that the RTC brings revenue for the NCTCOG to get to scale, increasing the cost of service and providing the revenue for that service which assists the agency in lowering the indirect cost and rate. That indirect rate lowers the overhead cost to all the departments in a multi-functional organization; greater scale of operations reduces the overhead cost to all parties and departments.

DRAFT

CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE PROJECTS DURING COVID RECOVERY

August 2026

Michael Morris, P.E.
Director of Transportation

ELECTRONIC ITEM 4.2

TRAVEL BEHAVIOR BY MODE

+

Toll Road (+14%, May)
Weekend Transit Ridership (+13%, Jun)
Airport Passengers (+12%, Jun)
Freeway Volumes (+4%, Jun)

0

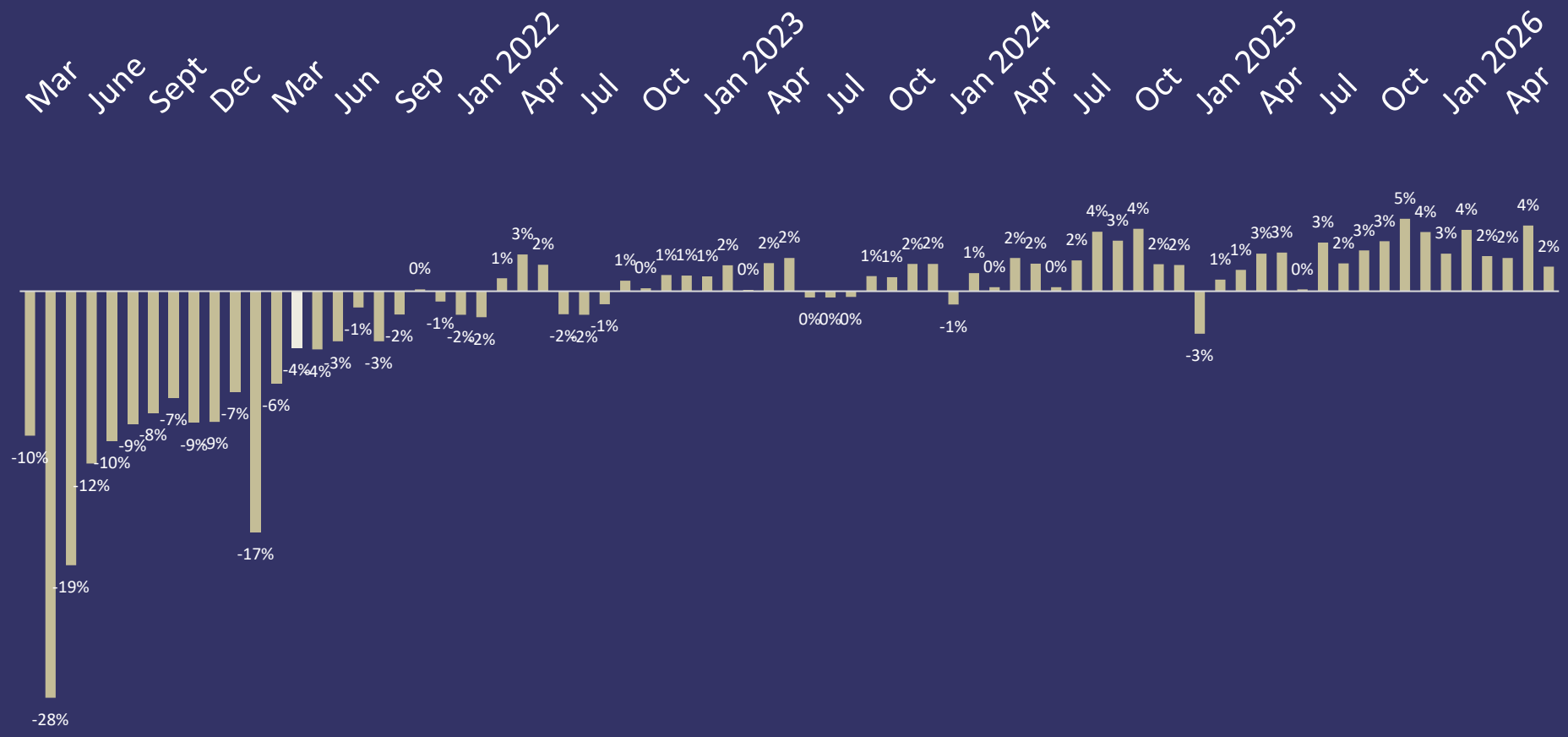
Weekday Transit Ridership (-24%, Jun)

–

ROADWAY TRENDS

Traffic Decrease vs Baseline

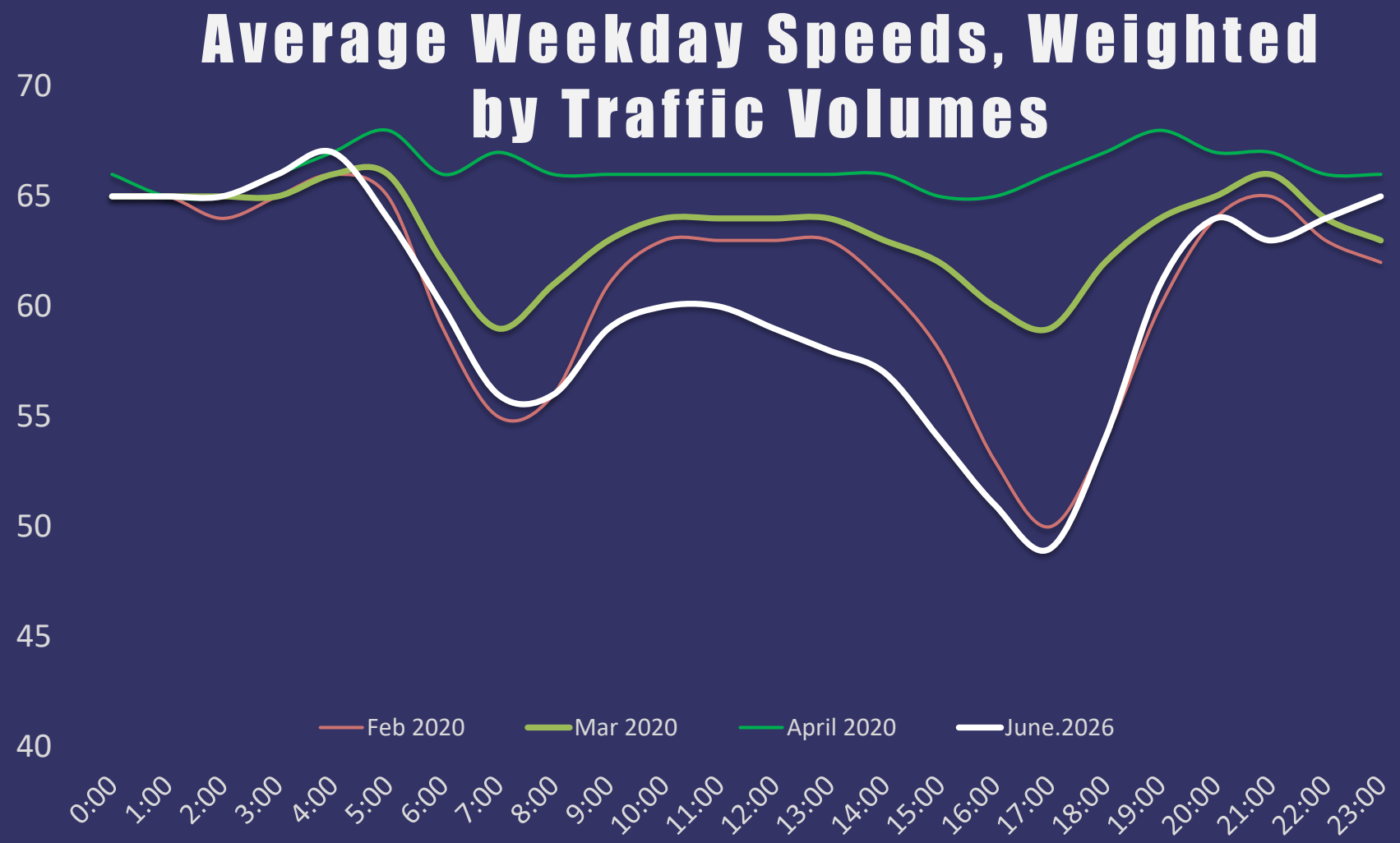
Average Weekday Freeway Volumes



Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October 2020, growth was calculated based on Fort Worth.
Note: Baseline is March 2019-February 2020.
Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.
Note: Data for November 2021 was not collected for the majority of the locations.

ROADWAY TRENDS

Regional Average Freeway Speeds

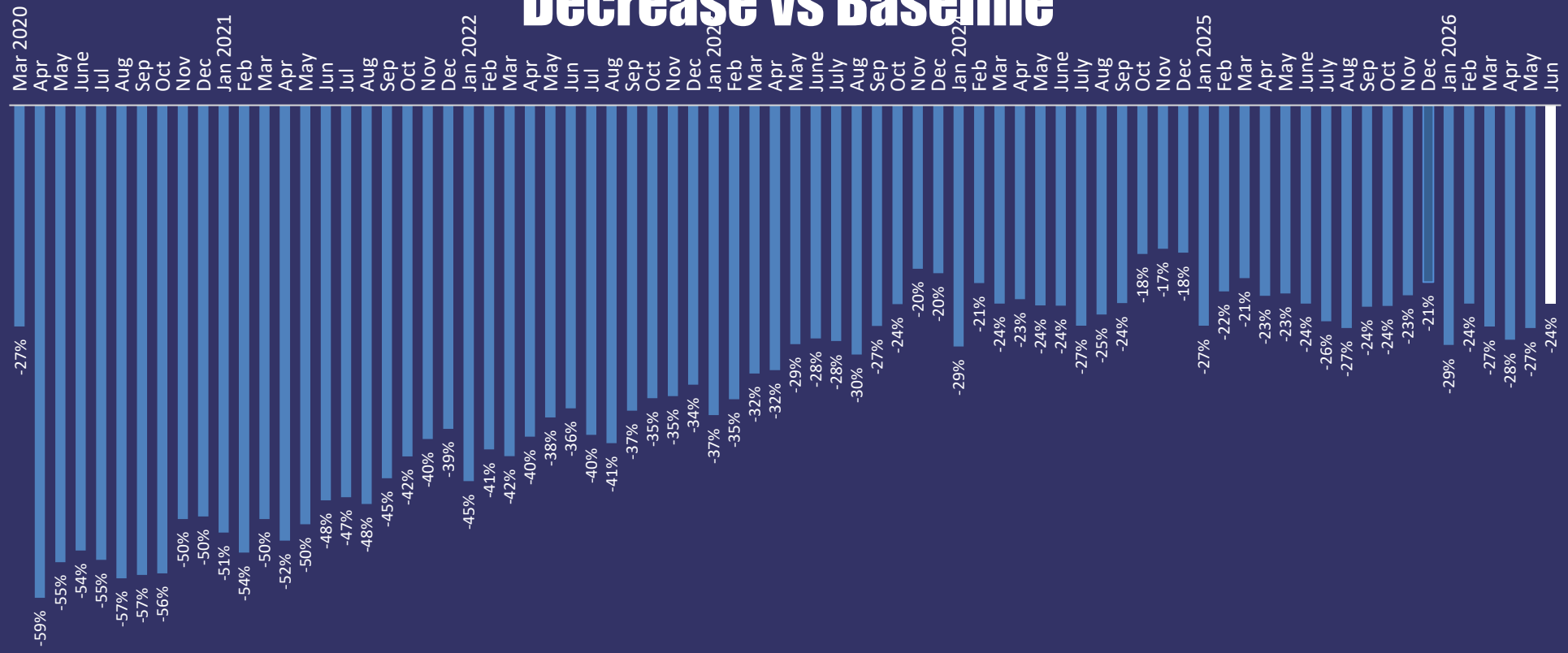


Source: TxDOT Sidefire Devices

TRANSIT IMPACTS

Rail, Bus and On Demand Weekend Ridership

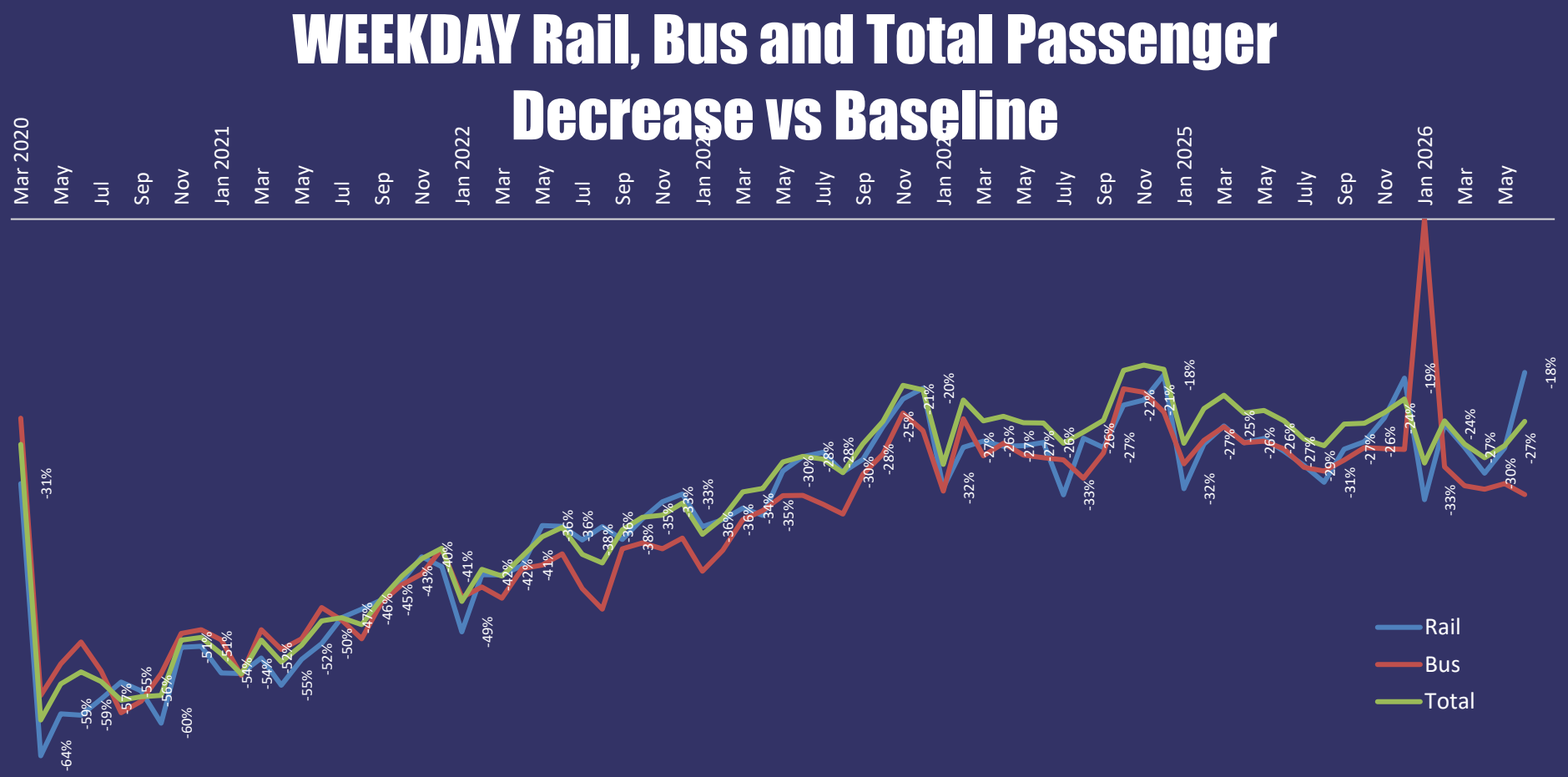
WEEKDAY Rail, Bus and On Demand Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA
Source: DART, DCTA, Trinity Metro, and VIA Arlington
Note: Baseline is March 2019-February 2020.
Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Rail, Bus and Total Weekday Ridership

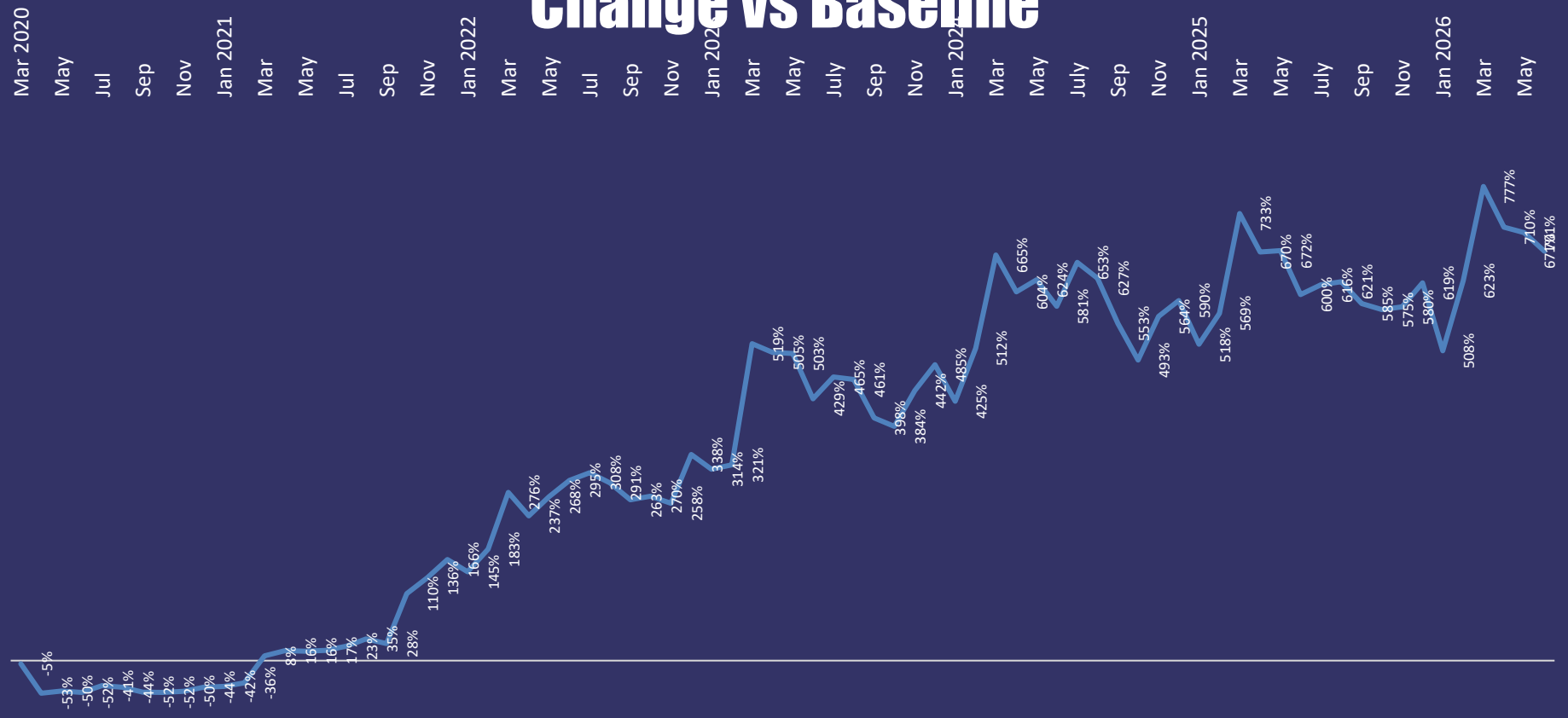


Includes On-Demand services: GoLink, ZipZones, GoZone and VIA
Source: DART, DCTA, Trinity Metro, and VIA Arlington
Note: Baseline is March 2019-February 2020.
Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Rail, Bus and On Demand Weekday Ridership

WEEKDAY On Demand Passenger Change vs Baseline

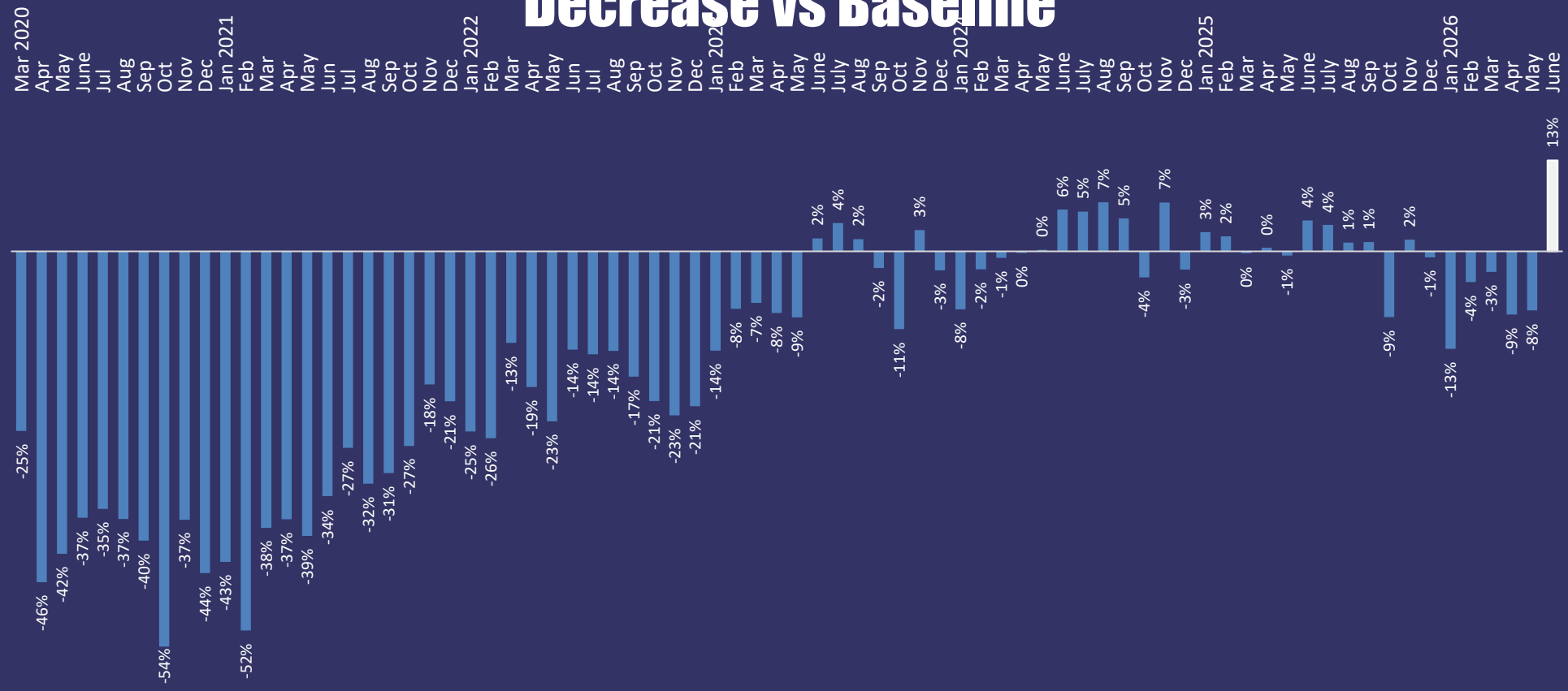


Includes On-Demand services: GoLink, ZipZones, GoZone and VIA
Source: DART, DCTA, Trinity Metro, and VIA Arlington
Note: Baseline is March 2019-February 2020.
Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Rail, Bus and On Demand Weekend Ridership

WEEKEND Rail, Bus and On Demand Passenger Decrease vs Baseline

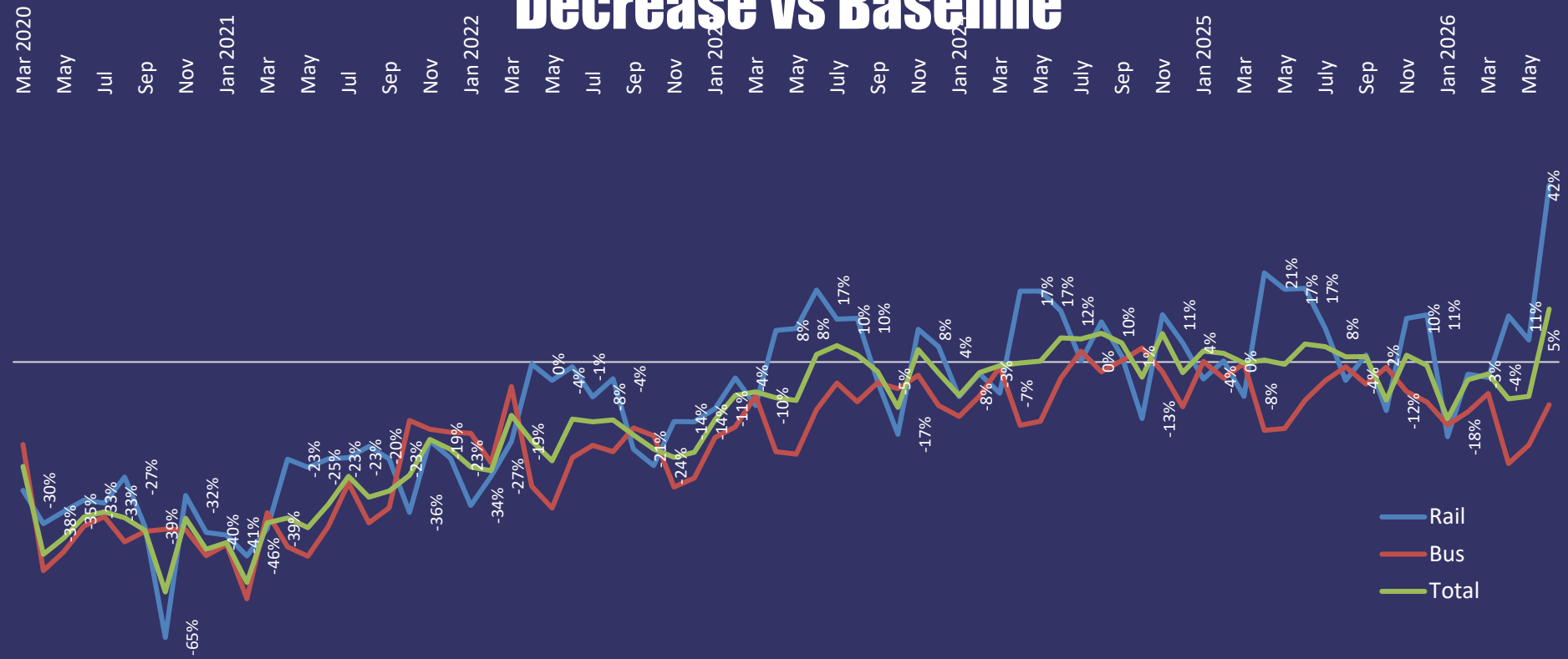


Includes On-Demand services: GoLink, ZipZones, GoZone and VIA
Source: DART, DCTA, Trinity Metro, and VIA Arlington
Note: Baseline is March 2019-February 2020.
Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Rail, Bus and Total Weekend Ridership

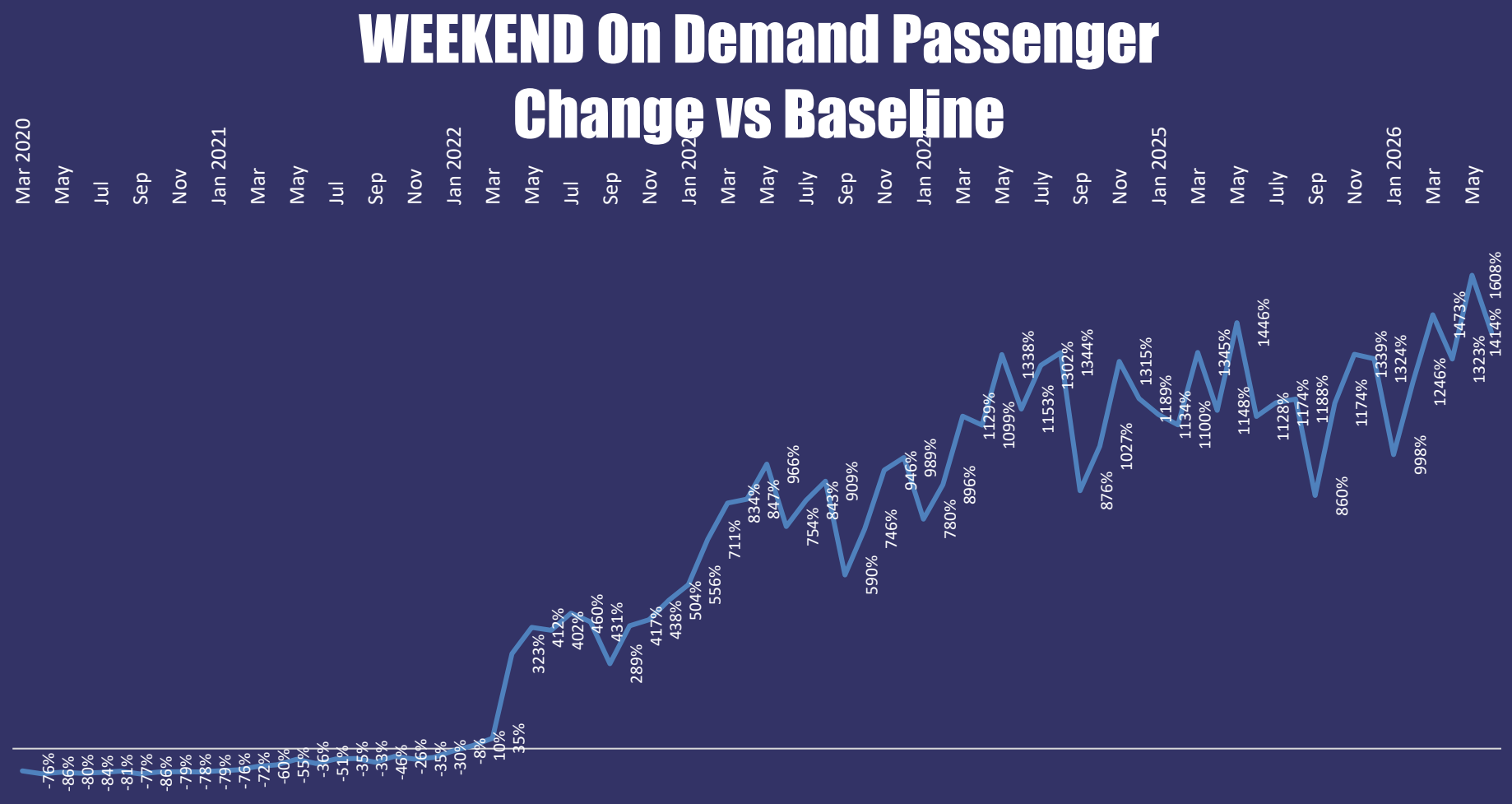
WEEKEND Rail, Bus and Total Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA
Source: DART, DCTA, Trinity Metro, and VIA Arlington
Note: Baseline is March 2019-February 2020.
Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

On Demand Weekend Ridership

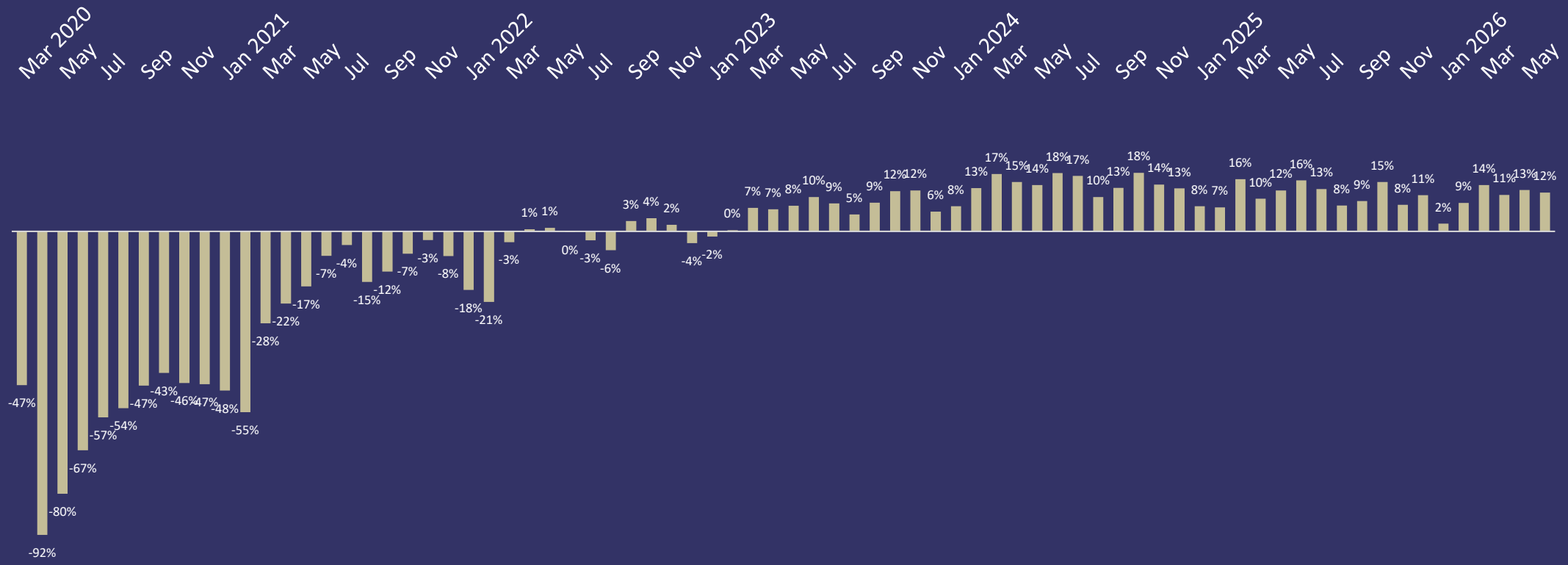


Includes On-Demand services: GoLink, ZipZones, GoZone and VIA
Source: DART, DCTA, Trinity Metro, and VIA Arlington
Note: Baseline is March 2019-February 2020.
Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline

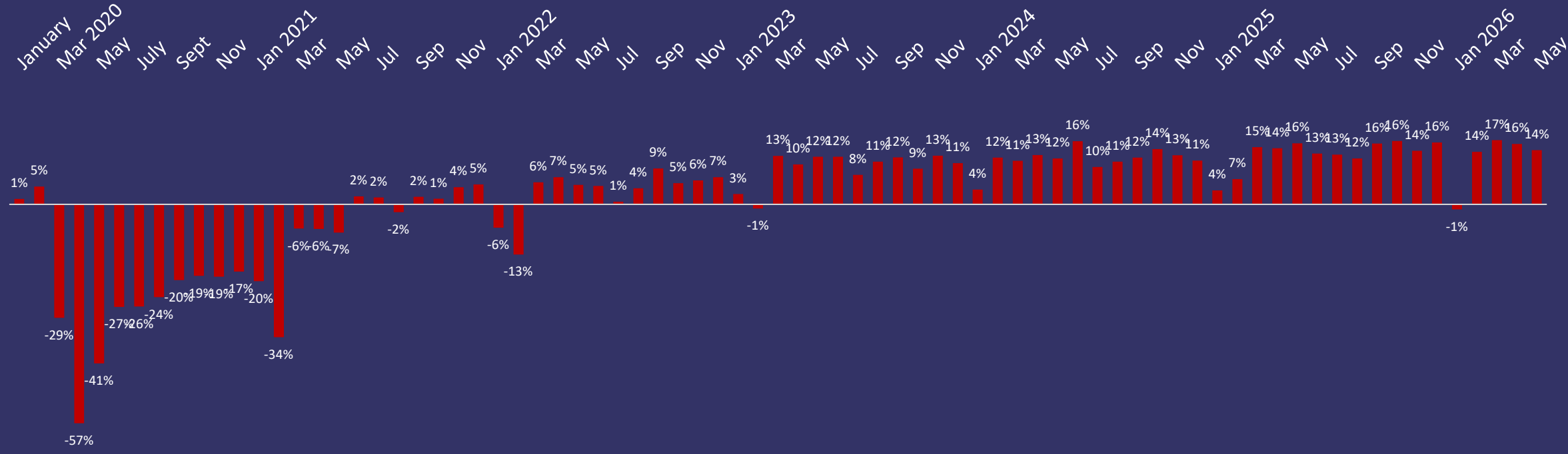


Source: Dallas Love Field and DFWIA Websites
Note: Baseline is March 2019-February 2020.
Note: Airlines experienced may flight cancellations in Dec. 2021 due to omicron variant affecting staff.

FUNDING IMPACT

NTTA Transactions

Change in Tollway Transactions vs Baseline



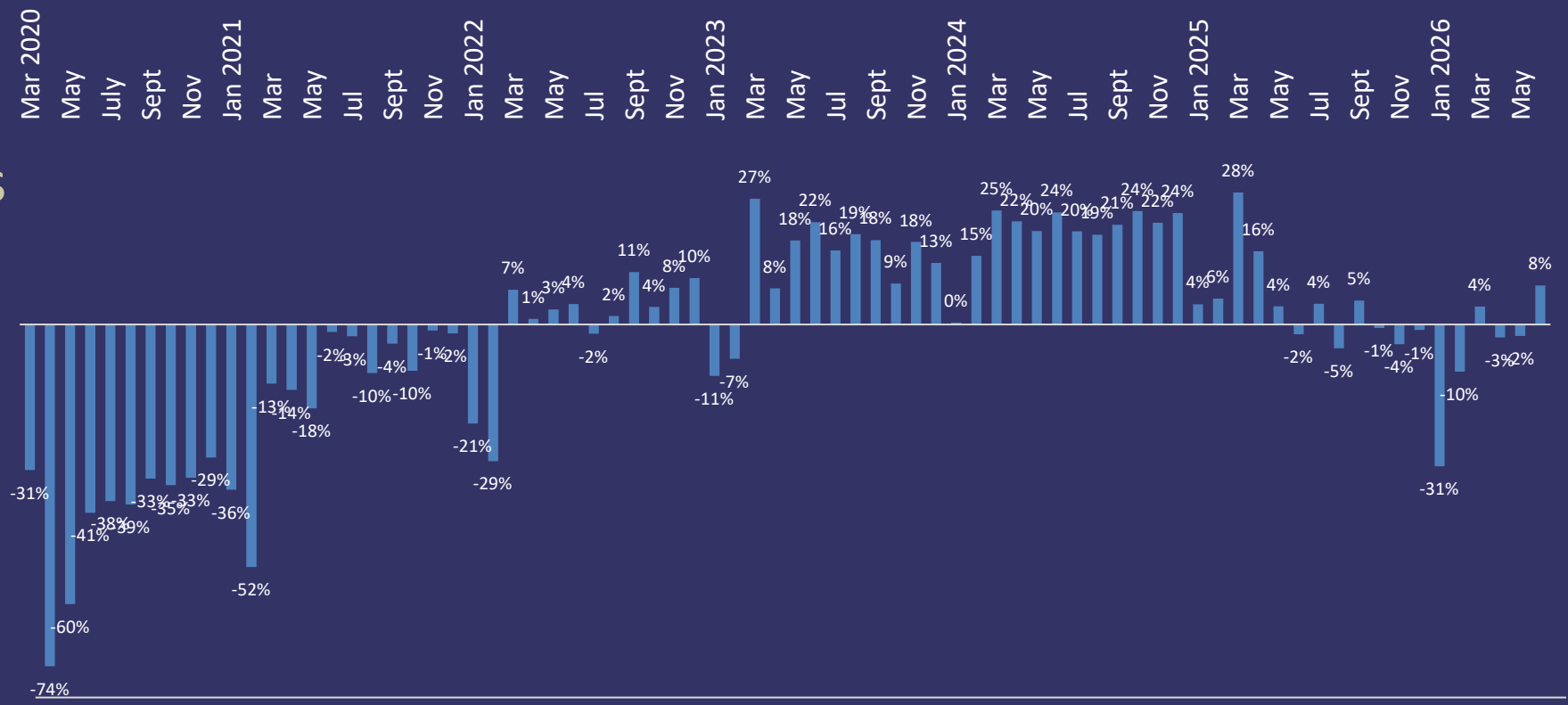
Source: NTTA

Notes: Baseline is March 2019-February 2020.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

I-35E TEXpress Lane Transactions

Change in Transactions vs Baseline



Source: TxDOT
Note: Baseline is March 2019-February 2020.
Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.
Note: Drop after 2025 is due to construction

North Central Texas Council Of Governments

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

DATE: September 1, 2026

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

SUBJECT: Announcement for the Fall 2026 North Central Texas Council of Governments Traffic Incident Management Executive Level Course

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2025, the 16-county Dallas-Fort Worth region experienced 123,200 total reportable crashes, of which 41,909 were injury crashes, and 721 were fatal crashes. These statistics prove that regional training for agencies responsible for managing and clearing traffic incidents continues to be extremely important and is needed to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.

Since February 2003, 151 classes have been offered at the first responder level to 4,001 students in the areas of police, fire, department of public safety, towing, Emergency Medical Service (EMS), Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 41 classes have been offered at the executive level to 1,531 decision and policy makers. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by Federal Highway Administration (FHWA); However, the NCTCOG course content is specific to the North Central Texas region. NCTCOG TIM Training Course participants can also earn continuing education credit for Texas Commission on Law Enforcement (TCOLE), Track Type II Fire, and Texas Department of State Health Services for EMS. For your reference, summaries of the regional attendance levels for the NCTCOG's First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training Program web page at www.nctcog.org/TIMTraining.

Although the NCTCOG TIM training has been very successful, it can be even more successful with the assistance and continual involvement of decision makers such as you. In order to have compliance at the first responder level, it is of vital importance that agency decision makers have an understanding of what is required of all responders during an incident; this includes police officers, fire fighters, tow truck operators, roadway construction crews, and mobility assistance crews, etc. Understanding the importance of incident management training, the Texas Commission on Fire Protection passed Rule 435.29 in July 2015, which requires completion of a minimum four-hour FHWA Traffic Incident Management program for all certified firefighters within one year of appointment to a regulated entity.

616 Six Flags Drive, Centerpoint Two
P. O. Box 5888, Arlington, Texas 76005-5888
(817) 640-3300 ♻ recycled paper
www.nctcog.org

Additionally, TCOLE incorporated a four-hour TIM training component into the Basic Peace Officer Course curriculum for new cadets/recruits as of April 1, 2020.

The Executive Level Course provides you with an overview of the two-day First Responder and Manager Course. Additionally, the Executive Level Course also includes updates in accordance with the Strategic Highway Research Program (SHRP2) National Program. Those agencies that have participated in the training prior to 2019 are strongly encouraged to attend again, as major course updates have occurred since then, as well as updates to legislation, American National Standards Institution (ANSI) Standards, and best practices. It is important to note that agency attendance from both police and fire agencies at the TIM training will continue to be a scoring component in future NCTCOG incident management-related funding opportunities.

You are invited to attend the NCTCOG Traffic Incident Management Executive Level Course scheduled for Thursday, November 5, 2026, from 10 am to 12 pm. The course will be held in the Regional Training Center Building at the Texas Department of Transportation (TxDOT) District Office, 2501 Southwest Loop 820, Fort Worth, TX, 76133. TxDOT– Fort Worth District staff are offering attendees a 30-minute tour of the TransVision Traffic Management Center (TMC) immediately following the training course from 12 pm – 12:30 pm. There is no charge for either event. Once registered, you will receive a map to the Regional Training Center building, parking locations, and instructions on how to gain entrance to the secure building.

Please register for the upcoming Executive Level Course at www.nctcog.org/TIMTraining or contact Charlene Collins of NCTCOG at ccollins2@nctcog.org or 817/608-2330 by Monday, November 2, 2026. We look forward to your participation on November 5, 2026.

Michael Morris

Michael Morris, P.E.

CF:cc

cc: Natalie Bettger, Senior Program Manager, NCTCOG
Captain Charles Yancey, Irving Fire Department
Captain Daniel Plumer, Dallas County Sheriff's Department



EXECUTIVE LEVEL INCIDENT MANAGEMENT
TRAINING OPPORTUNITY

INCREASE INCIDENT RESPONSE. DECREASE DRIVER DELAY.

NOVEMBER 5, 2026 | 10AM - 12PM | IN-PERSON MEETING

TxDOT Fort Worth District Office (Regional Training Center) | 2501 Southwest Loop 820, Fort Worth, TX 76133

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

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

Goals of the Traffic Incident Management Executive Level Course:

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

Register at: www.nctcog.org/TIMTraining

Contact: Ccollins2@nctcog.org | 817-608-2330

DRIVE AWARE north texas

North Central Texas Council of Governments

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - May 2026

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors *(not included in total)*	Total
CITIES/TOWNS										
Town of Addison	1				1					2
City of Allen	4									4
City of Alvarado	3	5								8
City of Anna	2				1					3
Town of Argyle	1		1							2
City of Arlington	5	2	2		1					10
City of Azle	1	1								2
City of Balch Springs	6	1	1					1		9
City of Bedford	5				1					6
City of Benbrook	2	5								7
City of Burleson	2	2					1			5
City of Caddo Mills	1		1							2
City of Carrollton	2	2			1					5
City of Cedar Hill	3	1			2					6
City of Celina		1								1
City of Cleburne	5	1						1		7
City of Cockrell Hill		1								1
City of Combine	3									3
City of Commerce		1								1
City of Coppell	1	1			1					3
City of Corinth		3								3
City of Crowley	3									3
City of Dallas	4	6	3		12		2			27
City of Decatur		1								1
City of Denton	3							1		4
City of DeSoto	1	1								2
City of Duncanville	1	3	1							5
Town of Edgecliff Village		1								1
City of Elmo		1								1
City of Ennis	2	1	2		2					7
City of Euless	4	11	1				1			17
City of Everman		1								1
City of Farmersville	2	1								3
City of Farmers Branch				1	1					2
City of Ferris	5	5								10
Town of Flower Mound	4	3			1			1	4	13

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - May 2026

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors *(not included in total)*	Total
City of Forest Hill			4							4
City of Forney		1								1
City of Fort Worth	8	1	3		1				3	16
City of Frisco	15	15			3		1			34
City of Garland	3	2						1		6
City of Glenn Heights	3	2			1					6
City of Granbury	3									3
City of Grand Prairie	5	2			3			3		13
City of Grandview	2									2
City of Grapevine	9	3						2		14
City of Greenville	3	1								4
City of Haltom City		1								1
Town of Hickory Creek	4									4
City of Highland Park	1									1
City of Highland Village		4							2	6
City of Hurst	3				1					4
City of Hutchins	10	4								14
City of Irving	7	6			2				3	18
City of Joshua	4									4
City of Kaufman	6	6								12
City of Keene	1	2								3
City of Keller		1			1					2
City of Kennedale		1								1
City of Lake Dallas	1	1	2							4
City of Lake Worth	2		1							3
City of Lancaster	4	2			3					9
City of Lavon	1	1								2
City of Lewisville	1	1					1			3
City of Mansfield				1						1
City of McKinney	3		2		1				5	11
City of Mesquite	2	4					2	2		10
City of Midlothian	1									1
City of Mineral Wells	2	1								3
City of Murphy	4									4
City of New Fairview								2		2
Town of Northlake	1									1

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - May 2026

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors *(not included in total)*	Total
City of North Richland Hills	2	7								9
City of Oak Point		5								5
City of Parker	2									2
City of Pilot Point	2									2
City of Plano	4	1	1	1				1	7	15
City of Ponder		3								3
City of Princeton		2								2
City of Prosper		2							2	4
City of Red Oak	2	4								6
City of Reno	1									1
City of Rhome	1	1								2
City of Richardson	9	1			4					14
City of Richland Hills	2	1			1					4
City of Roanoke	3	1								4
City of Rockwall	8	4								12
City of Rowlett					1					1
City of Royse City		2								2
City of Sachse		1								1
City of Sanger		1								1
City of Sansom Park	2									2
City of Seagoville	3	2								5
City of Southlake	2	1								3
City of Springtown	1									1
City of Stephenville		1								1
Town of Sunnyvale	2									2
City of Terrell	6									6
City of The Colony	2							1	2	5
City of University Park	1									1
City of Venus	6	2								8
City of Waxahachie	2	1								3
City of Weatherford	2	3	1					2		8
Town of Westlake		2								2
City of White Settlement	6									6
City of Willow Park	4	2								6
City of Wilmer		2								2
City of Wylie	3	6			2					11

Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - May 2026

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors *(not included in total)*	Total
COUNTIES										
Collin County	2					1				3
Dallas County	43				2	2		3	26	76
Denton County				1						1
Ellis County								3		3
Erath County							2			2
Kaufman County							2			2
Rockwall County	9									9
Tarrant County	6				4	1				11
OTHER AGENCIES										
Dallas Area Rapid Transit	5									5
Dallas Love Field					1		2			3
DFW Airport	1						1			2
Fannin County (OEM)							2			2
FHWA					7					7
Kimley-Horn Associates								1		1
LBJ Express								3		3
Lee Engineering								1		1
Methodist Dallas Medical Center							2			2
NCTCOG					96				41	137
NTTA					4				1	5
Protect Environmental								45		45
Trinity Metro Services					6					6
TxDOT - Austin								4		4
TxDOT - Dallas					5			10		15
TxDOT - Fort Worth								34		34
TxDOT - Johnson								2		2
TxDOT - Waco								1		1
Wrecker Services									4	4
Total	329	182	26	4	173	4	19	125	100	**862**

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - August 2026

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Allen	Fire Department	0
	Police Department	23
City of Alvarado	Fire Department	0
	Police Department	6
City of Amarillo	Fire Department	0
	Police Department	3
City of Argyle	Fire Department	0
	Police Department	3
City of Arlington	Fire Department	1
	Police Department	35
City of Aubrey	Fire Department	5
	Police Department	0
City of Azle	Fire Department	0
	Police Department	1
City of Balch Springs	Fire Department	1
	Police Department	1
City of Bedford	Fire Department	0
	Police Department	8
City of Benbrook	Fire Department	1
	Police Department	29
City of Boyd	Fire Department	0
	Police Department	2
City of Bridgeport	Fire Department	0
	Police Department	1
City of Burleson	Fire Department	3
	Police Department	7
City of Caddo Mills	Fire Department	0
	Police Department	1
City of Carrollton	Fire Department	3
	Police Department	12
City of Cedar Hill	Fire Department	0
	Police Department	2
City of Celina	Fire Department	0
	Police Department	2
City of Cleburne	Fire Department	1
	Police Department	6
City of Colleyville	Fire Department	0
	Police Department	5
City of Coppell	Fire Department	0
	Police Department	12

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Corinth	Fire Department	0
	Police Department	7
City of Corsicana	Fire Department	1
	Police Department	0
City of Cresson	Fire Department	1
	Police Department	0
City of Cross Roads	Fire Department	0
	Police Department	3
City of Dallas	Fire Department	8
	Police Department	8
City of Decatur	Fire Department	0
	Police Department	3
City of Denton	Fire Department	1
	Police Department	21
City of Desoto	Fire Department	0
	Police Department	1
City of Duncanville	Fire Department	3
	Police Department	4
City of Ennis	Fire Department	0
	Police Department	4
City of Euless	Fire Department	3
	Police Department	10
City of Farmer's Branch	Fire Department	0
	Police Department	7
Town of Flower Mound	Fire Department	0
	Police Department	1
City of Forest Hill	Fire Department	0
	Police Department	7
City of Forney	Fire Department	18
	Police Department	14
City of Fort Worth	Fire Department	0
	Police Department	20
City of Frisco	Fire Department	2
	Police Department	2
City of Garland	Fire Department	3
	Police Department	1
City of Glenn Heights	Fire Department	2
	Police Department	11
City of Granbury	Fire Department	0
	Police Department	7

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - August 2026

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Grand Prairie	Fire Department	0
	Police Department	1
City of Grapevine	Fire Department	1
	Police Department	11
City of Greenville	Fire Department	0
	Police Department	5
City of Hickory Creek	Fire Department	0
	Police Department	5
City of Highland Park	Fire Department	0
	Police Department	1
City of Hudson Oaks	Fire Department	0
	Police Department	1
City of Hurst	Fire Department	0
	Police Department	15
City of Hutchins	Fire Department	0
	Police Department	2
City of Irving	Fire Department	6
	Police Department	9
City of Josephine	Fire Department	0
	Police Department	1
City of Joshua	Fire Department	0
	Police Department	2
City of Kaufman	Fire Department	0
	Police Department	8
City of Keene	Fire Department	9
	Police Department	4
City of Keller	Fire Department	0
	Police Department	15
City of Kennedale	Fire Department	0
	Police Department	3
Town of Krum	Fire Department	0
	Police Department	1
Lake Cities	Fire Department	0
	Police Department	4
City of Lake Worth	Fire Department	2
	Police Department	7
City of Lavon	Fire Department	1
	Police Department	0
City of Lewisville	Fire Department	9
	Police Department	12

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Little Elm	Fire Department	1
	Police Department	3
City of Mansfield	Fire Department	0
	Police Department	3
City of Maypearl	Fire Department	0
	Police Department	1
City of McKinney	Fire Department	1
	Police Department	3
City of Melissa	Fire Department	0
	Police Department	3
City of Mesquite	Fire Department	2
	Police Department	0
City of Midlothian	Fire Department	0
	Police Department	25
City of North Richland Hills	Fire Department	3
	Police Department	34
Town of Northlake	Fire Department	0
	Police Department	1
City of Oak Point	Fire Department	0
	Police Department	2
City of Pantego	Fire Department	1
	Police Department	1
City of Plano	Fire Department	1
	Police Department	49
City of Ponder	Fire Department	1
	Police Department	0
City of Princeton	Fire Department	0
	Police Department	4
City of Prosper	Fire Department	2
	Police Department	3
City of Reno	Fire Department	0
	Police Department	1
City of Rhome	Fire Department	0
	Police Department	1
City of Richardson	Fire Department	0
	Police Department	2
City of Richland Hills	Fire Department	0
	Police Department	6
City of Rio Vista	Fire Department	1
	Police Department	0

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - August 2026

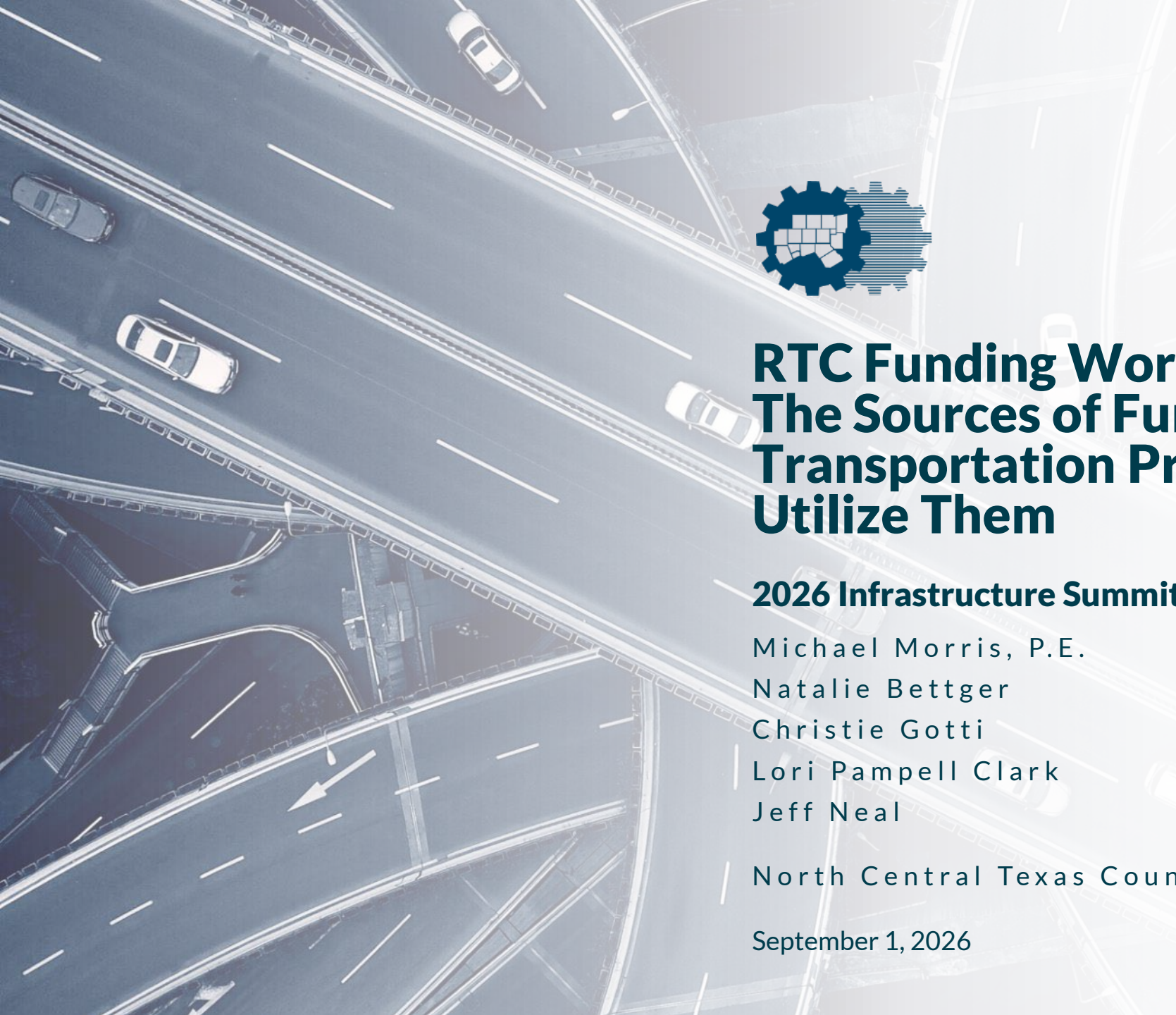
SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Roanoke / Marshall Cr	Fire Department	6
	Police Department	2
City of Rockwall	Fire Department	0
	Police Department	4
City of Sachse	Fire Department	0
	Police Department	7
City of Sanger	Fire Department	9
	Police Department	22
City of Seagoville	Fire Department	1
	Police Department	7
City of Southlake	Fire Department	0
	Police Department	1
City of Springtown	Fire Department	0
	Police Department	1
Town of Sunnyvale	Fire Department	1
	Police Department	17
City of Terrell	Fire Department	0
	Police Department	3

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of University Park	Fire Department	0
	Police Department	2
City of Venus	Fire Department	0
	Police Department	20
City of Waxahachie	Fire Department	0
	Police Department	16
City of Weatherford	Fire Department	9
	Police Department	9
City of Willow Park	Fire Department	2
	Police Department	1
City of Wilmer	Fire Department	2
	Police Department	14

Traffic Incident Management - First Responders and Manager Course
Agency Attendance: August 2013 - August 2026

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
COUNTIES		
Collin County	Fire Department	0
	Sheriff's Department	7
Dallas County	Fire Department	180
	Sheriff's Department	9
Erath County	Fire Department	0
	Sheriff's Department	1
Hood County	Fire Department	0
	Sheriff's Department	1
Hunt County	Fire Department	0
	Sheriff's Department	2
Johnson County	Fire Department	1
	Sheriff's Department	7
Rockwall County	Fire Department	0
	Sheriff's Department	46
Tarrant County	Fire Marshal	1
	Sheriff's Department	51
	Mobility Assistance	42
Wise County	Fire Department	0
	Sheriff's Department	2

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
OTHER AGENCIES		
TxDOT - Dallas District	Mobility Assistance	19
TxDOT - Fort Worth District	Mobility Assistance	31
Brownsville	Other	1
Bryan	Police Department	2
Dallas/Fort Worth Int'l Airport	Fire Department	0
	Police Department	25
	DPS	2
LBJ Infrastructure Group	Other	31
Lindsey Transportation	HOV	16
Lockheed Martin Fire Department	Fire	1
MedStar	EMS	20
NTE Mobility Partners	Other	49
North Texas Tollway Authority	Transportation	99
Protect Environmental	Other	3
State of Texas	DPS	137
TCEQ	Other	6
Texarkana	Police Department	1
Trinity Metro	Other	7
Towing	Wrecker Services	32
Various	Other	18



RTC Funding Workshop: In-Depth Look at The Sources of Funding for DFW Transportation Projects and How to Utilize Them

2026 Infrastructure Summit

Michael Morris, P.E.
Natalie Bettger
Christie Gotti
Lori Pampell Clark
Jeff Neal

North Central Texas Council of Governments

September 1, 2026

ELECTRONIC ITEM 4.4

WHO SELECTS PROJECTS



SPECIFIC EXAMPLES OVER 1 BILLION

Public – Private Partnership Building Managed Lanes

RTC Local Funding Paying Invoices on Winning Federal Competitive Grants

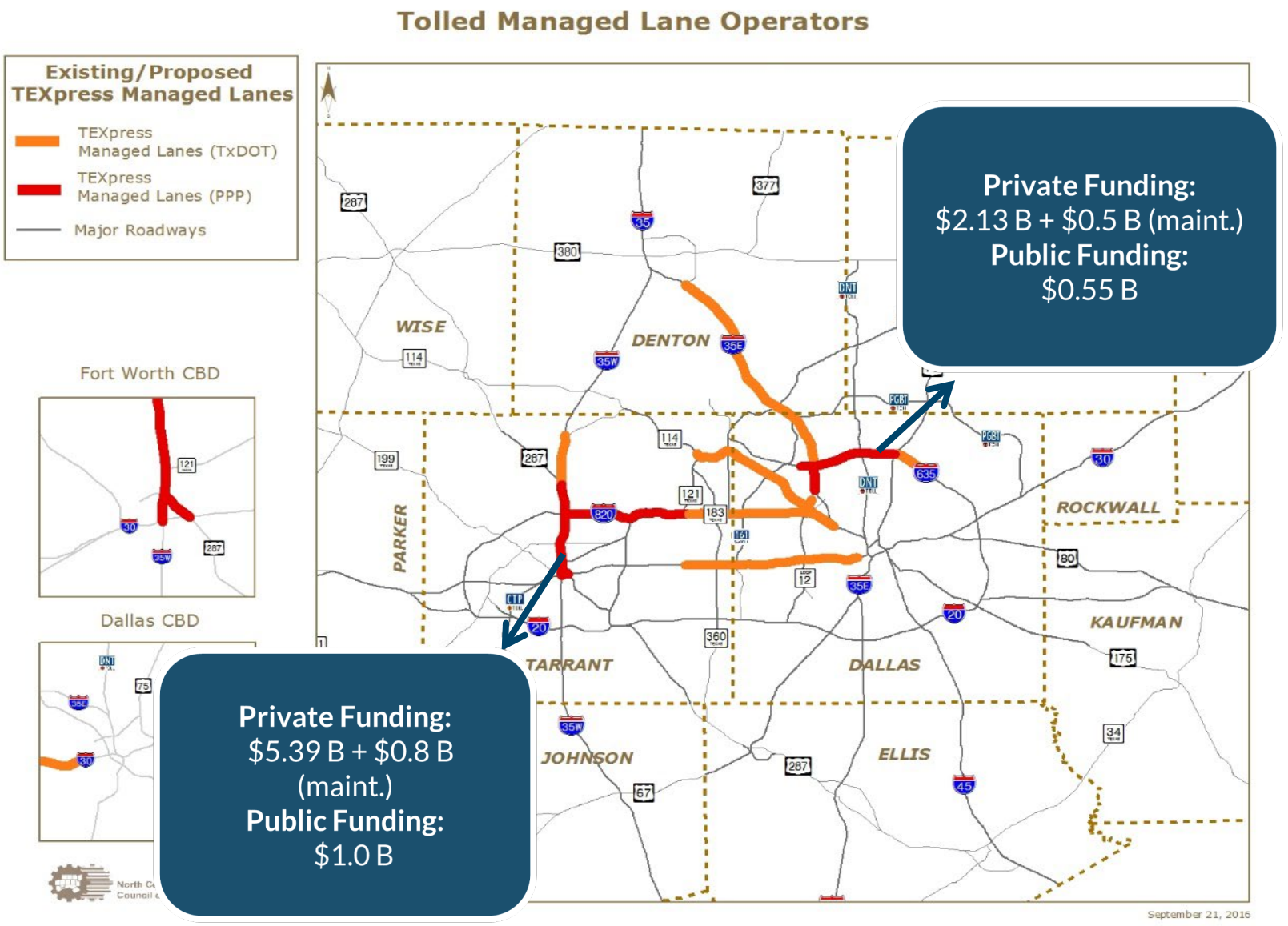
State Grade Separation Funds with Federal Competitive Grant Funds

Local Government Bonds Sometimes Leveraged with RTC Funds

TxDOT Commission Partnership

RTC Funding Using Federal Formula Funds

LEVERAGING/INNOVATIVE FUNDING



DFW REGIONAL SUCCESS: OVERVIEW

Engineering Revenues for Leverage and Speed

Michael -DFW Miricale Dynamically Priced Managed Lanes

Natalie -RTC Funded and Administered Programs (Signals / FIFA)

Christie -RTC Selection, Leverage Funds and Expedite Projects

Lori -Leveraging RTC Local Funds Winning Energy and Air Quality Grants

Jeff -Leverage RTC Local Funds Winning Federal Transportation Grants

OVERVIEW OF REGIONAL TRAFFIC SIGNAL PROGRAM

Traffic Signal Equipment + Traffic Signal Performance = Identify Need

1. Signal Retiming
2. Signal Equipment
3. Signal Software
4. Roadway Capacity Improvement

TRAFFIC SIGNAL COMPONENTS

#12 Dynamic Lane Assignment

#10 and #13Video Detection/CCTV

#1 Transit Signal Priority

Note #14 Signal Retiming, #17 Mid-Block Crossing are not on the diagram.

#11 Flashing Yellow Arrow

#7 Radar Detection

#22 Mast Arm

#20 LED

#18 Backplate

#21 Signal Head

#2 Emergency Vehicle Pre-emption

#8 Ped Signal

#5 Communication (Wireless/Fiber)
#15 New Signal

#3 Central Software



#19 Outside Cabinet; Inside #4 GPS Clocks, #6 Controller and #9 Wiring

#16 Battery Backup

#8 Ped Pushbutton

#18 Foundation

PROGRAM FUNDING TABLE

FUNDING PROGRAM	TYPE OF IMPROVEMENTS	FUNDING*
RTC 1 - Coordination Equipment - Minimum Equipment Standards Program.	GPS Clocks, Communication (Fiber or Wireless), Controllers, Vehicle Detection (No Loops), and Wiring.	$54,720,000
RTC 2 - Bike/Ped Spot Improvements from Safety M&O Program.	Bike / Ped Equipment / Low Volume Trigger	$2,000,000
RTC 3 - Roadway Safety Plan Implementation from Safety M&O funding.	New Signals (Warrants 4,5,6,7,and 9)	$5,000,000
RTC 4 - Regional Traffic Signal Retiming Consultant Program.	Signal Retiming / Safety / High Volumes	$10,000,000
RTC 5 - Non-Scheduled Events	Flashing Yellow Arrows, Dynamic / Reversible Lane Assignments, and CCTV / Camera.	$2,000,000
RTC 6 - Regional Central Systems and RTC 7 - Transit, Federal Transit Administration	Emergency Vehicle Pre-emption, Central Software, Transit Signal Priority, and Freight Signal Optimization.	$10,000,000
*$30.72M approved October 2022; Additional $24M approved March 2026	**Total**	**$83,720,000**

STRATEGIC SELECTION PROCESS

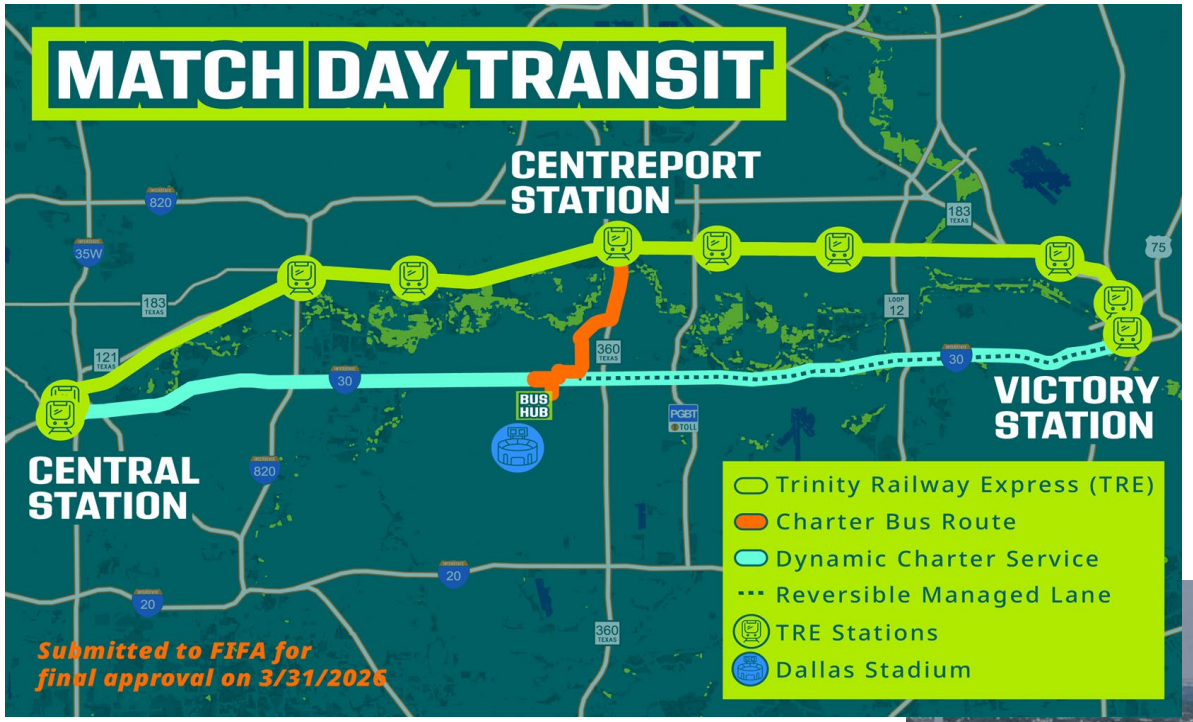


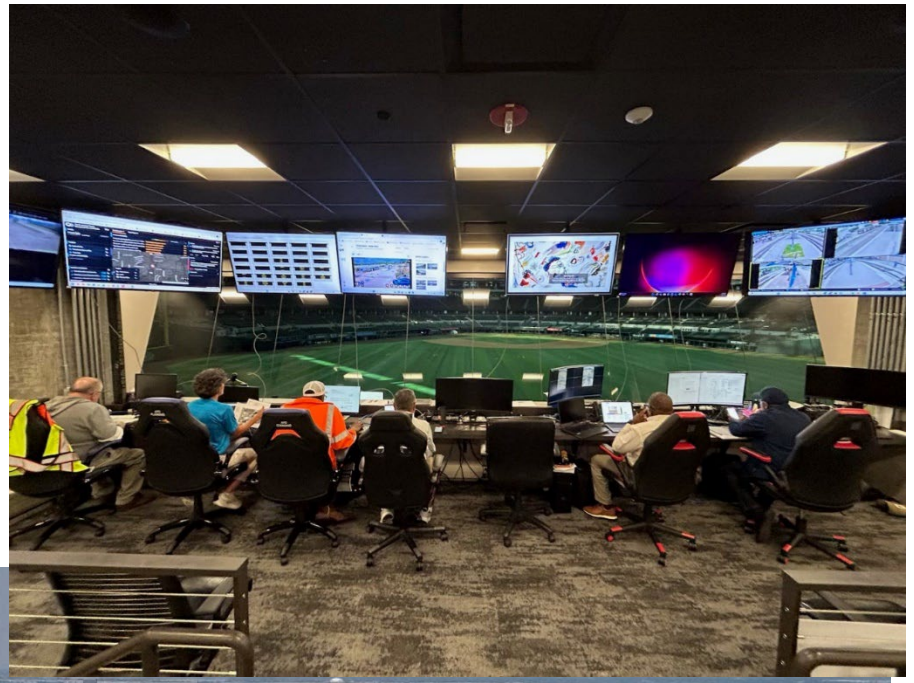
Filter 1: Regional Traffic Signal Priority Arterials (Y/N) (FHWA functional classification: principal, minor, collector roads with 8 or more signals)
Filter 2:Vehicle Detection Working Properly (Y/N)
Criteria 1: Signals with worst average control delay per vehicle from INRIX signal analytics (Ranking)

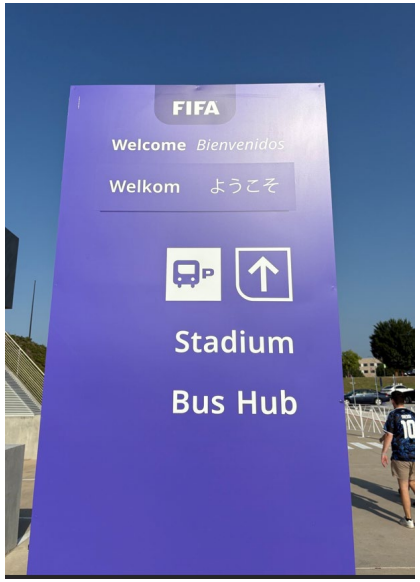


METHOD

Step 1: Overlay vehicle detection improvements on traffic signal priority arterials GIS layer.
Step 2: Analyze remaining Average Control Delay per vehicle
Step 3: Select locations for improvement based on criteria


MATCH DAY TRANSIT
CENTREPORT STATION
VICTORY STATION
CENTRAL STATION
BUS HUB
Trinity Railway Express (TRE)
Charter Bus Route
Dynamic Charter Service
Reversible Managed Lane
TRE Stations
Dallas Stadium
Submitted to FIFA for final approval on 3/31/2026




FIFA
Welcome Bienvenidos
Welkom ようこそ
Stadium
Bus Hub

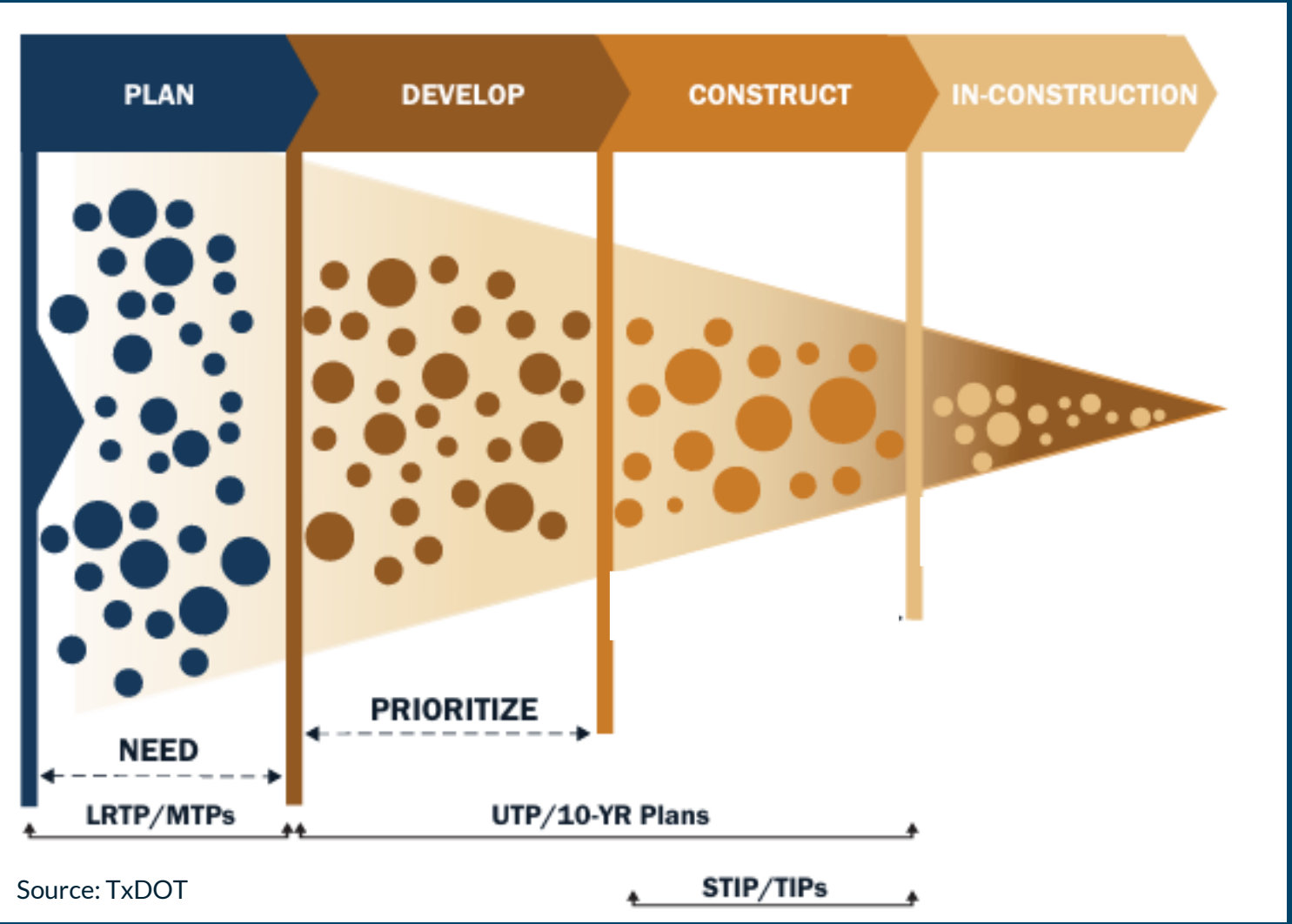


WORLD CUP FUNDING

Category	Funding
Planning (consultant and NCTCOG staff)	$1,500,000
Legacy Transit (rail car and station improvements)	$41,200,000
Legacy Infrastructure (sidewalks, technology, overlay, and lighting)	$20,840,000
Operations (wayfinding, buses, transit passes, staging wreckers, and traffic management)(a portion to be repaid by the State)	$9,430,000
Total	**$72,970,000**

*Combination of federal and local funds programmed. Still finalizing actual numbers.

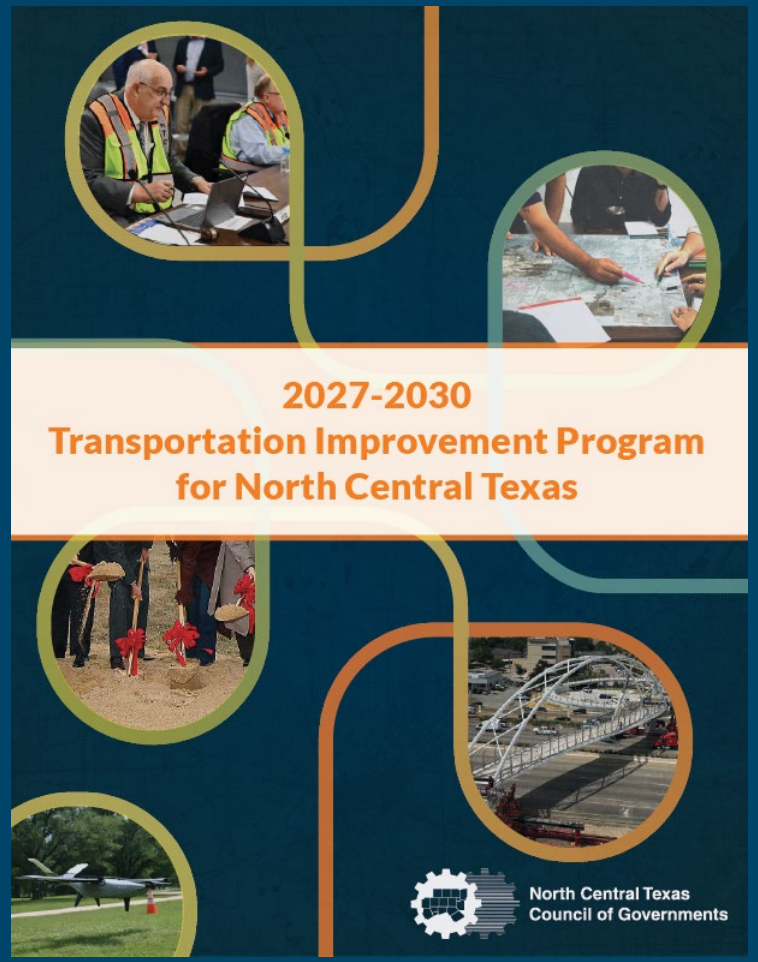
REGIONAL TRANSPORTATION PLANNING AND PROGRAMMING



Source: TxDOT

SCOPE OF TIP PROGRAMMING

- $46.1 billion of Funding from All Sources
- 1,553 Active Projects
- 91 Implementing Agencies
- $7.99 billion programmed in the 2027-2030 TIP
  - 51% Federal
  - 34% State
  - 14% Local
- Projects within Mobility 2050 and other regional plans are prioritized when recommending project funding



TRADITIONAL FUNDING OPTIONS

- Federal/State Funding
  - Strings attached
  - Timing challenges
  - Insufficient funding available to meet needs
  - Requires minimum 20% match (or Transportation Development Credits if available to the agency)
- Local Funding – City or County
  - Fewer strings attached
  - Potential for faster implementation
  - Insufficient funding available to meet needs

KEEPING PROJECTS ON TRACK

- Projects consistently experience implementation delays
  - Planning, permitting, right-of-way acquisition, and utility relocation can delay construction start dates
  - Causes “carryover balances” of federal funds selected by the region
  - Creates additional scrutiny from the State and federal governments
- Continuing delays have led to the implementation of policies and programs to track and reduce project delays:
  - 10 Year MPO Milestone Policy to identify projects that have not advanced to construction after 10 or more years of being funded
  - Annual Project Tracking

CREDIT UNION BANK CONCEPT

- Innovative funding mechanism – loans made to local agencies
- Repaid funds return to regional pool, can create local funds
- Local governments and regional transportation agencies eligible
- Funds must be repaid with interest (low interest, “patient” lender)
- Often used when economic development vs. mobility is the motivation for a project

Examples:

- TRE Local Funding Trades - $3.7 million
- Irving/SH 352 Project (100% loan to be repaid with TIF dollars over time)
- Glade Rd/DFW Airport (100% loan repaid by airport)

INNOVATIVE FINANCING

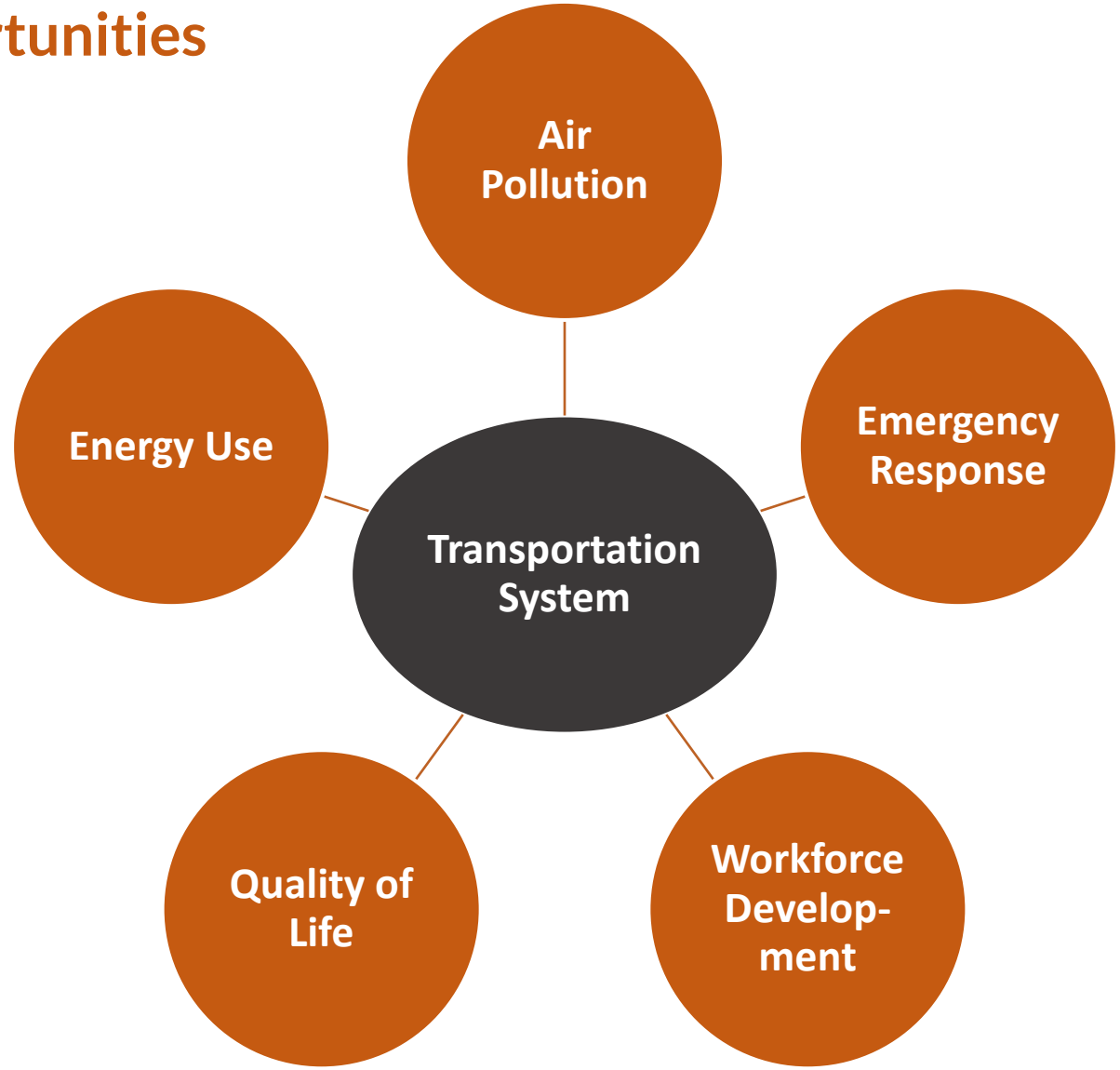
- RTC Local Funding Pool
  - Created by exchanging federal funding for local funding
  - Consolidates federal funding on larger projects
  - Funding is typically used to accelerate timelines, reduce costs and administrative burden, and is used as a source of match for some federal grants
  - Initiated this program in 2005, resulting in approximately $91.5 million in first round
  - Since 2019, $127.9 million in RTC/Local funds have been generated resulting in increased funding flexibility for the region

INNOVATIVE FINANCING, CONT.

- MPO Revolver Fund
  - The $15 million Revolver fund allows RTC to cash flow projects upfront, then seek reimbursement
  - Fund has “revolved” almost 23 times; $340 million total funding has been utilized since this program’s inception in 2018
  - Without it, the RTC would not be in the federal grants business
- Regional Toll Revenues (RTR)
  - Funding comes from public-private partnerships, managed lanes, and public-public partnerships

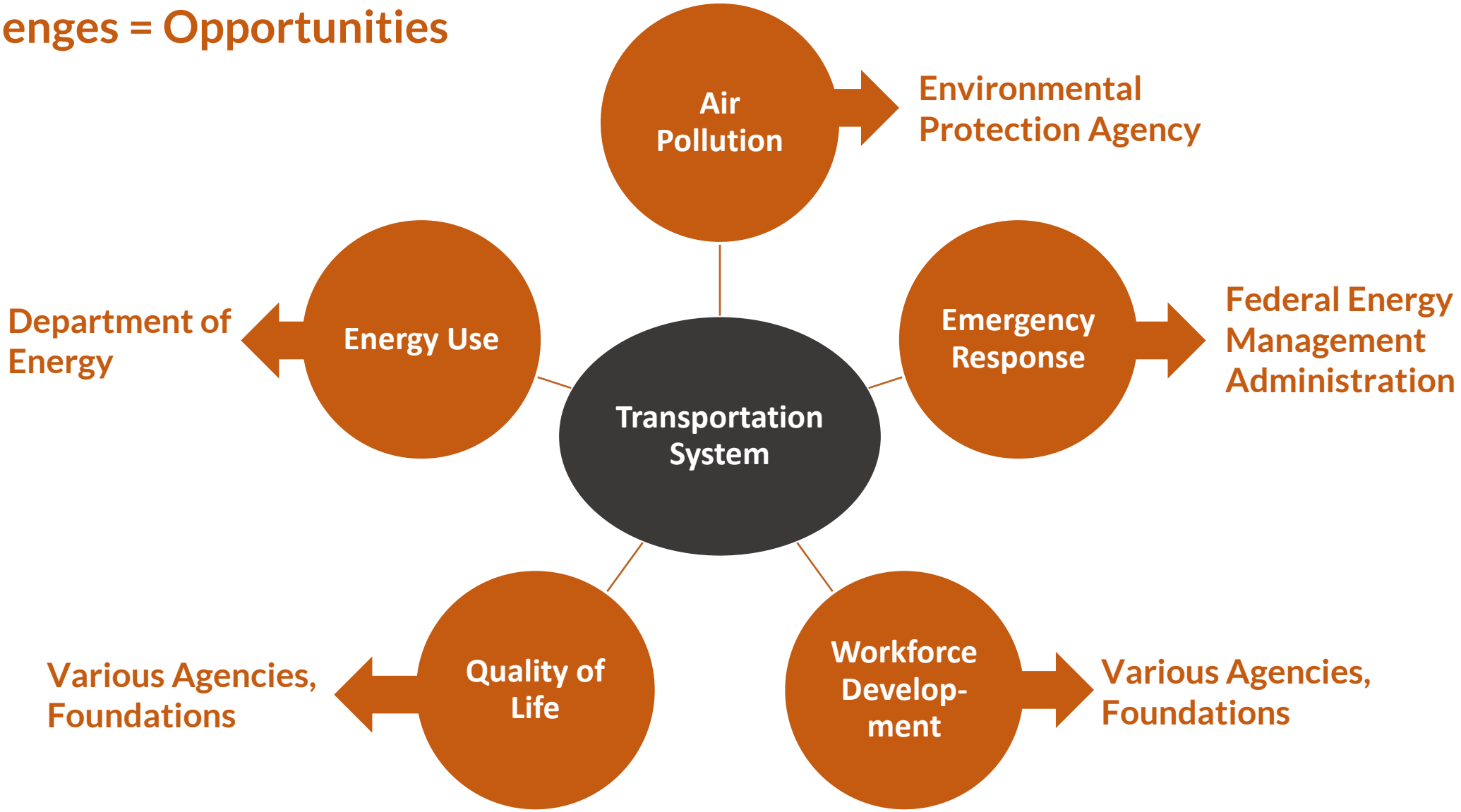
Transportation Externalities

Challenges = Opportunities

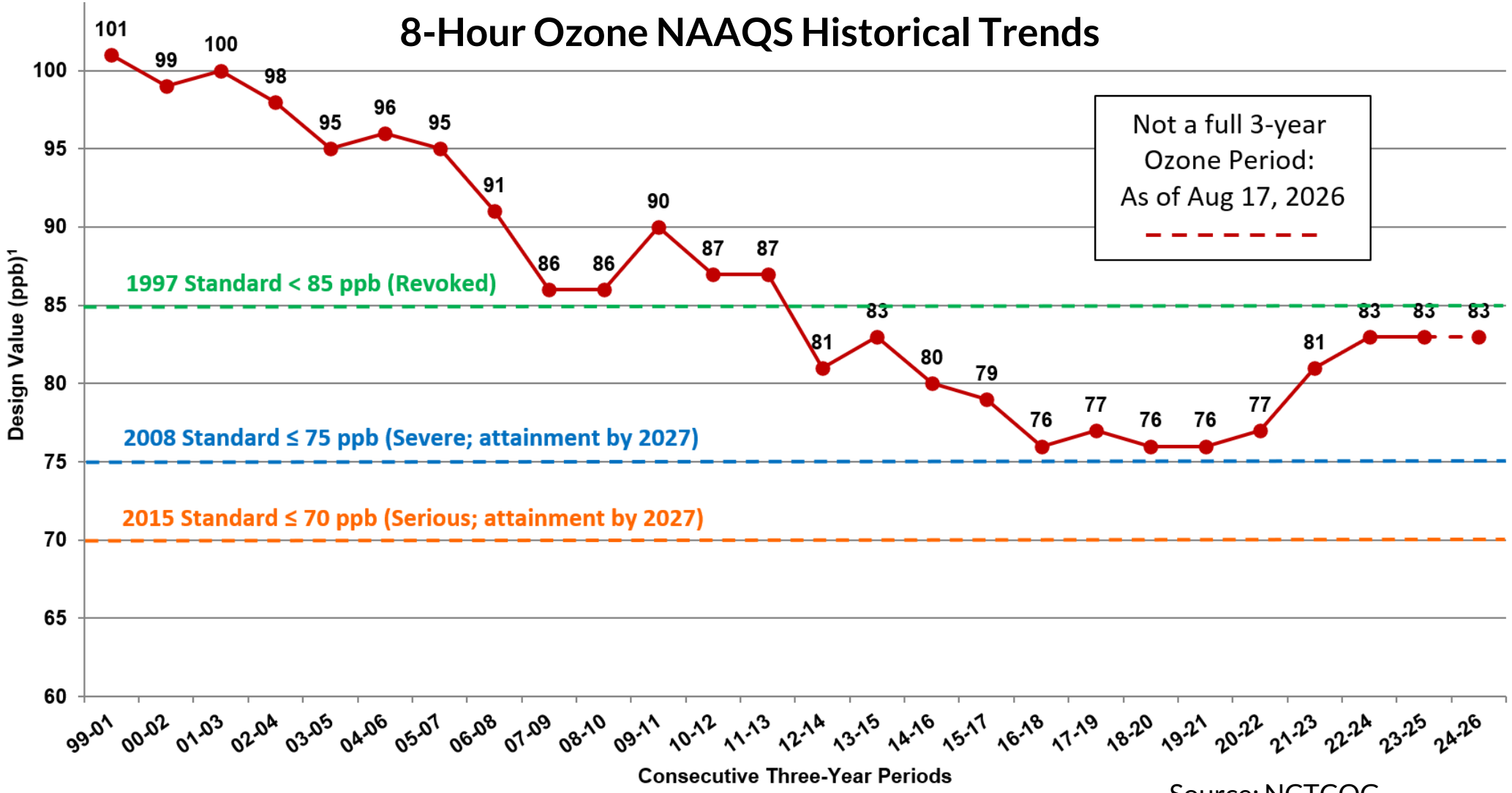


Transportation Externalities

Challenges = Opportunities



DFW Nonattainment Area Ozone Trends



[1]Attainment 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).

Source: NCTCOG

DFW Air Quality Improvement Plan
Path to Air Quality Improvement by 2050

Transportation Sector Goal: Reduce Emissions by 25% by 2050

13%

Category 1: Vehicle/Equipment Technology Upgrades



Transitioning vehicle and equipment to lower emitting versions

Measures 1 - 6

5%



Category 2 : System Operations

Upgrading/improving existing infrastructure

Measures 7 - 9

7%



Category 3 : Mode Shift and Land Use

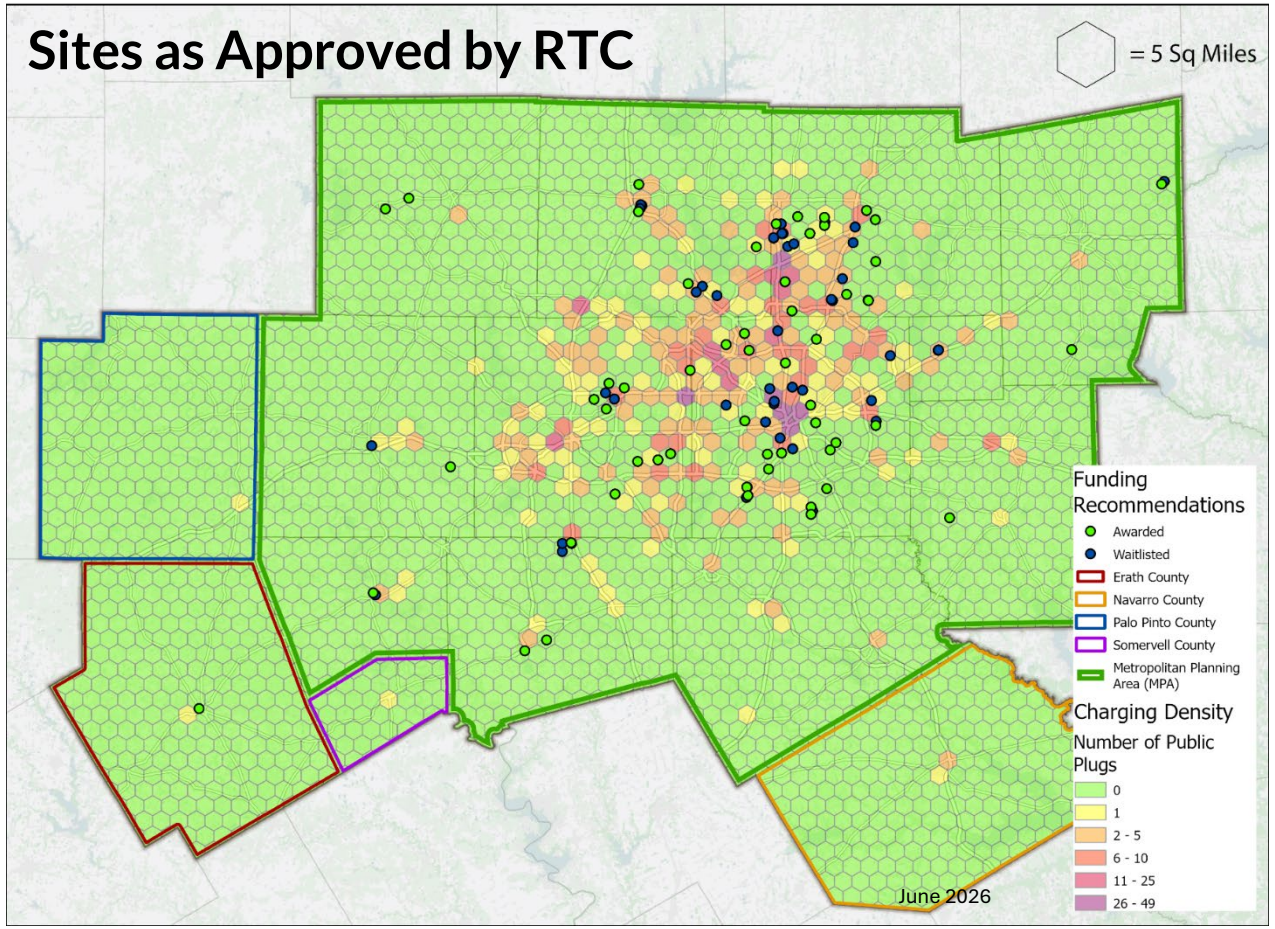
Providing more mobility options; Includes Transit 2.0 projects

Measures 10 – 12

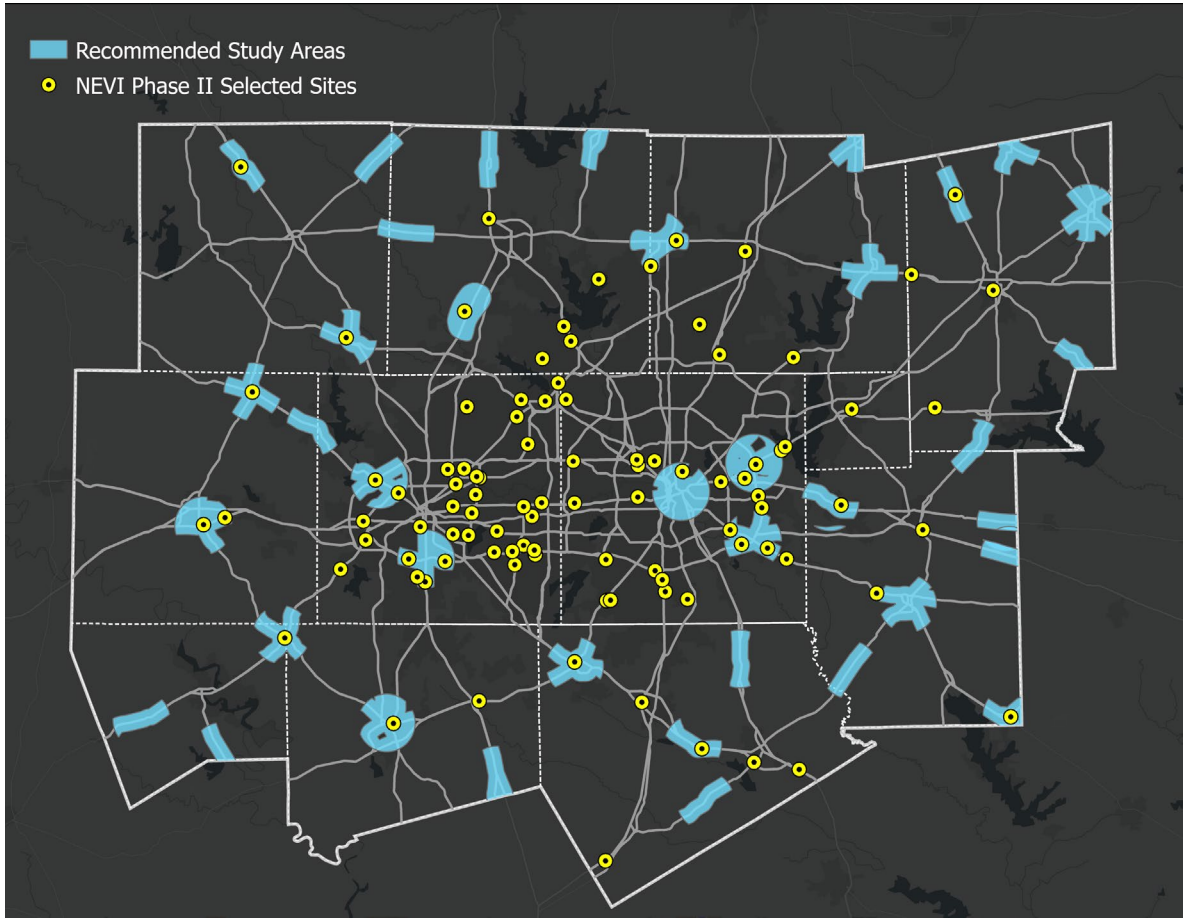
All Measures Support Policy and Programs within Mobility 2050

EV Charging Infrastructure Build-Out

NCTCOG-Administered: $15 million
Awarded **56** sites from **32** applicants
46 sites approved on the "wait list"



TxDOT-Administered: ~$400M statewide
6 sites open/in development from "Phase 1"
97 additional sites awarded under "Phase 2"
$ for Medium/Heavy-Duty Sites Coming Soon



North Texas Zero Emissions Vehicles Call for Projects

$50+ Million in Rebates to Replace Class 6 or Class 7 "vocational vehicles" with zero-emissions trucks

No-Cost Applicant Resources

- Virtual 'Office Hours' on Mondays at 10:00am
- Project consultations from the National Lab of the Rockies
- Resources to help identify vendors/vehicles
- Workshop/meeting recordings

Details at www.nctcog.org/NTxZEV

Example Vehicles


Step Vans


Box Trucks


Bucket Trucks


Street Sweepers


Transit Buses


Refuse Haulers

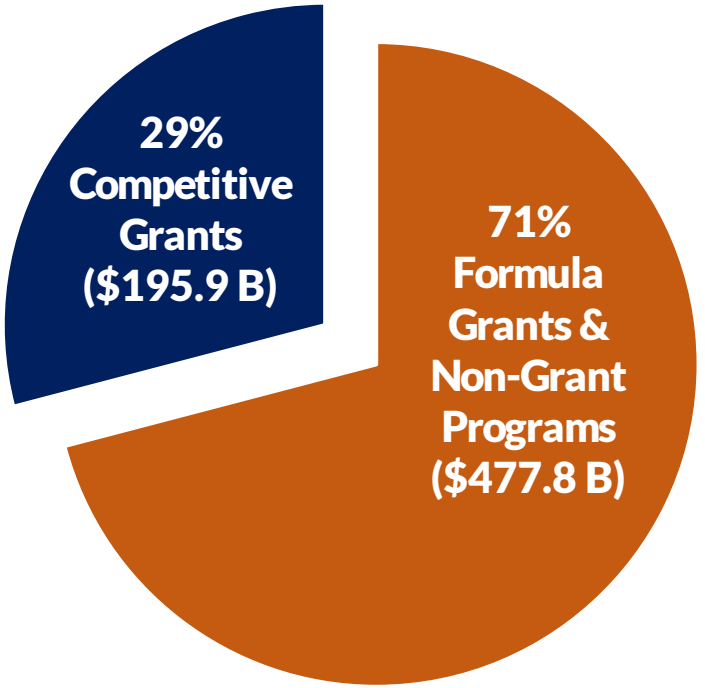
Federal Competitive Transportation Grant Programs
Evolution of a Prominent Funding Source

- **USDOT competitive grants began as small, intermittent allocations**
  - **Capital Investment Grants (CIG) Program** – Mass transit "new starts" funding started in 1964
  - **Discretionary Bridge Program (DBP)** – Highway bridge replacement/rehabilitation between 1978-2003
  - **University Transportation Centers (UTC) Program** – Advanced transportation research/technology since 1987
- **American Recovery & Reinvestment Act (ARRA) in 2009 created several major legacy programs**
  - **Transportation Investment Generating Economic Recovery (TIGER) Program** – Now known as the Better Utilizing Investments to Leverage Development (BUILD) Program (also RAISE under the Biden administration)
  - **High-Speed Intercity Passenger Rail Program (HSIPR)** – Evolved into the Corridor Identification & Development (Corridor ID) Program and National Railroad Partnership Program (NRPP)
- **Moving Ahead for Progress in the 21st Century (MAP-21) in 2012 & Fixing America's Surface Transportation (FAST) Act in 2015 continued steady expansion**
  - **Infrastructure for Rebuilding America (INFRA) Program** – Originally named as Fostering Advancements in Shipping & Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE)
  - **Low-/No-Emissions & Bus/Bus Facilities Discretionary Grant Program**
  - **Advanced Transportation & Congestion Management Technologies Deployment (ATCMTD) Program** – Now known as the Advanced Transportation Technologies & Innovation (ATTAIN) Program

Federal Competitive Transportation Grant Programs

Major Funding Pillar for Infrastructure Investment and Jobs Act (IIJA)

Program	Contract Authority (CA) ($ B, FY 22-26)	Advanced Appropriation ($ B, FY 22-26)	Subject to Appropriation ($ B, FY 22-26)
Federal Aviation Administration (FAA)	---	25.0	---
Federal Highway Administration (FHWA)	303.2	47.3	13.3
Federal Motor Carrier Safety Administration (FMCSA)	4.5	0.7	---
Federal Railroad Administration (FRA) / Amtrak	---	66.0	36.2
Federal Transit Administration (FTA)	69.8	21.3	17.6
Maritime Administration	---	2.3	---
National Highway Traffic Safety Administration (NHTSA)	5.1	1.6	1.8
Office of the Secretary	0.1	19.0	23.7
Pipeline & Hazardous Materials Safety Administration	---	1.0	0.3
Other Federal Agencies	---	6.5	7.4
Total	**382.7**	**190.7**	**100.3**



More opportunities for local governments & other non-traditional entities to access new funding.

Funding for most competitive grant programs derived from the General Fund, requiring appropriations.

SOURCE: USDOT, Bureau of Transportation Statistics, *Transportation Economic Trends*, https://data.bts.gov/stories/s/28tb-cpjy.

Federal Competitive Transportation Grant Programs

NCTCOG Grant Submittals: FY22-26 Awards (as of August 2026)

Grant Program	Application (Project) Name	Award
Better Utilizing Investments to Leverage Development (BUILD) Program	1) ***South Dallas Improved Bicycle/Pedestrian Routes to Rail & Transit Technology Upgrades*** 2) ***East Lancaster Ave. Complete Streets & Transit Technology Project*** 3) ***Cotton Belt/Silver Line Trail Critical Sections*** *(DART)* 4) ***Dallas County Inland Port (DCIP) Multimodal Connectivity Project*** *(Dallas County)*	1) ***$ 25M*** 2) ***$ 20M*** 3) ***$ 25M*** 4) ***$ 25M***
Charging & Fueling Infrastructure (CFI) Program	1) ***North Texas Equitable Electric Vehicle Infrastructure (NTx-EEVI) Project – COMMUNITY*** 2) ***Texas Hydrogen & Electric Freight Infrastructure (Tx-HEFTI) Project – CORRIDOR***	1) ***$ 15M*** 2) ***$ 70M***
Community Noise Mitigation Program	***Community Noise Mitigation Program – Lake Worth/White Settlement ISD***	***$ 4.05M***
Diesel Emissions Reduction Act (DERA) Program	***North Texas Diesel Emissions Reduction – 2023 Program***	***$ 3M***
EPA Clean Heavy-Duty Vehicles Program	***North Texas Clean Heavy-Duty Vehicles Program***	***$ 60M***
EV Charger Reliability & Accessibility Accelerator Program	***Incorporate North American Charging Standard Connectors for Consistency with Texas EV Infrastructure Plan***	***$ 3.66M***
Low-/No-Emissions Bus Grant Program	***Compressed Natural Gas (CNG) Bus Fleet Modernization Project*** *(DART)*	***$ 103M***
Multimodal Projects Discretionary Grant (MPDG) Program – INFRA Grant	***AllianceTexas Inland Port Project***	***$ 80M***
Reconnecting Communities & Neighborhoods (RCN) Program: Regional Partnership Grants	***Bridging Highway Divides for DFW Communities:*** *Klyde Warren – Phase 2.0; Halperin Park– Phase 2.0; IH 30 Canyon – Dallas Heritage Village/Farmers Market*	***$ 65M***
Safe Streets & Roads for All (SS4A) Program	***MLK, Jr./Cedar Crest Blvd. Complete Street & Safety Upgrades – IMPLEMENTATION*** *(Dallas)*	***$ 21.8M***
Strengthening Mobility & Revolutionizing Transportation (SMART) Program	***Intelligent Micro-Weather Network for Autonomous Vehicles (AV) & Advanced Air Mobility*** *(Fort Worth)*	***$ 2M***
Transportation Alternatives Set-Aside Program	***Cotton Belt/Silver Line Rail Trail – Phase 3A***	***$ 3.64M***

TOTAL AWARDS = $ 542.7M

NOTE: Though included in total, list above does not include FY 22-26 awards for planning grants: Total – $ 16.6M (13 awards)

Prospects for Federal Competitive Grant Programs

BUILD America 250 Act – Tentative IIJA Successor

- **Authorizes $580 billion over 5 years (FY27-31)**
  - **$474 billion** in Contract Authority (CA) from the Highway Trust Fund
  - **$106 billion** subject to future General Fund (GF) appropriations, including for most competitive grants (no advanced appropriations)
  - Creates process for MPOs to directly receive metropolitan planning formula apportionments rather than going through state DOTs
- **Reduced funding share for competitive grants (over 10%), though most programs are retained or consolidated**
  - **National Intercity Passenger Rail Partnership Program –** $18.5 billion (GF)
  - **Capital Investment Grants (CIG) Program** – $15 billion (GF)
  - **Surface Transportation Accelerator Program** (replaces BUILD) **–** $12 billion (CA)
  - **Competitive Highway Bridge Program** – $10 billion (GF)
  - **MEGA Grant Program** (freight/intermodal facilities) – $10 billion (GF)
  - **Consolidated Rail Infrastructure & Safety Improvements (CRISI)** – $9 billion (GF)
  - **INFRA Grant Program** – $6 billion (GF)
  - **Safe Streets and Roads for All (SS4A) Program** – $3.75 billion (CA)

CONTACT US

Michael Morris, P.E.
Transportation Director
mmorris@nctcog.org | (817) 695-9241

Christie Gotti
Senior Program Manager
cgotti@nctcog.org | (817) 608-2338

Jeff Neal
Senior Projects Manager
jneal@nctcog.org | (214) 223-0578

Natalie Bettger
Senior Program Manager
nbettger@nctcog.org | (817) 695-9280

Lori Clark
Senior Program Manager
lclark@nctcog.org | (817) 695-9232

June 10, 2026

Mr. Marc D. Williams
Executive Director
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701

Dear Mr. Williams:

Since its inaugural run in 1999, more than 25 years ago, the Amtrak Heartland Flyer has provided daily round-trip passenger rail service between Fort Worth and Oklahoma City. In Texas, the line serves Fort Worth and Gainesville, and at Fort Worth Central Station it connects riders to onward Amtrak and regional rail service to Dallas, San Antonio, and beyond via the Texas Eagle.

The Heartland Flyer delivers real value to Texas. In Fiscal Year 2025, the route carried more than 80,000 passengers — an increase of roughly 14 percent over the prior year. Its riders include students, families, seniors, business travelers, and individuals who depend on the train to reach medical care and other essential services. Demand peaks each October during the Red River Rivalry (Texas–OU) weekend, when Amtrak adds coaches to meet the surge. Beyond the convenience it offers passengers, the service supports tourism and local economies in both states — sustaining restaurant and hotel traffic and the sales-tax revenue that comes with it.

This state-supported route is a joint venture between Amtrak, the Texas Department of Transportation (TxDOT), and the Oklahoma Department of Transportation (ODOT), and TxDOT has been a steadfast funding partner since Fiscal Year 2007. In 2025, however, adequate funding failed to be allocated to ensure the route's continuation. To prevent a shutdown, the North Central Texas Council of Governments (NCTCOG), through its Regional Transportation Council, stepped in with an emergency funding package to keep the train operating into 2026.

That bridge funding is now running out. A funding deadline of August 30, 2026, is quickly approaching, and without Texas's share secured by that date, the Heartland Flyer's continued operation is in jeopardy. We therefore make two requests of TxDOT.

First, we ask that TxDOT commit the funding necessary to keep this route running through the next legislative session. Maintaining service in the interim will preserve a connection that thousands of Texans rely on and protect the ridership and economic activity that have grown around it over more than a quarter century.

Second, we ask that TxDOT include dedicated Heartland Flyer funding in its Legislative Appropriations Request for the 90th Legislative Session. Placing this route on a stable, recurring funding footing — rather

than relying on emergency bridge measures — is the only path to ensuring its long-term viability. Including it in the LAR will signal Texas's commitment to this route to our partners.

We thank you for TxDOT's longstanding partnership on this service and for your consideration of these requests. Please do not hesitate to contact any of our offices if we can provide additional information.

Sincerely,

Senator Tan Parker
Chair, Senate Transportation Committee
Senate District 12

Representative Salman Bhojani
House District 92

Representative Giovanni Capriglione
House District 98

Representative David Cook
House District 96

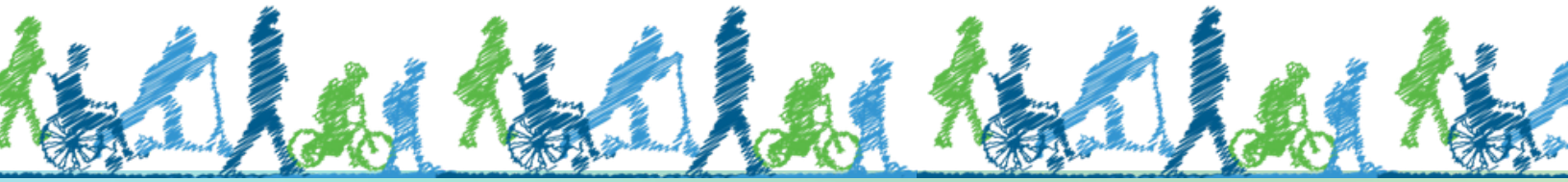
Representative Charlie Geren
House District 99

Representative John McQueeney
House District 97

ATTENTION DFW SCHOOLS! JOIN US FOR

WALK BIKE & ROLL TO SCHOOL

October 7, 2026



Walk & Roll Incentives

Join NCTCOG in celebrating active transportation safety in October. Seize the chance for your school to win safety-themed giveaways and for the students to win a scooter!

Why Participate?

- Discover the joy of an energizing and affordable way to get to school
- Champion safe and convenient active transportation for all abilities
- Share smiles, laughter, and an appreciation for the great outdoors
- Strengthen connections within your school and community





Communities around the world are celebrating the benefits of walking and rolling to school!





Schools must register by September 18, 2026

Visit nctcog.org/walkbikeroll or email Kyle Hoener at khoener@nctcog.org for more information and to sign up.

The North Central Texas Council of Government's Safe Routes to School program works to improve pedestrian safety and encourage more walking and bicycling.
To find out more, visit www.nctcog.org/SRTS

North Central Texas Council of Governments

Dallas-Ft. Worth Clean Cities Technical Advisory Committee Attendance
2025-2026 Meetings

Member Name	10/22/2025 Interim Mtg (Orientation/Refresh)	10/27/25 Quarterly Mtg	1/26/2026 Quarterly Mtg	4/27/2026 Quaterly Mtg	8/10/2026 Quarterly Mtg (Rescheduled July)
Grant Amlani Univ of Texas at Arlington	Did not Attend	Attended	Attended	Did not Attend	Did not Attend (Resignation 07/26)
Katherine Barnett City of Denton	Did not Attend	Attended	Attended	Did not Attend	Did not Attend
Dwayne Bianco City of Carrollton	Did not Attend	Attended	Attended	Attended	Attended
Negeen Cooper Atossa Group	Attended	Did not Attend	Attended	Did not Attend	Did not Attend
Jose Correa Kimley-Horn	Attended	Attended	Attended	Attended	Attended
Tanner Coursey City of Arlington	Attended	Attended	Attended	Attended	Attended
Sam Fox McCraw Propane	Attended	Did not Attend	Did not Attend	Did not Attend	Did not Attend
Kim Gray EVSTAR	Did not Attend	Attended	Attended	Did not Attend	Did not Attend
Gadimi Hilton City of Ft. Worth	Did not Attend	Did not Attend	Attended	Did not Attend	Attended
Lon Holloway Propane Council of Texas	Did not Attend	Attended	Attended	Attended	Attended
Bill Kahn Peterbilt Motors	Attended	Attended	Attended	Did not Attend	Attended
Michelle McKenzie Hood County Clean Air Coal	Attended	Did not Attend	Did not Attend	Attended	Attended
Nicholas Nix City of Forney	Attended	Attended	Attended	Attended	Attended
Vincent Olsen City of Dallas	Did not Attend	Attended	Attended	Attended	Did not Attend
Collin Sandifer Schneider Electric	Attended	Attended	Attended	Attended	Attended
Fazil Shaikh Generac	Attended	Attended	Attended	Attended	Attended
Jim Valerio Parsons	Attended	Attended	Attended	Attended	Did not Attend
James Wood DFW Airport	Did not Attend	Attended	Did not Attend	Attended	Attended
Total TAC Attendees	10	14	15	11	11

Guests:				Melissa Heltzel, City of Arlington Philip Abad Schneider Electric	

DALLAS-FORT WORTH CLEAN CITIES TECHNICAL ADVISORY COMMITTEE

VOTING MEMBERS
2026-2027

Katherine Barnett — Term2/Year 2
Sustainability Manager
City of Denton

Dwayne Bianco – **CHAIR** — Term 2/Year 2
Director of Fleet and Facilities
City of Carrollton

Negeen Cooper — Term 1/Year 2
President
Atossa Group

Jose Correa – **VICE CHAIR** — Term 2/Year 2
Professional Engineer
Kimley-Horn

Tanner Coursey — Term 1/Year 2
Sr. Data Financial Mgmt Analyst
City of Arlington

Sam Fox — Term 1/Year 2
Director of Operations
McCraw Propane

Kim Gray — Term 2/Year 1
V.P. of Business Develop.
EVSERT

Gadimi Hilton — Term 2/Year 1
Transportation Comms Manager
City of Fort Worth

Lon Holloway — Term 2/Year 2
Propane Council of Texas

Reed Jackson — Term 1/Year 1
Fleet Analyst
Dallas County

Dr. Erick Jones — Term 1/Year 1
Asst. Professor, IMSE
University of Texas at Arlington

Bill Kahn — Term 1/Year 2
Senior Principal Engineer
Peterbilt Motors

Michelle McKenzie — Term 2/Year 2
Air Quality Program Mgr
Hood County Clean Air Coalition

Nicholas Nix — Term 2/Year 1
Grants Coordinator
City of Forney

Vincent Olsen — Term 2/Year 2
Assistant Director, Dept. of
Equipment and Fleet Mgmt
City of Dallas

Collin Sandifer — Term 1/Year 2
Strategic Account Executive
Schneider Electric

Fazil Shaikh — Term 1/Year 2
Senior Director, Strategy
Generac

Jim Valerio — Term 2/Year 2
(Z)EV Practice Lead & Director
of Business Develop.
Parsons

James Wood — Term 2/Year 2
Sustainability Project Manager
Dallas/Fort Worth International Airport

Updated: August, 2026

Regional Transportation Council

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

August 28, 2026

EPA Docket Center
Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Re: EPA-HQ-OAR-2026-0728
Comments on Amendments and Nonconformance Penalties for Model Year 2027 and Later Heavy-Duty Highway Engines and Amendments to Inducement Provisions for SCR-Equipped Diesel Engines

To Whom It May Concern:

The Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, appreciates the opportunity to comment on the Environmental Protection Agency (EPA) proposed rule for Amendments and Nonconformance Penalties for Model Year 2027 and Later Heavy-Duty Highway Engines and Amendments to Inducement Provisions for SCR-Equipped Diesel Engines. The DFW region is exceeding the 2008 Ozone National Ambient Air Quality Standard (NAAQS) of 75 parts per billion (ppb) and is currently classified as Severe Nonattainment. The DFW area continues to face significant challenges in meeting federal ozone standards, and mobile-source nitrogen oxides (NOx) emissions remain a critical component of regional attainment efforts. Specifically, approximately 68% of NOx emissions in the on-road transportation sector are estimated to be from heavy-duty diesel trucks in the North Central Texas region.

The RTC encourages the EPA to ensure that the final rule supports measurable air quality improvements in ozone nonattainment areas while maintaining a technology-forcing framework that promotes continued innovation in engine design, emissions controls, and compliance strategies. The RTC is pleased to see the proposal does not reopen or weaken existing NOx emission reduction requirements for heavy-duty engines, as continued progress in reducing emissions from the heavy-duty sector is essential to protecting public health and supporting attainment of federal air quality standards.

As stated in Section IV of this proposed rule and 42 U.S. Code §7525 (Section 206 of the Clean Air Act), the RTC recognizes that nonconformance penalties can serve as an important compliance tool when appropriately structured. However, penalties should be sufficiently meaningful to preserve the integrity of the engine emissions program and ensure that complying with emissions standards remains the most economical path for manufacturers and regulated parties. Penalties that are set too low risk undermining the emissions benefits the EPA sought to achieve through the Model Year 2027 heavy-duty engine standards. The RTC encourages the EPA to establish penalty levels that maintain the incentive for full compliance, retain expected NOx reductions, and avoid creating unintended market advantages for noncompliant products.

Additionally, the RTC recommends that revenues collected through nonconformance penalties and enforcement actions be directed toward programs that produce quantifiable air quality benefits. The EPA should consider supporting initiatives that reduce emissions control tampering and other forms of noncompliance in the diesel sector. The EPA's own findings posted online (https://www.epa.gov/enforcement/national-enforcement-and-compliance-initiative-stopping-aftermarket-defeat-devices) indicate that tampered diesel vehicles can emit dramatically higher levels of NOx than compliant vehicles. Investments in tampering detection, emissions compliance enforcement, emissions-control restoration programs, and other targeted diesel emission reduction initiatives would provide meaningful environmental benefits while helping regions such as North Texas address persistent ozone challenges.

The RTC appreciates your attention to this matter. If you would like to learn more about our concerns, please contact Chris Klaus, Senior Program Manager, at (817) 695-9286 or cklaus@nctcog.org.

Sincerely,

Michael Morris, P.E.
Director of Transportation

JN:jls

Resilient EV Charging Plan Stakeholder Invitation

Background: The Department of Energy awarded $1.5 million for NCTCOG to develop a plan to improve resilience of EV charging. **The goal is to ensure EV chargers remain operational and can support critical EV travel (e.g. evacuations, vehicles serving critical functions) during grid outages.**


Source: Getty

Deliverables:

1. A draft North Texas Resilient Electric Vehicle (NTX-REV) plan for the North Central Texas region (completed June 2025)
2. Evaluation of appropriate resilience strategies, technologies, & equipment via two activities (October 2026-December 2027):
   - Tabletop Scenario
   - Real-World Technology Demonstration
3. Update the NTX-REV plan based on evaluations and Update Regional Hazard Mitigation Plan guidance

Get Involved! Sign up by October 31, 2026

- Stakeholders will provide input on the plan and/or participate in demonstration projects
- www.dfwcleancities.org/activities/planning-resilient-ev-charging

ELECTRONIC ITEM 4.9

Managed Lane Policy, High-Occupancy Vehicle (HOV) Subsidy Funding, and HOV Quarterly Report

Regional Transportation Council
September 10, 2026

North Central Texas Council of Governments

ELECTRONIC ITEM 4.10

Managed Lane System

Current Express/HOV + Managed Lanes

- Current HOV Lanes
- Current TEXpress Managed Lanes
- TEXpress Managed Lanes Under Construction
- Managed Technology Lane

Fort Worth CBD



Dallas CBD



US 75 Managed Technology Lanes Opening 2026

Segment 2W Additional Managed Lane Capacity Opens 2027

LBJ East Opening 2026

May 2025

Toll Managed Lane Data Monitoring

Cumulative December 2013 – June 2026

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

$13,140,213 as of June 2026

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

$12,407 from October 2014 – June 2026

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

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

Have there been any additional NTTA customer service needs?

No, minimal impact

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

No

Toll Managed Lane Data Monitoring

Cumulative December 2013 – June 2026			
Facility	**HOV 2+ Subsidy Costs**	**NTTA Customer Service (Additional Needs)**	**Project Performance Events (Speeds < 35 mph)**
North Tarrant Express • *SH 183/121 from IH 35W to SH 121* • *IH 35W from IH 30 to US 287*	$8,217,325	Negligible	0
LBJ Express • *IH 635 from IH 35E to US 75* • *IH 35E from Loop 12 to IH 635*	$4,922,888	Negligible	0
DFW Connector *SH 114 from Kimball Avenue to Freeport Parkway*	N/A	Negligible	0
IH 30 Managed Lanes *IH 30 from SH 161 to Westmoreland Road*	N/A	Negligible	0
IH 35E Managed Lanes *IH 35E from FM 2181 (Teasley) to LBJ*	N/A	Negligible	0

GoCarma Registration Totals

January 24, 2020 – July 31, 2026

Users: 103,787

Vehicles: 100,348

Occupant Passes: 17,900

Total and HOV Transactions

January 24, 2020 – July 31, 2026

Total Transactions –8,690,296

- LBJ/NTE Partners – 5,670,027
- TxDOT – 3,020,268

Total HOV Transactions – 3,854,472 (~44%)

- LBJ/NTE Partners – 2,634,664
- TxDOT – 1,219,808

Unique Vehicles – 89,841

North Central Texas Council of Governments

Regional Transportation Council

Local Clean Air Project Spotlight: City of McKinney SolSmart Bronze Designation





Regional Transportation Council

September 10, 2026

North Central Texas Council of Governments

ELECTRONIC ITEM 4.11

City of McKinney SolSmart Bronze Designation

SolSmart Overview:

- Technical assistance and national designation program
- Provides best practices and policies for communities to streamline planning, permitting, and inspections to support the installation of solar energy

City of McKinney awarded the SolSmart Bronze Designation for:

- Providing a checklist detailing requirements for the permitting process
- Installing solar panels on government property
- Training planning and zoning staff on best practices
- Reviewing the zoning code and identifying proposed changes
- And more!

Email cleancities@nctcog.org if interested and visit **energy-ready.org/solsmart** for more information!

Contacts

Carolyn Burns
Air Quality Planner III
cburns@nctcog.org
817-704-5682

Jared Wright
Principal Air Quality Planner
jwright@nctcog.org
817-608-2374

Lori Clark
Senior Program Manager
& DFWCC Director
lclark@nctcog.org
817-695-9232

North Central Texas Council of Governments

dfwcleancities.org

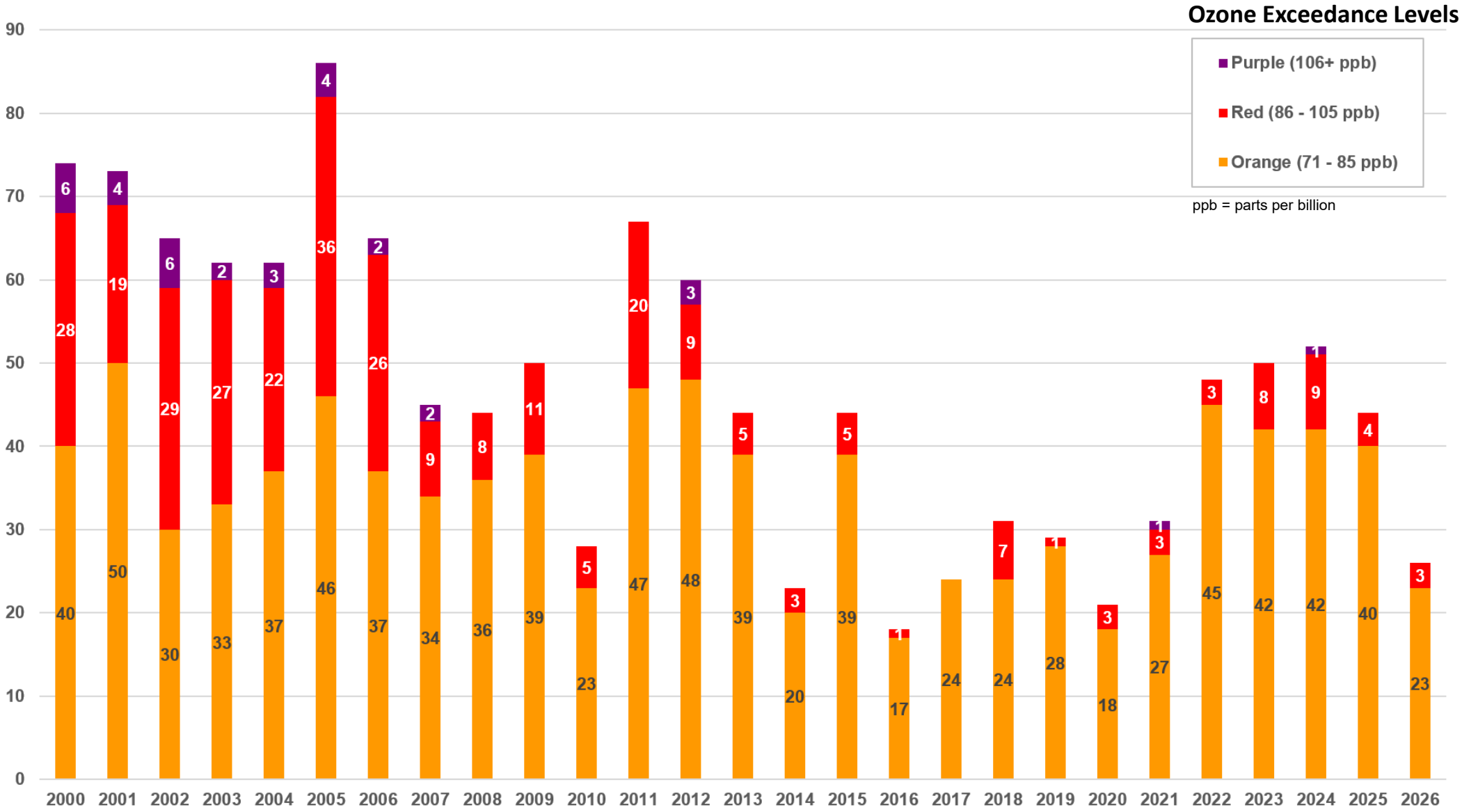
@NCTCOGTrans

cleancities@nctcog.org

linkedin.com/dfwcleancities/

8-hour Ozone NAAQS Historical Trends

Based on ≤ 70 ppb (2015 Standard) – as of August 31, 2026

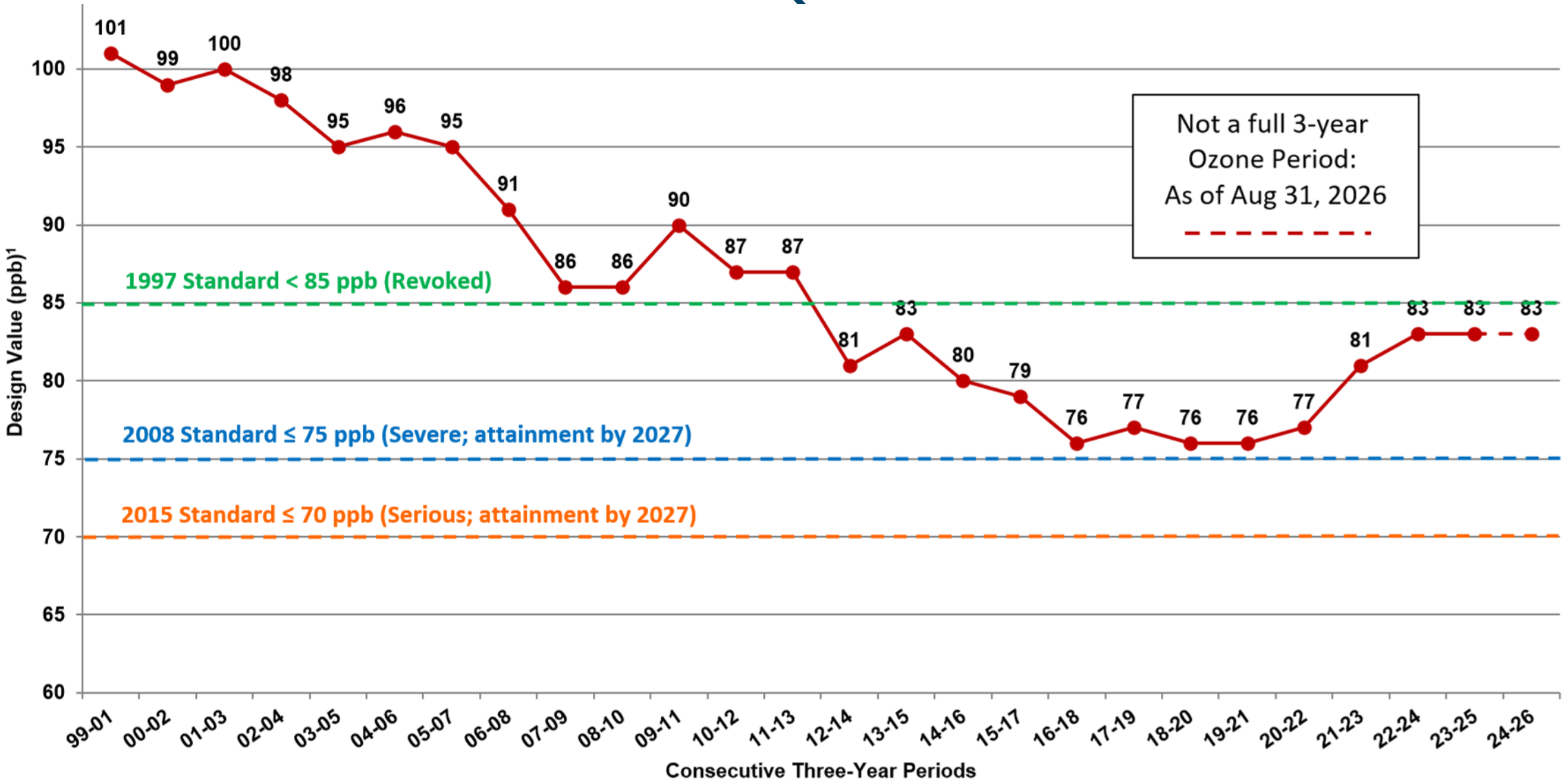


Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the for the revised ozone standard of 70 ppb.

Source: TCEQ http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl

ELECTRONIC ITEM 4.12

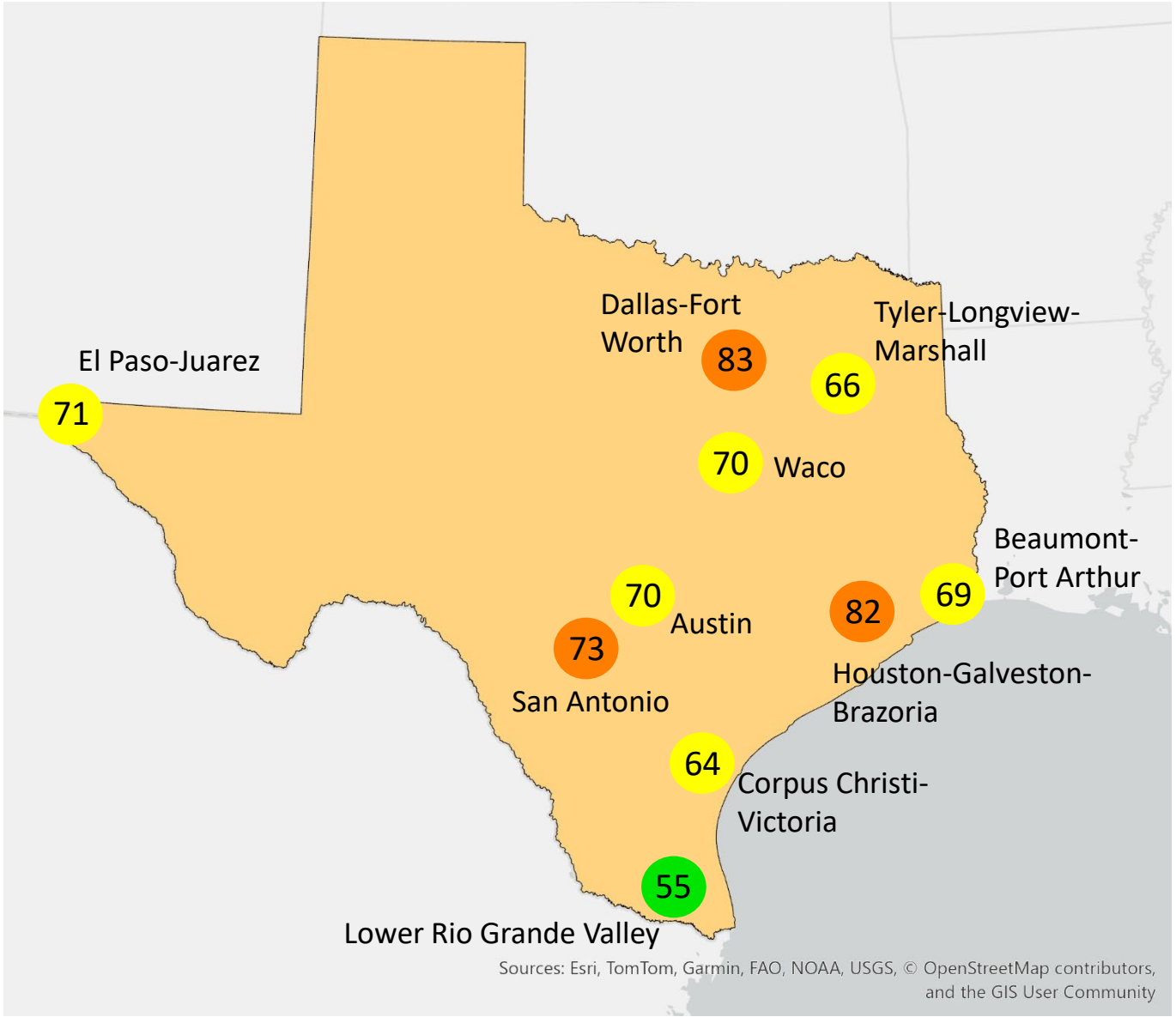
8-hour Ozone NAAQS Historical Trends



[1]Attainment 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).

Source: TCEQ

Texas Ozone Design Values



Current regional design values, as of August 31, 2026.

Source: TCEQ

- < 55 ppb
- 55 – 70 ppb
- 71 – 85 ppb
- 86 – 105 ppb
- 106 – 200 ppb
- > 200 ppb

For more Information:

Daniela Tower

Air Quality Planner

dtower@nctcog.org | 817-704-5629

Jenny Narvaez

Program Manager

jnarvaez@nctcog.org | 817-608-2342

NCTCOG - Air Quality

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 updated on Oct. 9, 2025.

This document is a compilation of public comments related to various transportation and air quality initiatives that were submitted from Monday, July 20 through Wednesday, Aug. 19, 2026 via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting.

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 55 new comments related to bicycling, pedestrians, roadways and transit conditions. You can view these new comments as well as past comments by visiting:
https://www.arcgis.com/apps/dashboards/4b62c8101dd7476389f3e934455b78dc#

Air Quality

Facebook –

1. Here is the weekend #AirQuality forecast for #DFW
Saturday, August 15: Ozone (yellow)
Sunday, August 16: Ozone (yellow)
Monday, August 17: Ozone (orange)
Sign up for Air Pollution Alerts and learn more at AirNorthTexas.org - NCTCOG Transportation Department



What would we do without you. - **Rob Dentremont**

Instagram –

1. Cleaner air starts with everyday choices. Taking public transit, carpooling, combining errands and reducing unnecessary trips can all help reduce emissions and improve air quality across North Texas. This month's Topic of the Month highlights simple actions that residents, businesses and communities can take to build a healthier future for everyone. Learn more at the link in our bio and discover how you can make a difference! - NCTCOG Transportation Department (@nctcogtrans)



👐👐 – **utd_sustainability**

LinkedIn –

1. North Texas continues to make progress toward cleaner air through the growth of electric vehicles and charging infrastructure. With more than 168,000 EVs now on the road and 3,300+ public charging ports across the region, it's becoming easier than ever to drive electric. As part of July's Topic of the Month, learn how expanding EV infrastructure is helping improve regional air quality and preparing North Texas for the future of transportation. - NCTCOG Transportation Department



One of the best built EVs out there. Well done. **- Brian Zelis**

Roadways

Facebook –

1. Starting this month, NCTCOG and the City of Fort Worth are launching an effort to curb excessive speeding. To identify high-risk corridors, NCTCOG located roadways with speeds exceeding 80 mph and combined the results with roadway fatality statistics. As part of this new pilot program, the Fort Worth Police Department will increase enforcement on stretches of Loop 820 and Interstate Highway 30 from 8 p.m. to 4 a.m. This timeframe represents when roadways are statistically among the most dangerous. If successful in Fort Worth, this program could be expanded to other North Texas cities, ultimately making the roads safer throughout the region. Read more at the link below ⬇ - NCTCOG Transportation Department



Start at the school zones! - **MsIlly Ily**

Speeding can be significantly reduced by improved road design that encourages drivers to slow down. - **Justin Castleberry**

Tell that to the city of City of Willow Park, TX! It's the Wild West version of the autobahn out here. 5:30 AM until 5:30 AM the next day! Not a city cop in sight! I think they are scared to get on the highway! 🤦Thank you Fort Worth PD for attempting to make the roads less crazy! Some of us have teenage drivers out in the world. - **Nicholas Hernandez**

To view more comments on this post, visit:
(20+) Facebook

Instagram –

1. Starting this month, NCTCOG and @cityoffortworth are launching an effort to curb excessive speeding. To identify high-risk corridors, NCTCOG located roadways with speeds exceeding 80 mph and combined the results with roadway fatality statistics. As part of this new pilot program,

the Fort Worth Police Department will increase enforcement on stretches of Loop 820 and Interstate Highway 30 from 8 p.m. to 4 a.m.This timeframe represents when roadways are statistically among the most dangerous. If successful in Fort Worth, this program could be expanded to other North Texas cities, ultimately making the roads safer throughout the region. Read more at the link in our bio (@nctcogtrans) - NCTCOG Transportation Department (@nctcogtrans)



What part of 820/30 is this so I can avoid it?? **– emilio.a.i**

Great use for flock cameras **– renegade_stryker**

Glad they're focusing on the real crimes. **– funkytownlab**

To view more comments on this post, visit:
Instagram

LinkedIn –

1. Starting this month, the North Central Texas Council of Governments and City of Fort Worth are launching an effort to curb excessive speeding. To identify high-risk corridors, NCTCOG located roadways with speeds exceeding 80 mph and combined the results with roadway fatality statistics. As part of this new pilot program, the Fort Worth Police Department will increase enforcement on stretches of Loop 820 and Interstate Highway 30 from 8 p.m. to 4 a.m. This timeframe represents when roadways are statistically among the most dangerous. If successful in Fort Worth, this program could be expanded to other North Texas cities, ultimately making the roads safer throughout the region. - NCTCOG Transportation Department



Finally.- **Brian Zelis**

Transit

Email –

1. Dan Batte

Hello,

I am seeking updated information on the status of the proposed Texas Central Railway High-Speed Bullet train.

I am a real estate broker and I have land owners who will be impacted by this project should it ever be built. For those who have a need to sell their land the proximity of the railway is an impediment. Buyers are wary to buy even though the project is stalled at the time.

I would like to contact someone who has updated knowledge of the status of this project. The Kleinheinz Group is not responsive so I am hopeful your department can be helpful. I look forward to your response.

Response by NCTCOG Transportation Staff

Good morning, Mr. Batte,

I checked internally with NCTCOG staff but, unfortunately, we do not have additional information about the Dallas-Houston high-speed rail project. We are only aware of information that the Kleinheinz Capital Partners project team has made publicly available through newspaper editorials and recent news coverage.

Letter –

1. Please see Attachment 1 for comments submitted via letter.

2. Please see Attachment 2 for comments submitted via letter.

3. Please see Attachment 3 for comments submitted via letter.

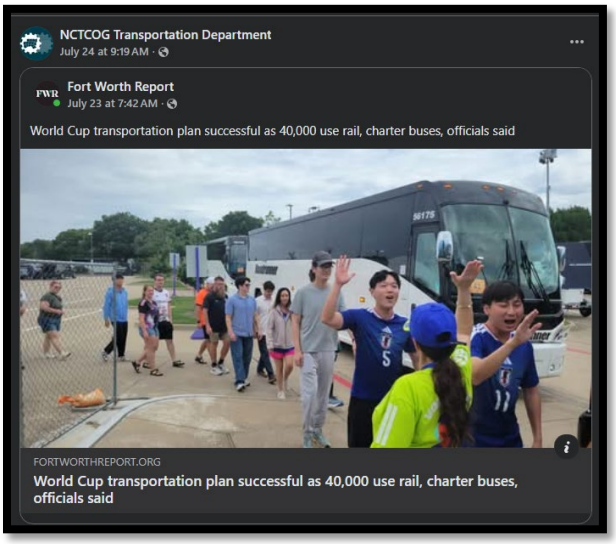
4. Please see Attachment 4 for comments submitted via letter.

4. Please see Attachment 5 for comments submitted via letter.

World Cup

Facebook –

1. NCTCOG Transportation Department



So let's keep it going for Cowboys games, concerts, college games…. **– Bryan Perry**

Arlington . . .  **- Jeriat Gillum**

Akin Gump Strauss Hauer & Feld LLP
2300 N. Field Street
Suite 1800
Dallas, TX 75201

T +1 214.969.2800
F +1 214.969.4343
akingump.com

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

July 20, 2026

Ken Kirkpatrick
General Counsel
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

*Re: Arlington-Commissioned Report Confirms underground Arlington Entertainment District higher-speed rail station will **export tourism dollars away from the City of Dallas** and to the restaurant/bar owners in the Arlington Entertainment District*

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, "Hunt").

The purpose of this correspondence is to alert you to the High-Speed Economic Impact Analysis Final Report Summary, conducted on behalf of the City of Arlington (the "Arlington-Commissioned Report Summary").

As background, we previously informed you of the economic impact analyses conducted by (1) the Boston Consulting Group ("BCG") and (2) the Perryman Group, which both agreed and concluded that the (since discarded) alignment "2(b)" relating to possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail would cause billions of dollars of damages and significant financial losses each year to the City of Dallas.

We have also notified you of the efforts by the City of Arlington to siphon off tourist and tax dollars from Downtown Dallas to the restaurant, bar and other business owners in the Arlington Entertainment District, including through the construction of an underground higher-speed rail station in the Arlington Entertainment District. We reported this unjust windfall for the City of Arlington (who has steadfastly continued to refuse to join a transit authority) at the direct expense and loss of the City of Dallas.

The Arlington-Commissioned Report Summary expressly admits to (and confirms as we have previously warned) this massive export of spending dollars away from Dallas and to the restaurant/bar and other business owners in the Arlington Entertainment District. More specifically, the Arlington-Commissioned Report Summary concedes that the leading "Impact Area" for possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail would be "District specific" and, specifically, the Arlington "entertainment district."

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

Alignment "2(b)," finally removed from consideration by Michael Morris and the RTC, would have:

- **undeniably threatened, irreparably harmed and severely damaged the Reunion development as well as the potential for new economic activity adjacent to Dallas' new $3 billion Kay Bailey Hutchison Convention Center;**

- **contravened and interfered with the City's and Hunt's legal and lawful rights under their Reunion Master Agreement – in place since 1975, and**

- **been in defiance and disregard of the Resolutions passed unanimously by the City Council of the City of Dallas on, respectively, June 12, 2024 and January 21, 2026.**

Thank you for your attention to these important matters.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

Akin Gump Strauss Hauer & Feld LLP
2300 N. Field Street
Suite 1800
Dallas, TX 75201

T +1 214.969.2800
F +1 214.969.4343
akingump.com

Akin

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

July 27, 2026

Ken Kirkpatrick
General Counsel
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

Re: NCTCOG – not the RTC – is the applicant and project sponsor relating to possible future Dallas to Arlington Entertainment District to Fort Worth higher-speed rail

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, "Hunt").

On March 6, 2024, the Federal Transit Administration (the "FTA") confirmed that it would be the "Federal lead agency" regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail. *See* March 6, 2024 letter from FTA to NCTCOG (the "Agency Sponsor Determination"). In that Agency Sponsor Determination, the FTA appointed the North Central Council of Governments (the "NCTCOG") – and *not* the Regional Transportation Council – as the "Project Sponsor" to work with the FTA. *Id*. The Agency Sponsor Determination was further confirmed and memorialized on the FTA's official government website, including on its Permitting Dashboard. https://www.permits.performance.gov/permitting-project/dot-projects/dallas-fort-worth-high-speed-rail-service.

In contrast, the RTC is nowhere mentioned, referenced or recognized anywhere in either the FTA's official Agency Sponsor Determination or Permitting Dashboard.

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

Alignment "2(b)," finally removed from consideration by Michael Morris and the RTC, would have:

- **undeniably threatened, irreparably harmed and severely damaged the Reunion development as well as the potential for new economic activity adjacent to Dallas' new $3 billion Kay Bailey Hutchison Convention Center;**

- **contravened and interfered with the City's and Hunt's legal and lawful rights under their Reunion Master Agreement – in place since 1975, and**

- **been in defiance and disregard of the Resolutions passed unanimously by the City Council of the City of Dallas on, respectively, June 12, 2024 and January 21, 2026.**

Thank you for your attention to these important matters.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

Akin Gump Strauss Hauer & Feld LLP
2300 N. Field Street
Suite 1800
Dallas, TX 75201

T +1 214.969.2800
F +1 214.969.4343
akingump.com

Akin

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

August 3, 2026

Ken Kirkpatrick
General Counsel
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

Re: Expanded Trinity Railway Express – the "backbone of the region" – Transports Dallas FIFA Fans

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, "Hunt").

The Trinity Railway Express (the "TRE"), what Michael Morris admits is the "backbone of the region" for Dallas-Fort Worth rail transportation, was heavily relied upon to get people to and from FIFA World Cup '26 games at AT&T Stadium. To meet sharply increased demand, additional passenger trains and scheduled trips were added for game days. https://www.nbcdfw.com/news/local/world-cup-transportation-north-texas-rail-system/4005101/.

The *Dallas Morning News* has reported on this FIFA-fueled expansion of the TRE, which had already seen exploding popularity in transporting people between Dallas and Fort Worth. https://www.dallasnews.com/world-cup/article/dart-fifa-fans-transit-world-cup-22322250.php. We have previously informed you that upgrades to the TRE, which can be done for a tiny fraction of the cost of possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail (saving many billions), could result in reduced travel times of 30-35 minutes between Dallas and Fort Worth.

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

Alignment "2(b)," finally removed from consideration by Michael Morris and the RTC, would have:

- **undeniably threatened, irreparably harmed and severely damaged the Reunion development as well as the potential for new economic activity adjacent to Dallas' new $3 billion Kay Bailey Hutchison Convention Center;**

- **contravened and interfered with the City's and Hunt's legal and lawful rights under their Reunion Master Agreement – in place since 1975, and**

- **been in defiance and disregard of the Resolutions passed unanimously by the City Council of the City of Dallas on, respectively, June 12, 2024 and January 21, 2026.**

Thank you for your attention to these important matters.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

Akin Gump Strauss Hauer & Feld LLP
2300 N. Field Street
Suite 1800
Dallas, TX 75201

T +1 214.969.2800
F +1 214.969.4343
akingump.com

Akin

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

August 10, 2026

Ken Kirkpatrick
General Counsel
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

Re: Expanded Trinity Railway Express – the "backbone of the region" and the "nerve center" for FIFA World Cup Transportation (Part 2)

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, "Hunt").

Last week, we advised you of the multiple media reports that the Trinity Railway Express (the "TRE"), what Michael Morris admits is the "backbone of the region" for Dallas-Fort Worth rail transportation, was heavily relied upon to get people to and from FIFA World Cup '26 games at AT&T Stadium.

This week, we direct your attention to now-released numbers further confirming that the TRE acted as what officials called the "nerve center" for FIFA World Cup fan transportation. https://www.keranews.org/transportation/2026-07-23/world-cup-transportation-plan-successful-as-40-000-use-rail-charter-buses-officials-said. The TRE transported 30,000 FIFA fans, with "8,000 riders on its busiest World Cup match day." *Id.*; *see also* https://www.dallasnews.com/news/transportation/article/world-cup-over-north-texas-learned-transit-22343079.php.

We have (more than once) provided you with comprehensive information showing that upgrades to the TRE, which could garner competitive travel times of 30-35 minutes between Dallas and Fort Worth, can be done for a tiny fraction of the cost of possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail (saving many billions).

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

Alignment "2(b)," finally removed from consideration by Michael Morris and the RTC, would have:

- **undeniably threatened, irreparably harmed and severely damaged the Reunion development as well as the potential for new economic activity adjacent to Dallas' new $3 billion Kay Bailey Hutchison Convention Center;**

- **contravened and interfered with the City's and Hunt's legal and lawful rights under their Reunion Master Agreement – in place since 1975, and**

- **been in defiance and disregard of the Resolutions passed unanimously by the City Council of the City of Dallas on, respectively, June 12, 2024 and January 21, 2026.**

Thank you for your attention to these important matters.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

Akin Gump Strauss Hauer & Feld LLP
2300 N. Field Street
Suite 1800
Dallas, TX 75201

T +1 214.969.2800
F +1 214.969.4343
akingump.com

Akin

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

August 17, 2026

Ken Kirkpatrick
General Counsel
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

Re: Houston Investigative Report exposes numerous new educational and residential developments now directly in the path of the proposed Dallas-to-Houston high-speed rail route, concluding the non-viability of the six-year-old environmental impact statement's alignment

Dear Mr. Kirkpatrick:

As you know, I represent Hunt Realty Investments, Hunt Consolidated, Inc., Ray L. Hunt and certain other affiliated and/or related entities (collectively, "Hunt").

The limited purpose of this correspondence is to courteously inform you of a recently published Houston-based investigative report (the "Houston Investigative Report) concluding that "**the northwest Harris County alignment [regarding possible future Dallas-to-Houston high-speed rail] is dead**." *See* https://houstonstrategies.blogspot.com/. Given that the Houston Investigative Report specifically "wonder[ed] if Morris is aware of the [high-speed rail] alignment becoming nonviable in Houston," I thought you would be particularly interested to review it in detail and provide it to your respective clientele and applicable members in accordance with all attendant fiduciary and other related duties. *Id*.

The Houston Investigative Report notes that since the now-stale environmental impact statement including the proposed route was approved over six (6) years ago in early 2020:

> "[m]ultiple subdivisions have been built in the path of the approved alignment, and a new Blinn College campus with a large first building underway has been established directly in the alignment path."

Id. The Houston Investigative Report more generally notes that over the last several years since the EIS was adopted, stretches of the proposed Dallas-to-Houston high-speed rail alignment in the Houston area have been developed and built out over it, blocking its path. *Id*. As reported, this includes the newly planned campus for the academically-touted and remarkably successful Blinn College (a collaborative partner with Texas A&M University) as well as multiple completed

neighborhoods now filled with proud parents and their schoolchildren. *Id*. ("the FEIS alignment through the middle of the [Blinn College] property").

According to the Houston Investigative Report, the fast-growing residential, educational and commercial developments now directly and permanently in the way of the proposed Dallas-to-Houston alignment has apparently resulted in a widespread perceived lack of viability of the now-outdated alignment. As examples, various developers with homesites over the route reportedly do not even disclose the possibility of high-speed rail to potential homebuyers. *Id*. ("a sales representative for Lennar Homes who told [investigator] that around the end of 2025 they stopped requiring homebuyers to sign a disclosure statement about the rail corridor.") ("A sales manager for Meritage Homes told [investigator] homebuyers are not provided with a disclosure about the project. He told [investigator] internal communications say the rail project is not going to be built, so they don't need to be concerned about it.").

The report concludes that, as a result, "[t]here is no way the project can be built on the officially approved alignment" as stated in the EIS. *Id*. (emphasis added). Rather, it finds, "there would need to be a supplemental environmental study to define a new alignment." *Id*.

Beyond the reported obsolescence of the alignment as contained in the EIS due to the extreme changed circumstances in the Houston area over the last six years, moving north to the Dallas portion of the proposed Dallas-to-Houston high-speed alignment, we have repeatedly and conclusively shown you that there has been no final determination as to the location of a Dallas high-speed rail station – only a preliminary location. *If any supplemental environmental study is ever commenced to attempt to ameliorate the now-stale EIS and its corresponding alignment, multiple options to re-locate the proposed place of the Dallas station for possible future Dallas-to-Houston high-speed rail to a possibly workable location could be considered*.

Further, I once again bring to your attention (as they may possibly relate to future NCTCOG considerations) the following facts:

Alignment "2(b)," finally removed from consideration by Michael Morris and the RTC, would have:

- **undeniably threatened, irreparably harmed and severely damaged the Reunion development as well as the potential for new economic activity adjacent to Dallas' new $3 billion Kay Bailey Hutchison Convention Center;**

- **contravened and interfered with the City's and Hunt's legal and lawful rights under their Reunion Master Agreement – in place since 1975, and**

- **been in defiance and disregard of the Resolutions passed unanimously by the City Council of the City of Dallas on, respectively, June 12, 2024 and January 21, 2026.**

Thank you for your attention to these important matters.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

MINUTES

REGIONAL TRANSPORTATION COUNCIL
PUBLIC MEETING

Integrating Transportation & Stormwater Infrastructure Study

Fiscal Year 2026 Public Transportation Funding Programs of Projects

US 67 at Chisholm Trail Parkway/Nolan River Road Funding Partnership

Walk & Roll to School Day Promotion

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, August 10, 2026, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at publicinput.com/nctcogAug26. Christie Gotti, Senior Program Manager, moderated the meeting attended by 76 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 updated on Oct. 9, 2025. Staff presented information about:

- Integrating Transportation & Stormwater Infrastructure Study **(Shawn Conrad and Christi Upton)**
- Fiscal Year 2026 Public Transportation Funding Programs of Projects **(Nathaniel Potz)**
- US 67 at Chisholm Trail Parkway/Nolan River Road Funding Partnership **(Cody Derrick)**
- Walk & Roll to School Day Promotion **(Kyle Hoener)**

The public meeting was held to educate, inform and seek comments from the public. Comments were made by 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: publicinput.com/nctcogAug26.

Summary of Presentations

Integrating Transportation & Stormwater Infrastructure Study presentation:
Integrating-Transportation-&-Stormwater-Infrastructure-Study.pdf

Initiated in 2023, the $10 million Transportation and Stormwater Infrastructure (TSI) Study is a proactive planning effort to identify ways to reduce future flood risk and prevent negative impacts on community, health, safety, and growth. The study aims to improve flood prediction and warning systems, integrate planning across sectors, develop proactive solutions and support local

communities. Key aspects of the study include developing improved flood hazard area models, a flood warning system framework, and policy guidance and resources for reducing flood risk. The study identified critical locations of high vulnerability and/or susceptibility to flooding due to estimated future urbanization effects on drainage conditions and valley storage loss, and alternatives for transportation facilities to provide increased detention/retention capabilities at watershed crossings were also evaluated. For additional information about the TSI Study, please refer to the presentation slide deck linked above.

Fiscal Year 2026 Public Transportation Funding Programs of Projects presentation:
Fiscal-Year-2026-Public-Transportation-Funding-Programs-of-Projects.pdf

Public transportation is part of a comprehensive transportation system and includes various types of services such as fixed route, commuter bus, demand response, and rail. Investing in these modes has a positive economic impact within communities, provides access for people with mobility impairments, reduces roadway congestion and improves air quality as well as safety.

Three urbanized areas, Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney-Frisco, are eligible to receive formula funds through the Programs of Projects. There are four federal funding programs for the aforementioned areas:

- Urbanized Area Formula
- Enhanced Mobility of Seniors and Individuals with Disabilities
- State of Good Repair
- Bus and Bus Facilities

Public transportation providers in the region are slated to receive approximately $220.8 million in Fiscal Year (FY) 2026 Federal Transit Administration formula funds. Of these funds, approximately $194 million goes to the transit authorities, including Dallas Area Rapid Transit (DART), Trinity Metro and Denton County Transportation Authority (DCTA). An additional $3 million in FY 2026, $5.5 million in FY 2025 and $2.2 million FY 2024 funds will be allocated in future cycles.

US 67 at Chisholm Trail Parkway/Nolan River Road Funding Partnership presentation:
US-67-at-Chisholm-Trail-Parkway/Nolan-River-Road-Funding-Partnership.pdf

A proposed funding partnership between NCTCOG and the Texas Department of Transportation (TxDOT) Fort Worth District was presented to support improvements at the US 67, Chisholm Trail Parkway and Nolan River Road intersection in Cleburne. The project area currently consists of a two-lane roadway and bridge that experiences frequent congestion, with traffic queues reaching approximately half a mile. Congestion is expected to worsen when the widening of Chisholm Trail Parkway is completed in 2028, transitioning from a two-lane section in the project area to a four-lane section.

The presentation also highlighted a recent Regional Transportation Council investment that expedited construction of Cattleman Drive, a feeder road serving the new Amazon facility near the corridor. The proposed partnership would reconstruct and widen Nolan River Road from two to four lanes to address congestion, accessibility, and safety concerns. TxDOT has funded engineering and utility relocations and is working to finalize those activities in preparation for construction. The recommendation includes $12 million in regional funds and a $3 million TxDOT

match, for a total of $15 million. The project is currently advancing through the regional review and approval process and is expected to be added to the Transportation Improvement Program and Statewide Transportation Improvement Program in September 2026.

Walk & Roll to School Day Promotion presentation:
Walk-&-Roll-to-School-Day-Promotion.pdf

NCTCOG staff presented an overview of the Walk & Roll to School Day promotion. Walk & Roll to School Day is an annual event that encourages safe active transportation while supporting roadway safety and broader regional mobility objectives. Held at schools in the region on October 7, Walk & Roll to School Day events encourage students to walk and/or roll to school together. In addition to enhancing roadway safety awareness, walking and rolling to school promotes physical activity, supports health and wellness, reduces traffic congestion and improves air quality. NCTCOG supports regional participation by providing planning guidance, promotional materials and giveaways, and coordination resources.

COMMENTS RECEIVED DURING THE MEETING

US 67 at Chisholm Trail Parkway/Nolan River Road Funding Partnership

Constance McCammon, Citizen

A. Frontage road recommendations

Comment: I want to talk about improvements to the road at US 67 and Chisholm Trail Parkway. My husband and I use this road often, and we're wondering if there are going to be frontage roads or improvements. There are currently no frontage roads right there or they're kind of scattered. So, it would be great if they had continuous frontage roads, which would ease some of the congestion.

Summary of response by Cody Derrick: I believe we have reviewed that area and those frontage roads with the District before, but we currently do not have any projects in our improvement program with construction funding. Our team will take your comments and relay them to the Fort Worth District. I appreciate you being here and speaking to that. We'll be happy to reach out with further information.

Summary of response by Christie Gotti: Each year we review projects that are on the state highway system for inclusion in what is called the Regional 10-Year Plan. I think we presented it at last month's public meeting. We did not have sufficient funding to make an improvement like that, but we will review it again for possible inclusion in a future cycle.

Integrating Transportation & Stormwater Infrastructure Study

Phyllis Silver, Citizen

A. Terminology clarification

Question: You mentioned valley storage. Is that basically storage that takes place in a valley?

Summary of response by Christi Upton, Environment and Development Department: Valley storage is the storage of the volume of water in and around the stream. So, it's another term to use for the floodplain.

> ***Comment:*** And the floodplain is the area that floods most frequently? I'm not very familiar with floodplains.
>
> > ***Summary of response by Christi Upton, Environment and Development Department:*** Yes, when rainfall exceeds the land's capacity to absorb it, water runs off and accumulates in streams, creeks and rivers. Nearby areas may then become inundated, making them especially vulnerable to flooding. Valley storage refers to the volume of water these surrounding areas can hold. As valley storage decreases, flood risk increases.

Gary Hennessey, Citizen

A. Current and possible warning systems

Comment: "Valley Storage" is a new term for me. I like the alliteration if it can also include the "Turn Around - Don't Drown" to emphasize the safety aspect that is ahead on the road. Is there a plan currently available where cities can get and place signs along all roads that are within the 100-year flood valley areas so drivers can identify hazards along the roads they typically use?

Summary of response by Christi Upton, Environment and Development Department: I cannot answer that question directly at this moment, but I will point back to the integration of this study. The final plan is going to include early warning systems and other tools for protection against both loss of property and loss of life. Therefore, I would say we can get back to you specifically on signs, but we are working on those types of systems focused on safety.

> ***Question:*** Are there any other education programs warning of flood hazards?
>
> > ***Summary of response by Christi Upton, Environment and Development Department:*** Yes, there is the early warning system. We are also seeking grant funding to help continue supporting the improvement of early warning and other protection programs. But details are to come.
> >
> > ***Summary of response by Susan Alvarez, Environment and Development Department:*** NCTCOG works with our local governments in addition to the Texas Floodplain Managers Association who sponsors statewide flood information and flood hazard information program. Most cities do that kind of education as part of their agreement with FEMA that allows for discounts on flood insurance. So, it's part of a larger campaign.
> >
> > > ***Question:*** Should cities add flood depth gauges in the same areas?
> > >
> > > > ***Summary of response by Susan Alvarez:*** Most cities do have gauges, particularly in low water crossings to prevent people from driving through them. It doesn't always work, but if you look at the side of

stream crossings, you'll typically see a gauge with foot marks to display how deep the water is before you drive there.

Fiscal Year 2026 Public Transportation Funding Programs of Projects

Phyllis Silver, Citizen

A. Terminology clarification

Question: Is the high intensity bus the same as the BRT bus?

Summary of response by Nathaniel Potz: A simple way to describe BRT is as a system with designated lanes used exclusively by buses. For example, along an entire route, buses may operate in dedicated lanes, allowing passengers to board as they would a train without the bus sharing the roadway with other vehicles. High-intensity bus service can include features of bus rapid transit, including fully or partially exclusive lanes. Typically, however, high-intensity buses also share the road with other vehicles.

Question: How does it compare with a regular bus?

Summary of response by Nathaniel Potz: The distinction relates primarily to how the service operates rather than to the type of bus used. Bus rapid transit and high-intensity bus service may use similar vehicles, but they operate under different roadway configurations. To my knowledge, the Dallas-Fort Worth area does not currently have bus rapid transit, although it does have a few high-intensity bus systems.

Summary of response by Christie Gotti: The high-intensity bus corridor originally proposed for this project was intended to use specialized, premium buses to attract choice riders to the system. The service would be comparable to Vonlane buses, which operate between major cities such as Dallas, Fort Worth and Austin. These buses offer amenities such as Wi-Fi, leather seats and tables that allow passengers to work while traveling. We still support the project, which is why it is being deferred rather than canceled. However, a vendor has not yet been identified that can provide the desired buses within the required funding timeline. Staff will continue exploring options and return when a suitable provider becomes available.

Comment: From that description, it sounds more like the high-intensity bus has more amenities. It's not a matter of the road that it takes.

Summary of response by Christie Gotti: Correct. The proposed buses would also be able to use the managed lane system, allowing for faster and potentially less congested travel than the general-purpose lanes.

Other

Phyllis Silver, Citizen

A. Deadline clarification

Question: Is there a deadline for comments this month?

Summary of response by Christie Gotti: The current public comment period that starts today ends on Tuesday, September 8th.

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

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

Attachment 1

North Central Texas Council of Governments

Public Meeting - August 19 2026

Phyllis Silver
8/24/2026

Comments + Questions

Integrating Transportation + Storm Water Infrastructure Study

pg. 3 - Comment - It is beneficial that COG is proactively planning to prevent destruction caused by floods.

Overall Comment
Although it is wise to develop early warning systems, the priority should be reducing the risk of flooding in flood-prone areas. I think that the innovative scientific methods that you are implementing are beneficial.

pg. 6 - Question
What is Green Stormwater Infrastructure (GSI)?
What does it refer to?

Fiscal Year 2026 Public Transportation Funding Programs of Projects

Comments
I am pleased that funding for DART is available and that it is likely that projects will include light rail replacement. It is my understanding that the new light rail cars will be low boarding cars so that riders will not have to walk steps to board + debark.
The DCTA A-Train to Downtown Carrollton. Extension - it is unfortunate that there is a funding gap. I am pleased that the funding process is taking place, though.

Walk + Roll to School Day 2026

General Comment - It is a great idea having this Program each year. It helps promote healthy living for School-age Children. I would like to see it become more popular.

Pg 2 Comments

It is disappointing that participation in the DFW area is lower than participation in the State. It would be desirable to have the Four (4) Counties show a strong upward trend in Participation.

I have Shared this Program with my State Legislator's office and I was told that they will look into promoting this initiative.

Transportation issue outside the Scope of the August 2026 Public Meeting: Comments + Question

Wrongway Collisions Continue to cause needless fatalities. I have long been an advocate of developing methods to prevent these tragedies. Some technology has been advanced to prevent this, but more needs to be done. I'd like to See this become a Priority so that we can mitigate the occurence. Innocent People die in these accidents.

Question: Can you let me know what new measures, if any, have been devised and implemented in the last few years to resolve the wrongway collision problem?

North Central Texas Council of Governments

TRANSPORTATION PUBLIC MEETING

AUGUST 10 | NOON | SIX FLAGS DR. ARLINGTON, TX

PRESENTATIONS

INTEGRATING TRANSPORTATION & STORMWATER INFRASTRUCTURE STUDY

Initiated in 2023, the $10 million TSI Study is a comprehensive and stakeholder-driven planning effort to identify strategies for mitigating future flood risks based on the continued growth of Dallas-Fort Worth communities. Staff will highlight the study's recommendations, anticipated final outcomes and facilitate replication of this innovative process elsewhere in the region and State.

FISCAL YEAR 2026 PUBLIC TRANSPORTATION FUNDING PROGRAMS OF PROJECTS

The Programs of Projects (POP) include proposed transit projects funded by the Federal Transit Administration through the award of Fiscal Year 2026 funds for the following four programs: Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair and Bus and Bus Facilities. Additionally, recent requests for a Regional Transportation Council partnership with Trinity Metro, Dallas Area Rapid Transit and the Denton County Transportation Authority will be presented. This public involvement activity and time established for public review and comment will satisfy the POP public review requirements of the Section 5307 Urbanized Area Formula Program.

US 67 AT CHISHOLM TRAIL PARKWAY FUNDING PARTNERSHIP

Metropolitan Planning Organization (MPO) staff will present a funding recommendation for an intersection improvement project at US 67 and Chisholm Trail Parkway/Nolan River Road in Cleburne for review and comment. The requested funding will address accessibility, congestion and safety at that location. Details on the project and proposed funding will be presented.

WALK & ROLL TO SCHOOL DAY PROMOTION

NCTCOG Staff will provide an overview of promotional efforts encouraging schools across the region to participate in Walk & Roll to School Day on Oct. 7, 2026.

ONLINE REVIEW & COMMENT

Proposed Modifications to the List of Funded Projects

No in-person presentation. Handout will be linked online at: publicinput.com/nctcogaug26

RESOURCES & INFORMATION

Fiscal Year 2026 Federal Transit Administration Triennial Review Results
publicinput.com/nctcogaug26

Air Quality Programs and Funding Opportunities
publicinput.com/nctcogAQ

Look Out Texans: Back to School Traffic Safety Reminders
LookOutTexans.org

North Texas Zero Emissions Vehicle Call for Projects
www.nctcog.org/NTxZEV

*For special accommodations due to a disability or for language interpretation, contact **Katherine Cadena** at **817-695 9109** or **kcadena@nctcog.org** at least 72 hours prior to the meeting. Reasonable accommodations will be made.*

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

*Attend in person, watch the presentations live at publicinput.com/nctcogAug26 or participate via phone by dialing **855-925-2801** then code **6009.***

@NCTCOGtrans

North Central Texas Council of Governments

TRANSPORTATION PUBLIC MEETING

SEPTEMBER 14 | NOON | SIX FLAGS DR. ARLINGTON, TX

PRESENTATIONS

North Texas Zero Emissions Vehicle Call for Projects

Staff will present information on the North Texas Zero Emissions Vehicle (NTxZEV) Call for Projects (CFP). Through the NTxZEV CFP, up to $55.4 million is available for public and private fleets to replace existing heavy-duty vehicles powered by gasoline, diesel, propane, and natural gas fuel with battery-electric or hydrogen fuel cell electric versions. For more information, visit www.nctcog.org/NTxZEV.

Access North Texas

Access North Texas is the Regional Public Transportation Coordination Plan (RPTCP) for North Central Texas. The plan documents transportation needs of older adults, individuals with disabilities, individuals with low-income, and other transit dependent populations. Staff will provide a summary of updated goals and strategies, and a draft plan will be posted in Fall 2026.

Federal Performance Measures Update

Federal performance measures were established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued through the Fixing America's Surface Transportation (FAST) Act and the Infrastructure Investment and Jobs Act (IIJA). These measures support a consistent, data-driven approach to evaluating transportation system safety, condition, performance and must be included in the metropolitan transportation planning process. The second performance period for the applicable measures ended, and the third performance period will cover 2026 through 2030. Staff will provide an update on progress toward the Congestion Mitigation and Air Quality measures, commonly referred to as PM3 and the Transit Asset Management measures. Draft targets will also be presented.

Submittal of Grant Application to the Federal Transit Administration (FTA) for the 2026 Access and Mobility Partnership Grant

The Federal Transit Administration has made available nearly $12 million in competitive grant funding to support innovative projects for older adults, people with disabilities and individuals with limited financial resources to improve the coordination of transportation and non-emergency medical transportation services. Staff will provide an overview of the submitted project, DFW Transportation and Medical Connections, which would deploy an interactive software-as-a-service platform with conversational AI to connect older adults and individuals with disabilities to available transportation options, supported by dedicated staff, outreach and partnerships with healthcare and transportation providers.

RESOURCES & INFORMATION

Metropolitan Transportation Plan Policy Bundle – Round 6
publicinput.com/nctcogSept26

Air Quality Programs and Funding Opportunities
publicinput.com/nctcogAQ

Look Out Texans: Bicycle Safety
LookOutTexans.org

Regional Transportation Council (RTC) Landbanking Program
Sustainable Development Infrastructure

*For special accommodations due to a disability or for language interpretation, contact **Katherine Cadena** at **817-695-9109** or **kcadena@nctcog.org** at least 72 hours prior to the meeting. Reasonable accommodations will be made.*

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

*Attend in person, watch the presentations live at publicinput.com/nctcogSept26 or participate via phone by dialing **855-925-2801** then code **10576.***

@NCTCOGtrans

CBS NEWS

FORMER TEXAS CONGRESSWOMAN, FORT WORTH'S FIRST FEMALE MAYOR, KAY GRANGER DIES

By S.E. Jenkins
August 2, 2026

Former U.S. Rep. Kay Granger, a trailblazing North Texas Republican who became the first woman to serve as Fort Worth's mayor, has died, officials said Sunday night. She was 83 years old.

The longtime congresswoman wasn't only the first female mayor of Fort Worth; she was the first Republican woman from Texas elected to the U.S. House of Representatives and the first female Republican appropriations chair.

Speaker of the House Mike Johnson released the following statement:



Kay Granger/CBS News Texas

"Kay Granger devoted her life to serving her Fort Worth, Texas community — as a teacher and businesswoman, on the Fort Worth Zoning Commission and City Council, as Mayor, and in Congress for nearly three decades, where she also served as Chairwoman of the House Appropriations Committee.Throughout her career, she broke barriers for women in public service."

Republican Congressman Craig Goldman, who succeeded Granger, representing the 12th District, which includes Fort Worth, said Texas has lost a legend.

"Texas has lost a legend and I am deeply saddened by this news," he said. "Kay Granger transformed the city she loved. Across her many decades of service to the Fort Worth community and all of CD TX-12, she worked tirelessly to improve the lives of those she represented. May her memory be a blessing."

Fort Worth leaders honor Kay Granger

Former Fort Worth Mayor Betsy Price said Granger set an extraordinarily high standard for women in public service and stood as a true Texas trailblazer.

"She was a force to be reckoned with — principled, determined, and among the most dedicated public servants I have known," said Price. "Across decades of service, first as a Fort Worth City Council member, then as mayor, and later as a United States congresswoman and chairwoman of the House Appropriations Committee, Kay devoted her life to strengthening our city, our state, and our nation. Her legacy will forever be ingrained in Fort Worth and will continue to inspire Texans for generations to come."

Fort Worth Mayor Mattie Parker said in a statement that Granger was a trailblazer and tenacious leader.

"Over the years that I worked with Kay, I learned from her indelible spirit, work ethic, constant sacrifice, and unwavering commitment to Texas and Fort Worth. I'm fortunate to have called her a mentor and friend," Parker said. "To Kay's family, my prayers are with you. What a lady, and the end of an era in political service."

Kay Granger stepped down in 2025,

After serving in the U.S. House since Jan. 3, 1997, the North Texas Republican stepped aside, addressing health challenges and extended absences from Washington before completing her final term and retiring in January 2025.

Her office released a statement at the time on her behalf:

"As many of my family, friends, and colleagues have known, I have been navigating some unforeseen health challenges over the past year. However, since early September, my health challenges have progressed, making frequent travel to Washington both difficult and unpredictable. During this time, my incredible staff has remained steadfast, continuing to deliver exceptional constituent services, as they have for the past 27 years."

A spokeswoman for Granger and Granger's son said she was living in an independent living facility. Granger's son told the Dallas Morning News she was "having some dementia issues late in the year."

In 2025, Granger was named Fort Worth Inc.'s 2025 Person of the Year for her decades of public service and lasting impact on the city.

"Kay lived a life of historic firsts," Republican Texas Sen. Ted Cruz said in a statement. "For nearly three decades, she championed North Texas, our Armed Forces, and a strong national defense. We are praying for her family and all who loved her."

CBS NEWS

FORT WORTH LAUNCHES 90-DAY SPEEDING CRACKDOWN ALONG LOOP 820 AND I-30

By Doug Myers
August 2, 2026

A new pilot program began Saturday in Fort Worth to target drivers who speed excessively.

The initiative includes increased police patrols on stretches of Loop 820 and Interstate 30 each day from 8 p.m. to 4 a.m., when crashes are statistically most common.

High-risk corridors were identified by analyzing locations where speeds exceeded 80 mph and combining that data with fatality records. Driving too fast accounted for 34% of serious and fatal crashes on the region's highways in 2025.

The North Central Texas Council of Governments and the City of Fort Worth are partnering on the effort, part of the Regional Transportation Council's $57 million safety program, which includes $7 million dedicated to reducing speeding.

Fort Worth is the first city to work with NCTCOG on a program aimed at reducing speeding, crashes, injuries, and fatalities, while also generating data that could support expansion to other cities.

"By working with the Fort Worth Police Department to increase enforcement along key corridors and when serious crashes are likeliest to happen, we're taking a proactive approach to reducing speeding, preventing crashes, and ultimately saving lives," said Natalie Bettger, senior program manager for congestion management and system operations at NCTCOG.

"Targeted enforcement in high-risk corridors helps us address dangerous driving behaviors, while reinforcing our commitment to protecting everyone who travels on Fort Worth's roadways," Fort Worth Police Chief Eddie Garcia said.

The program will be evaluated after 90 days and may be expanded to other North Texas cities if successful.

KRLD

FORT WORTH POLICE LAUNCH OVERNIGHT SPEEDING CRACKDOWN

By Emily Capetillo
August 4, 2026

Fort Worth police are ramping up overnight traffic enforcement along key regional highways in an effort to curb high-speed driving and reduce serious accidents.

Drivers traveling on Loop 820 and Interstate 30 will see an increased police presence between 8 p.m. and 4 a.m. daily through October.

The 90-day pilot program is funded by a $7 million allocation from the North Central Texas Council of Governments' broader $57 million regional safety initiative. Transportation officials identified speed as the primary cause of severe and fatal crashes across the Dallas-Fort Worth area, pointing to Loop 820 and I-30 as frequent hotspots for crashes and extreme speeding exceeding 80 mph.

Once the three-month initiative concludes, officials will analyze crash data and speed metrics to determine whether the high-visibility patrols should expand to other municipalities throughout the region.

THE DALLAS MORNING NEWS

MICROTRANSIT IS EXPANDING ACROSS NORTH TEXAS. HERE'S HOW IT WORKS

North Texas cities are turning to microtransit to solve last-mile transportation

By Hedija Spahalic
August 3, 2026

Public transportation is changing in North Texas.

In May, Highland Park voted to exit DART and launched its own on-demand transit service and Frisco launched its first public transit. Irving rolled out a circulator route to better connect Las Colinas commuters in July.

The growing network of microtransit services reflects a shift in how local governments are addressing transit challenges. Getting to a train station isn't always the hardest part of the commute; sometimes it's the last mile between the station and the final destination that forces North Texans to turn around.

Here's what to know about the growing microtransit system in Dallas-Fort Worth.

What is a microtransit?

A microtransit, or a publicly-funded transit service, is designed to serve areas without, or with minimal, public transportation options. Created using both public transportation and ridehailing models, the on-demand service allows users to request trips to specific locations within the city's designated transit areas.

The service uses smaller vehicles such as vans or minibuses to transport riders. Oftentimes, the service groups riders traveling in the same direction or to the same location together, making multiple stops before arriving at the final destination similar to taking the bus.

"Across North Texas, there are denser urban areas where large numbers of residents with similar travel needs can be efficiently served by fixed-route trains or bus lines," said Michael Vaccarino, chief revenue officer for Via Transportation, a technology company providing operational software for transit networks. "The role of microtransit is not to replace these efficient fixed-route services, but to complement them with first- and last-mile connections, and to provide an effective transit solution in lower-density areas that cannot be efficiently served by buses or trains."

Most microtransit services operate within designated service zones and connect commuters to other forms of public transportation.

Which North Texas cities offer microtransit services?

Addison, Arlington, Frisco, Highland Park, Irving and Plano directly fund their own microtransit services. These fleets contract with either Via Transportation or the Denton County Transit Authority to operate their services.

In both Highland Park and Arlington, fully on-demand service is available to any rider. However, Plano's and Addison's systems focus on eligible riders such as senior citizens. The

microtransit in Irving is a fixed-route circulator, meaning the vans do not deviate from an established path – most similar to a traditional bus route but on a smaller scale.

Although many North Texas cities have some form of public transportation, like bus routes or the light rail, those without rely on microtransits as the solution to keeping their residents connected. This bridges the gap between the station or bus stop and places such as office spaces, doctors offices, entertainment districts, apartment buildings and neighborhoods.

“The economic case for investment in public transportation is becoming increasingly clear…” Vaccarino said. “We believe that as the region continues to grow, microtransit will serve a vital role in enabling and sustaining that growth.”

Why are cities investing in this now?

Several North Texas cities introduced microtransit services this year in hopes of addressing transportation access problems: either serving as a supplement to bus routes and light rail or as a replacement for underused routes.

“Lower-income neighborhoods are often highly dependent on public transit to ensure their residents can access jobs, grocery stores, education opportunities and health care,” Vaccarino said. “Microtransit can be a lifeline for these communities, and we often see lower-income neighborhoods become rapid adopters of microtransit solutions.”

Traditional bus routes require large vehicles running on fixed schedules, which can be costly for cities, especially if only a handful of people use the service on a daily basis. Microtransit allows the transit agencies to dispatch vehicles as needed, making service more efficient in neighborhoods with low ridership.

Microtransit differs from other services such as rideshare apps like Uber and Lyft because it is often funded by the city. As opposed to independent trips that can be affected by dynamic pricing, microtransit offers residents low, fixed rates for rides within the service’s boundaries.

How do I book a ride?

Each city has its own microtransit app users should download.

Once the app is downloaded, the service will prompt users to create an account and add a payment method. Riders then enter their origin and desired destination. The app will provide a pick-up and an estimated time of arrival. Trips are booked and paid for using the app, but riders can also call their designated city’s microtransit service number if needed.

Each app provides real-time updates on the driver’s location and expected arrival. Microtransit users should expect to share their ride with others traveling in the same direction. Each city’s app can be found on their website’s transportation page.

Riders do not need to book anything for Irving’s microtransit. Instead, check the service schedule to get real-time information using the Citymapper app.

KRLD

DRIVERLESS CARS COULD CUT DFW TRAFFIC DELAYS BY 30%

And that is without adding any new lanes, SMU study finds

By Russell Scott
August 5, 2026

Gridlock across the Dallas-Fort Worth metroplex could become significantly easier to navigate in the coming decades—and regional planners might not even need to lay new highway pavement to achieve it.

A new study led by SMU civil and environmental engineering professor Khaled Abdelghany suggests that the widespread adoption of connected and autonomous vehicles (CAVs) will dramatically improve North Texas commute times by 2045.

Smother Traffic, Not Just More Lanes

Traffic jams aren't caused strictly by the volume of cars on the road; stop-and-go driving habits, sudden braking, and speed fluctuations cripple road efficiency. Autonomous vehicles eliminate much of that human variability.

"Traffic congestion is often driven not only by high demand but also by speed variability and stop-and-go behavior, which reduce flow efficiency," explains Abdelghany, a fellow at the Stephanie and Hunter Hunt Institute for Engineering and Humanity. "Autonomous vehicles may help mitigate these effects through smoother and more coordinated driving."

Inside the Study: 25 Scenarios Tested

To evaluate how self-driving technology could handle North Texas traffic demands, Abdelghany's team collaborated with Behruz Paschai (Texas Transportation Institute) and Abby Morgan (Kittelson & Associates, Inc.).

Using the **Transportation Analytical Forecasting Tool (TAFT)**—an advanced regional model developed by the North Central Texas Council of Governments (NCTCOG) covering 13 DFW counties—the researchers ran 25 distinct experiments across corridors like U.S. 75 and Interstate 635. They benchmarked adoption rates at 25%, 50%, and 100% against a projected 2045 baseline assuming zero autonomous vehicles.

The study explored three key dynamics:

1. Varying market penetration of driverless vehicles.
2. Real-time vehicle-to-infrastructure (V2I) communication between cars and traffic signals.
3. Commuter relocation patterns enabled by hands-free driving.

Key Findings by 2045

Published in the *Journal of Urban Technology*, the study highlights several major takeaways for DFW commuters:

- **33% Drop in Delays:** Reaching 100% autonomous vehicle adoption yielded the largest congestion relief, slashing traffic delays by a third.

- **19% Reduction in Vehicle-Hours Traveled (VHT):** If automated driving encourages commuters and employers to spread outward from core counties (Dallas, Tarrant, Collin, and Denton) to peripheral areas, total time spent by all vehicles on the road system drops significantly.
- **Minor Signal-Communication Gains:** Equipping driverless cars to communicate directly with traffic signals offered only modest incremental benefits beyond the massive gains achieved by full autonomous driving flow alone.

Beyond the Commute

While public skepticism surrounding self-driving tech persists, Abdelghany emphasizes that the structural advantages extend far beyond faster drive times. Full automation expands mobility to populations currently unable to operate a personal vehicle—including the elderly, visually impaired, and disabled—offering a far more inclusive transportation network across North Texas.

The study was partially funded by the North Central Texas Council of Governments (NCTCOG).

THE DALLAS MORNING NEWS

WHAT HAPPENED TO THE DECK PARKS PLANNED OVER I-30 NEAR DOWNTOWN, CONVENTION CENTER?

TxDOT's Canyon project is paving the way for Dallas to place five highway caps, including two outside the reimagined Kay Bailey Hutchison Convention Center

By Aria Jones
August 5, 2026

One chilly weekend in January, excavators began transforming what is normally one of Dallas' most congested roads – Interstate 30 – to make way for the $888 million Canyon project.

The work kicked off an effort to widen the downtown thoroughfare for a growing North Texas, but also to install columns for five new highway caps, envisioned as community spaces stretching across the interstate. Southern Dallas residents, who still face detours because of the project, could eventually see green spaces reconnect neighborhoods to the north and south.

Two such structures are part of Dallas' redevelopment of the Kay Bailey Hutchison Convention Center — projected to cost up to $3.8 billion. They were previously conceived as one big deck, resembling Klyde Warren Park in Uptown, but were split into smaller structures when the landscape proved to be an obstacle, said Rosa Fleming, who leads the convention center department.

Supporters say these deck-like connections near Lamar Street could transform southern Dallas. The convention center redevelopment as a whole has faced scrutiny, including plans to reroute traffic from Oak Cliff, which could alter that area's connection to downtown.

The Interstate 30 construction comes as officials strive to revitalize downtown and debate whether to preserve and repair City Hall or redevelop the property. Three more caps are being considered between the Farmer's Market area and Old City Park.

While the concept of connecting across the interstate was envisioned more than a decade ago and millions in funding have gone toward the downtown projects, they are still in the early stages. The city has not given a clear or complete picture of what the funding, budget, timeline or design could look like.

For now, the Texas Department of Transportation will be installing a series of columns. The Canyon work is expected to finish by 2031. The city or a private partner could then fill the spaces atop the columns, completing the caps.

Here's what we know about how those plans are taking shape.

Aiming for reconnection

Near downtown Dallas, Interstate 30 has long served as a dividing line between residents to the north and south. That divide shows up in areas like investment and health outcomes.

"It's resonated that Interstate 30 was a disconnector," Fleming said.

Nationally, highway cap projects have emerged as a solution for mending communities ripped apart by highway construction in years past, offering recreation, amenities and greenery atop noisy thoroughfares.

Ideas for adding decks to Interstate 30 have been in the works for over a decade, involving both TxDOT and the North Central Texas Council of Governments. The concepts were featured in a 2016 study alongside ideas for the southern Dallas area home to the recently opened Halperin Park, a deck space over Interstate 35E.

Fleming said today's vision for the convention center green space began around 2018. That's around when Dallas began preliminary planning to overhaul the convention center, according to a timeline on the project's website.

By 2022, early renderings showed the convention center itself stretching across I-30 alongside a deck park. But plans changed.

Changes needed

Fleming said it became apparent the concept needed to pivot around late 2022 or early 2023.

The city considered making the deck green space. But Fleming said TxDOT found the engineering wasn't feasible: The highway couldn't be lowered enough for large trucks and other vehicles to have the clearance needed to pass through.

A TxDOT spokesperson said the agency reviewed proposed configurations suggested by the city and provided feedback as requested. Ultimately, the city makes the design and location choices.

Fleming said it couldn't be done because "we're so close to the water table in the downtown area." A deck would also require a larger ventilation system to meet fire code.

Still, the project moved forward.

In February of this year, the council added to the convention center design contract, approving a schematic design study of proposed green space atop the highway. The design was planned to begin after TxDOT made more progress, but staff found earlier plans will better incorporate the green spaces into the convention center project.

At that February council meeting, Fleming also explained what must change.

Smaller design

Outside the convention center, what was once envisioned to echo the renowned Klyde Warren Park in Uptown is now being planned as two smaller structures.

"We had to turn them into green spaces," Fleming told the council, adding that the project changed in "size but not scope."

At the meeting, developer Jack Matthews, who leads Inspire Dallas, said the structures went from being around 700 feet or 800 feet wide to about 320 feet. The development group was brought on in 2023 to oversee the convention center's rebuild.

In an interview, team members did not answer questions about the new dimensions, but said two caps on the east and west sides of Lamar Street are expected to vary in size and shape. Fleming added that one space on the west side of Lamar will be about the size of a football field.

The smaller space won't involve a tunnel or costly fire-suppression systems needed for deck parks.

Three Fingers

Adding to the connections across the highway, a vision for three more caps between the Farmer's Market area and Old City Park has been considered. Called the "Three Fingers," the green spaces would be less than a mile away from the convention center.

There's still a long way to go before that vision is realized, said Ryan O'Connor, the city's senior deputy park department director. The horizontal cap structures are not funded, and those are usually added near the end of highway projects, he added.

In 2024, Pete Buttigieg, then the U.S. Transportation Secretary, visited Oak Cliff to celebrate $80 million in federal funding awards for cap projects in North Texas. That included $20 million for the three caps near Old City Park.

Also that year, Dallas City Council approved about $42 million in payments from the convention center's construction fund to go toward an agreement with TxDOT for "deck cap" foundations at the two locations being considered, on Lamar Street and near Old City Park.

Fleming said that while this project had funding tied to the convention center, it would be handled by another department. O'Connor said it would likely go through the transportation department first — due to the project's relationship with TxDOT.

The city has awarded more than $100 million in contracts for various phases of the highway caps, according to a 2024 report from *The Dallas Morning News.* The convention center team declined to give an updated account of how much is being spent in contracts for the cap projects, saying it was too early to give an accurate estimate.

Hope for connection

While details around the five Interstate 30 spaces are still unclear, people in the nearby Cedars neighborhood are very curious, said Kirk Jordan, who recently finished his term as neighborhood association president.

"It is anticipated to be pedestrian," Jordan said. "But what does that look like? Are there planters? Are there gardens? Is there going to be vendors? That, to my knowledge, hasn't been defined."

The Cedars area, once a commercial and industrial hub and home to a growing number of residents, has been working to establish its identity. The reconnection could help further define the neighborhood, which considers itself part of downtown, he said.

Jordan said group members recently had questions about funding, along with the exact locations and impacts of the projects. Neighbors are asking whether local artists and vendors will be involved.

There’s support for plans to become a reality, he added. Jordan has been encouraged that there is at least some funding committed to “part of the puzzle.”

Tom Reisenbichler, a managing principal for architecture firm Perkins & Will, which is part of the convention center team, said a main goal of the project is to create a network of spaces that encourages exploration.

“You'll find people self-navigating that link between the downtown area,” he said.

There have been more than a dozen community engagement events for the convention center, where the team collects feedback about activity areas for kids, shaded areas for musicians or space for movie nights and watch parties.

“Everybody we talked to was very focused on what happens around the convention center as much as they were the convention center,” he said. “We’ve used some of that information to kind of start visioning it.”

Next, they’ll seek more feedback. The convention center group is hoping to begin its community engagement process in the fall.

Fleming said residents will see renderings of what the space could look like, and after getting community input, the group will go to council with a recommendation. It’s not clear exactly when this will happen.

But residents are eager to know more.

“I just love it,” Jordan said. “I tell you, everyone is quite excited about it. And of course, we all have a lot of questions.”

FORT WORTH REPORT

FORT WORTH ALLIANCE AIRPORT TO BE MAJOR TESTING SITE FOR AIR TAXIS

By Bob Francis
August 6, 2026



Joby Aviation has opened a new 45,000-square-foot facility at Hillwood's Perot Field Fort Worth Alliance Airport. (Courtesy | Joby Aviation)

Fort Worth's Alliance airport is set to be a major testing site for air taxis, an on-demand transport utilizing small electric aircraft.

Joby Aviation, a leading electric vertical takeoff and landing aircraft manufacturer, is leasing space at Perot Field Fort Worth Alliance Airport where it plans to test its aircraft in preparation for commercial operations.

The new hub marks the first major air taxi company presence in Texas and will support future electric air taxi operations across the Dallas-Fort Worth area, according to Joby Aviation and Hillwood.

Air taxis are small electric aircraft, known as eVTOLs, designed to take off and land vertically to transport passengers or cargo over short distances, typically within urban or suburban areas.

“Next month, in Texas, we intend to take one of our most important steps yet toward commercial service,” said JoeBen Bevirt, founder and CEO of the Santa Cruz, California-based company, in a letter to shareholders.

Later, in a conference call, Bevirt said, “Over the course of a week, our electric air taxi will fly routes across the Dallas-Fort Worth area, helping establish the routes and procedures needed for future commercial operations.”

The flights will take place under the White House-backed eVTOL and Advanced Air Mobility Integration Pilot Program (eIPP), a U.S. Department of Transportation and Federal Aviation Administration initiative launched in March. The program partners state and local governments with aviation companies to safely test electric vertical takeoff and landing aircraft and shape future national airspace regulations.

Joby Aviation currently has five aircraft flying and 12 more in production. The company also recently signed a manufacturing partnership deal with Toyota Motor Co. to ramp up production. Toyota is a major investor in Joby Aviation.

Joby’s presence at Perot Field is a significant milestone for the airport and for North Texas aviation, said Christopher Ash, president of Alliance Aviation Companies.

“By locating within the AllianceTexas Mobility Innovation Zone, Joby helps validate the collaborative work happening here and advances the integration of eVTOL technology across the region’s transportation network,” he said.

Joby Aviation’s plans for air taxi service will initially be focused on three states, including Texas. On Aug. 4, Joby Aviation announced it was partnering with Atoms, an industrial robotics company led by former Uber founder Travis Kalanick, to acquire and develop vertiport or mini-airport sites for electric flying taxis with an initial focus on Florida, New York and Texas.

Hillwood announced Thursday that Joby Aviation signed a lease for 45,000 square feet at Alliance Air Trade Center in Haslet, part of Perot Field Fort Worth Alliance Airport.

“I first visited Perot Field two decades ago and it was clear even back then that this airport would grow into a cornerstone of aviation for the region,” said Greg Bowles, Joby Aviation’s chief policy officer. “Establishing a presence in Texas puts Joby in one of the most exciting markets in the country.”

The location connects the company with AllianceTexas’ multimodal transportation infrastructure, skilled regional workforce and network of public- and private-sector partners focused on advancing mobility innovation.

Hillwood has a focus on new transportation technologies. In 2019, Hillwood established the Mobility Innovation Zone in the AllianceTexas development to spur innovative mobility solutions throughout the supply chain and attract leading companies focused on the autonomous and automated movement of goods.

The Mobility Innovation Zone already has a variety of companies in the autonomous trucking and freight, logistics and technology, and aviation mobility and drones space utilizing the zone, along with research partners such as the Texas A&M Transportation Institute.

“Welcoming Joby to AllianceTexas reflects our ability to pair flexible real estate solutions with the resources forward-looking companies need to grow,” said Samuel Rhea, vice president at Hillwood. “Joby brings an important new capability and demonstrates how AllianceTexas continues to evolve to support aviation, manufacturing and the advanced air mobility sector.”

TECH TIMES

JOBY'S FORT WORTH BASE LOCKS IN SEPTEMBER FOR DFW ELECTRIC AIR TAXI DEBUT

September eIPP flights over Dallas will write US air taxi rules for the whole country

By Frederick Rodriguez
August 7, 2026

Electric air taxi maker Joby Aviation has signed a lease for 45,000 square feet at Alliance Air Trade Center in Haslet, part of Perot Field Fort Worth Alliance Airport — establishing its first operational base in Texas. In its second-quarter shareholder letter released August 5, Joby announced it will fly its S4 tiltrotor aircraft on piloted routes across the Dallas-Fort Worth metroplex this September under the federal eVTOL Integration Pilot Program, becoming the first company to put a named city, a named aircraft, and a specific month together in a single verifiable commitment to Texas air taxi service.

What happens in September will not just determine whether DFW gets air taxis first — the flight data Joby generates over North Texas will feed directly into the Automated Flight Rules that will govern every US commercial air taxi service that comes after it.

Why September in Texas Rewrites the National Rulebook

The eVTOL Integration Pilot Program is not a demonstration program. That distinction carries more weight than any single flight milestone in the electric aviation sector.

When Joby's S4 aircraft lifts off from a DFW-area location this September, it will be operating under an Other Transaction Agreement between the FAA, the US Department of Transportation, and the Texas Department of Transportation — the same legal framework that allowed BETA Technologies to transport manufactured organs across four airports in Virginia and Maryland on July 10, the program's inaugural missions. The OTA is the mechanism that lets pre-certified aircraft fly real commercial-class missions, and every hour logged under that agreement feeds directly into the Automated Flight Rules that the FAA is simultaneously writing. Texas is not just Joby's first market. It is the regulatory proving ground for the entire country.

That is what makes this announcement — reported by Joby in its second-quarter shareholder letter released August 5, alongside the lease signing disclosed the following morning — substantively different from the prior three years of eVTOL milestone coverage. No equivalent announcement has named a specific Texas city, a specific September window, and a specific aircraft type in a single federally supervised commitment.

What Joby Just Built — and Where

The 45,000-square-foot facility at Alliance Air Trade Center in Haslet sits within Hillwood's 27,000-acre AllianceTexas development, which surrounds Perot Field Fort Worth Alliance Airport. The airport — built in 1989 as the first dedicated industrial airport in the world, now hosting more than 600 companies and more than 73,000 direct jobs — is a logistics hub anchored by FedEx and Amazon Air. For Joby, it provides access to multimodal infrastructure, a workforce already calibrated to aviation operations, and proximity to the North Central Texas Council of Governments ecosystem of air mobility partners. The location also sits within the

AllianceTexas Mobility Innovation Zone, a public-private structure designed to integrate new mobility technologies across the region's transportation network.

"Establishing a presence in Texas puts Joby in one of the most exciting markets in the country," said Greg Bowles, Joby's Chief Policy Officer. "This site gives us a base to demonstrate the value of air mobility services across the Dallas-Fort Worth metroplex and the state."

Christopher Ash, president of Alliance Aviation Companies, Hillwood's aviation subsidiary, described Joby's arrival as validation of what the AllianceTexas ecosystem is designed to do: "By locating within the AllianceTexas Mobility Innovation Zone, Joby helps validate the collaborative work happening here and advances the integration of eVTOL technology across the region's transportation network."

How the S4 Actually Works — and Why Tiltrotor Range Matters for Texas

Understanding why Joby is the company that can make the DFW-to-Austin corridor viable requires understanding the specific engineering choice the company made in 2017 and has been certifying ever since: the tiltrotor.

The Joby S4 carries a pilot and four passengers at up to 200 mph (170 knots), with a range of up to 150 miles (130 nautical miles) and a maximum takeoff weight of 4,800 pounds. It does this through six electric tilting propellers — four on the main wing and two on a V-tail — that can rotate from vertical during takeoff and landing to horizontal during cruise flight. Joby uses standard automotive-grade lithium-ion cells in four liquid-cooled battery packs, two per wing, with an energy density of approximately 300 watt-hours per kilogram. The aircraft is dramatically quieter than conventional helicopters: roughly 65 decibels on takeoff, dropping to around 45 decibels at cruise — comparable to an HVAC system rather than the 80-to-90-decibel approach noise of a helicopter.

The range figure is the engineering fact that distinguishes the S4 from most of its competitors in this market. Multirotor eVTOL designs — the configuration used by several other contenders in the sector — typically achieve 50 to 80 miles of range. The Dallas-to-Austin air corridor covers roughly 180 miles; the Dallas-to-San Antonio corridor is even longer. The Texas eIPP project, which targets regional connections across the Dallas, Austin, and San Antonio triangle and eventually Houston, is viable for the S4 in a way it would not be for shorter-range aircraft. Tiltrotor range specifically enables the inter-city routes the Texas project is designed to prove.

The tradeoff is complexity. Every tilting propeller assembly requires a mechanism to rotate the nacelle through roughly 90 degrees in flight — under aerodynamic load, with battery power constraints — while simultaneously managing redundant motor control, propeller pitch, and coolant flow. That complexity is the engineering reason Joby has been in FAA type certification since 2020.

What Stage Five Means — and Why No Date Has Been Set

In its second-quarter shareholder letter, Joby described its certification progress as its "strongest quarterly progress yet in the fifth and final stage of FAA type certification." Stage 5 — formally called Show and Verify, or Type Inspection Authorization — is the phase in which FAA test pilots evaluate Joby's conforming production aircraft directly, using the data those flights generate to support issuance of the type certificate itself. Joby entered Stage 5 on March 11,

2026, when it began flight testing N547JX, its first conforming aircraft built to an FAA-approved design.

Certification matters for a specific structural reason: the FAA's powered-lift category — created by Special Federal Aviation Regulation No. 120, effective January 2025 — is the first new aircraft category the agency has created since helicopters in the 1940s. There is no pre-existing rulebook for how to certify a tilting-rotor electric aircraft for commercial passenger service. The FAA and Joby are simultaneously building the evidence record and writing the standards against which that evidence is judged. This is why every timeline in the eVTOL sector has stretched beyond initial projections, and why eIPP flights are structurally important: they allow real operational data to enter the rulemaking process in parallel with certification rather than afterward.

Joby has five conforming aircraft currently flying and 12 more in production across its California and Ohio facilities. The company has not announced a date by which it expects to receive its type certificate. Until that certificate is issued, commercial passenger service — beyond what the eIPP's OTA permits — requires it.

Texas's Four-Company eIPP Structure — Including an Autonomy Bet

The Texas Department of Transportation's eIPP project is notable for the breadth of manufacturers it encompasses: Archer Aviation, BETA Technologies, Joby Aviation, and Wisk Aero are all participating. Each is pursuing a different approach, which makes Texas a compressed view of where the electric aviation sector's technical bets diverge.

Joby is the most advanced by FAA certification stage. Archer, whose Midnight aircraft uses a multirotor design rather than a tiltrotor, is targeting the 2028 Los Angeles Olympics as a commercial anchor. BETA, which flew the program's inaugural missions on July 10 with cargo runs across Virginia and Maryland, uses a fixed-wing electric architecture requiring a runway — prioritizing range and operating cost over vertical takeoff capability.

Wisk Aero introduces the boldest technical bet in the Texas project. The Boeing subsidiary is the only eVTOL developer pursuing a fully autonomous design — no pilot on board — with its Generation 6 aircraft. Its Texas operations will begin conventionally: Wisk plans to deploy piloted aircraft on eVTOL routes first, collecting autonomy system data before transitioning to Gen 6 autonomous operations through a "crawl-walk-run" approach described in the company's own eIPP announcement. SkyGrid, the airspace management company Wisk acquired, will handle the digital coordination layer. Houston is Wisk's primary Texas target market.

Vertiports: The Infrastructure Layer That Doesn't Exist Yet

The week before the Fort Worth lease became public, Joby disclosed a separate but related strategic problem: the ground doesn't have anywhere for the aircraft to land.

On August 4, Joby and Atoms — the industrial AI and infrastructure company founded by Travis Kalanick, the Uber co-founder who now leads Atoms as its CEO — announced a partnership to acquire and develop vertiport sites across the United States. The partnership will initially focus on Florida, New York, and Texas — Joby's primary eIPP markets — as well as California.

Vertiports are the physical infrastructure layer that commercial eVTOL service requires but that does not yet exist at scale: landing pads with high-power electric charging (typically 600 to

1,000 kilowatts per pad), passenger processing space, ground transportation connections, and aircraft servicing facilities. Existing heliports can be adapted in some cases, but the power requirements for rapid electric aircraft charging — charging times of 20 minutes or less are necessary to make an air taxi economically viable at scale — typically exceed what most helipads currently provide.

Atoms Real Estate designs and builds complex infrastructure deployments at scale, including CloudKitchens' network of ghost kitchen facilities. Kalanick described the partnership's logic: "Smart cities require innovative real estate and infrastructure development. As new transport modes and smart city services become available, designing and deploying a new asset class to support them is critical."

The pairing carries obvious symbolic continuity. Kalanick built Uber into the company that taught consumers to summon a car from a smartphone and wait three minutes. The infrastructure layer he is now helping build is the physical prerequisite for doing the same thing in three dimensions.

What It Will Cost to Ride — and When

Joby's current commitment is clear: September 2026 for DFW eIPP flights, first paying passengers before the end of 2026. Joby has not announced specific routes or a formal operating schedule for the September flights. CEO JoeBen Bevirt described the plan in the Q2 earnings call: over the course of a week, Joby's electric air taxi will fly routes across the Dallas-Fort Worth area, helping establish the routes and procedures needed for future commercial operations.

On pricing, early air taxi fares across the industry are projected at roughly $3 to $6 per mile at launch, placing a typical urban trip in the range of $50 to $200 — several times cheaper than a helicopter charter, but substantially more than a rideshare. Industry analysts project fares could fall toward $1 to $2 per mile by 2030 as fleets scale and battery costs decline. These are projections, not commercial commitments; actual pricing will depend on regulatory approvals, infrastructure buildout, and fleet scale none of the competitors have yet achieved.

On the financial side, Joby reported $2.3 billion in cash and short-term investments as of June 30, 2026 — sufficient runway through the certification and early-operations phase. Full-year 2026 revenue guidance was raised to $115 million to $125 million, driven largely by Blade, the air charter subsidiary Joby acquired in 2025, which generated $36.2 million in Q2 revenue alone. The Toyota joint venture, announced June 30, is intended to lay the manufacturing foundation for high-volume production once the type certificate clears.

Can You Trust the Supply Chain?

One note for TechTimes readers tracking Joby specifically: there is an active legal dispute that touches directly on the company's operational claims.

In November 2025, Joby filed suit against rival Archer Aviation in California state court, alleging that a former Joby executive downloaded confidential trade secrets and provided them to Archer. Archer denied the allegations. In March 2026, Archer filed a countersuit in US District Court for the Northern District of California, alleging that Joby had concealed extensive ties to Chinese manufacturing — including a subsidiary in Shenzhen — and misclassified thousands of pounds of aircraft-related components as consumer goods (described in court filings as items including socks, napkins, and hair clips) in order to evade tariff obligations. Archer's filing

alleged that Joby operated this Chinese subsidiary while publicly presenting itself as a domestically rooted American manufacturer.

Joby denied all allegations. By June 2026, some of Archer's counterclaims had survived initial judicial scrutiny while others were dismissed; the case remains active and unresolved. This publication reports the allegations as stated by the parties. No court has found that Joby concealed Chinese supply chain ties, and Joby maintains it has no ties to the Chinese Communist Party and has received no Chinese government subsidies.

Readers making purchasing or investment decisions based on Joby's domestic manufacturing claims should be aware the allegation exists, remains active, and is pending further legal proceedings.

What Comes Next

For Joby, the convergence of the Fort Worth lease, the September flight commitment, and the Atoms vertiport partnership represents the most specific public-facing commercial deployment plan the company has ever assembled. The September flights will be piloted, not autonomous. They will cover real DFW-area routes. The data they generate will directly inform how the FAA writes the rules for commercial air taxi service across the United States.

For DFW's seven-million-plus residents, the timeline for the moment when an electric air taxi is something you can book rather than something you read about has never been more specific. Whether Joby meets it will be visible this September — in North Texas, over routes that have not yet been publicly named, in an aircraft the FAA's own pilots are still in the process of certifying.

Texas, it turns out, is where the electric air taxi era will either prove it can happen on a schedule — or demonstrate exactly how much still has to go right before it does.

HOODLINE

FORT WORTH JUDGE TOSSES COUNCILMAN'S $1M SUIT OVER WOODHAVEN LAND DEAL

By Sofia Vasquez
August 8, 2026

A Texas Business Court judge has dismissed Fort Worth Councilman Michael Crain's lawsuit against his former business partner Will Northern, ending a bitter fight over who had rights to the massive Woodhaven Country Club redevelopment. Judge Jerry Bullard's ruling did not touch the underlying claims of the case, and Crain says he plans to appeal.

Crain filed the lawsuit in June 2025, alleging that Northern improperly used confidential information, resources and personnel belonging to their shared firm, Northern Crain Realty, to pursue what turned into a potentially lucrative real estate venture, as reported by the Fort Worth Report. The suit originally sought more than $1 million in damages and an injunction blocking further development action, and it was first filed in Tarrant County's 67th District Court before landing in the newly created Texas Business Court Eighth Division, which sits in Fort Worth, according to the North Central Texas Council of Governments.

Crain says the court lacked jurisdiction over the matter, and he did not hold back in his reaction to the ruling. He said the case was resolved through a procedural ruling rather than a hearing on the underlying facts or merits of the claims, and added that the record produced during the proceedings was incomplete and partly inaccurate.

A Jurisdictional Fight Over Dollar Amounts

The dismissal traces back to a dispute over money. Crain's legal team argued the roughly $1 million damages claim fell below the specialized business court's amount-in-controversy threshold, according to reporting from The Real Deal. The business court, created under House Bill 19 in 2023, initially required a $10 million threshold for commercial disputes; the Texas Legislature lowered that bar to $5 million through House Bill 40, effective September 1, 2025, per the law firm Steptoe LLP. Even at the lower threshold, Bullard ultimately ruled in Northern's favor.

Judge Bullard was appointed to the Eighth Business Court Division by Governor Greg Abbott in September 2024 and was reappointed in August 2026 to a term running through 2028, bringing more than 30 years of civil appellate and trial experience in North Texas to the bench, per the Bandera Bulletin.

Two Versions of How the Deal Went Down

Northern, for his part, has offered a starkly different account of Crain's role in the Woodhaven project. According to the Fort Worth Report, Northern said Crain had no interest in the redevelopment and invested no time, money or effort into it, going so far as to say Crain used the courts to try to profit off the project after the fact. Crain, meanwhile, maintains that Northern and others acted without his knowledge or consent to exclude him and their firm from the Woodhaven property transaction entirely.

The dispute grew out of a business relationship that dated back years. Crain and Northern had co-owned Northern Crain Realty before Northern went on to acquire the 149-acre former Woodhaven Country Club, along with 14 adjacent commercial acres, for an $8.5 million credit bid at a foreclosure auction in May 2024, after assuming $12 million in defaulted debt through an entity called Woodhaven Concerto No. 1 LP, according to WFAA. Before forming Crescendo Development to pursue the project, Northern had served three terms as chair of Fort Worth's Zoning Commission, per The Real Deal.

The Golf Course That Wouldn't Come Back

The Woodhaven property has a long history in East Fort Worth. Built in the 1970s as a prominent social and civic hub, the country club suffered years of declining membership and the golf course closed during the COVID-19 pandemic, per the Fort Worth Report, with the club permanently shutting down in 2022. The site then sat vacant for roughly two years before Northern's acquisition, according to WFAA.

Now Crescendo Development is working with a housing development company, Blue Ridge Cascade, to build a mixed-use project on the former golf course. At a City Plan Commission meeting last September, Crescendo framed the redevelopment as a $167.7 million private investment expected to create nearly 1,000 jobs and generate $15.6 million in local tax revenue over a decade, per The Real Deal, with plans calling for mixed-use commercial space, residential units and open space. Crescendo has said it will continue meetings with Woodhaven neighborhood residents as the project moves forward, according to the Fort Worth Report.

Crain's Recusal and a Separate Legal Trouble

Crain's dual role as both a Fort Worth city councilman and a party to the litigation has shaped how the redevelopment moved through City Hall. In February 2025, the Fort Worth City Council voted to rezone the Woodhaven site for the multi-use project, and Crain abstained from that vote because of his business relationship with Northern, as The Real Deal reported — a step required under municipal standards when council members face financial conflicts of interest.

The lawsuit dismissal comes against the backdrop of a separate, unrelated legal matter for the District 3 councilman. Crain, who has represented District 3 on the Fort Worth City Council since 2021, was arrested on DWI charges in Tarrant County in January. That case is separate from the civil litigation over Woodhaven, but it has added to the scrutiny surrounding Crain's tenure on the council even as the $167.7 million redevelopment project keeps advancing through the municipal approval process. Crain has said he intends to appeal Bullard's dismissal, meaning the fight over Woodhaven's origins is likely far from over.

FORT WORTH REPORT

BANK OF AMERICA REPORT HIGHLIGHTS WORLD CUP'S IMPACT ON NORTH TEXAS, U.S.

By Bob Francis
August 10, 2026

For Mike Pavell, Fort Worth market president for Bank of America, measuring the impact of the recent World Cup was as easy as looking out his office window above Sundance Square.

He saw the crowds watching the games on a daily basis. It was not just a bit of fun during his workday. It was also key to his job: Bank of America was the official bank of the 2026 FIFA World Cup.

Bank of America released a report examining the impact of the World Cup across the U.S. The report found the games boosted local spending in host cities, led by traveling fans, according to Bank of America credit and debit card data.

Over the tournament, card spending in host cities rose around 5% year-over-year. Dallas showed about a 3% boost year-over-year, while Kansas City showed a 7% rise in card spending. The analysts noted that Kansas City was starting from a smaller base, so the impact there may have been greater.

Restaurants and bars were the clearest beneficiaries as fans at host cities outspent those at nonhost sites, according to Bank of America.

While the World Cup lifted local economies, the effect on overall U.S. consumer spending and gross domestic product appears to have been more modest. The report attributed its finding to the sheer size of the nation and a likely reallocation of spending from nonhost to host cities.

Any fresh data regarding the World Cup is welcome news to area leaders, said Michael E. Nalley, director of hospitality management and professor of practice at the University of Texas at Arlington.

"There's a lot of information that needs to be processed and a lot of conclusions need to be made as we move forward from an event perspective," he said. "I think that will help us as we plan moving forward for other events."

The World Cup also showcased the growing impact of non-baby boomers. They accounted for most of that increase in spending, according to the report.

"We're certainly excited about the attention the World Cup brings to the area," Pavell said. "But we also wanted to make sure there was something here in Fort Worth that continued after the tournament left."

The bank helped establish Visa Street Soccer Park, which opened March 28 at Hillside Park in Fort Worth. The project transformed an underused tennis court into a custom-designed street soccer mini-pitch facility through a partnership between the city of Fort Worth, Visa, Street Soccer USA, and Bank of America.

"This is not only a place to play soccer, but a catalyst in the park for the community activities that will be here for years to come," Pavell said.

THE WISE COUNTY MESSENGER

COMMISSIONERS CONSIDER FLAT TAX RATE IN FY 2027

By Austin Jackson
August 11, 2026

Wise County Commissioners will look to maintain the current county property tax rate for the 2027 fiscal year under the proposed budget presented Monday.

County Judge J.D. Clark presented a draft of the budget to commissioners, which would be funded by a 26.5-cent per $100 valuation tax rate. Of the total county tax rate, 21.75 cents is dedicated to the general fund and 4.75 cents is for the road and bridge fund.

Several factors influenced this year's proposed budget, including $599 million in new construction values. In the previous budget year, the county saw $641 million in new construction.

Wise County's population was estimated to have reached 87,630 as of Jan. 1, 2026, up from 81,712 at the start of 2025, according to North Central Texas Council of Governments population estimates.

Wise County's total taxable values increased to $15.493 billion, up about 3 percent from the previous budget cycle. Taxable values represent the appraised value of nonexempt property subject to state and local property taxes.

The budgetary impact of new construction was muted by decreases in mineral values and the arrival of House Bill 9. House Bill 9 increased the state's business personal property inventory tax exemption from $2,500 to $125,000, resulting in a $192.6 million reduction in the county's business personal property values.

Clark said the tax break has had a cause-and-effect impact as entities that are growing face increased demands for services.

"More of the burden is shouldered by homeowners," Clark said.

Mineral valuations dropped 12.27 percent compared to the previous budget cycle, according to the Wise County Appraisal District.

Growth in Wise County also brought an increase in the number of protests filed with the appraisal district. In 2026, 14,455 protests were filed, compared to 12,715 in 2025.

The biggest year-to-year increase was in industrial value protests, which rose from 1,287 in 2025 to 2,865 this year, according to information released by WCAD Chief Appraiser Deidra Deaton.

The strength of the local economy and continued sales tax revenue growth are expected to continue. The county budgeted $8.6 million in sales tax revenue for fiscal year 2027.

The FY 2027 general fund is projected at $51.8 million. Clark said $33.1 million of that budget will be funded by property taxes.

The current average homestead value in Wise County increased from $274,633 to $282,451. At that value and the proposed 26.5-cent rate, the county portion of the average Wise County property tax bill is projected at $748.50 in the upcoming fiscal year.

The proposed budget includes several new public safety positions and additional judicial spending, which accounts for nearly 65 percent of the county's $51.8 million general fund budget.

Public safety and county staffing

The Wise County Sheriff's Office would receive about $19 million from the general fund, a 9 percent increase over the previous year. The proposed budget includes three new WCSO positions: two patrol deputies and one court security deputy. The department and jail are staffed by 168 employees, or about 40 percent of the county's 420-person workforce.

Wise County EMS and Rescue would receive two new full-time positions to staff the new station in Alvord. The positions include one paramedic and one EMT, joining three positions created for the station in the previous budget.

The county would also provide $1.38 million in funding to Wise County fire departments. Of that amount, $1,304,625 would be divided equally among the county's 17 departments, with an additional $75,000 distributed using a demand-based formula. Clark said with the amount of ESDs, it may be time to reconsider that base allocation for fire department funding, due to fears of residents being "double taxed."

Other proposed staffing changes include:

- A part-time position in the district clerk's office. The office has seen increased responsibilities with passport services and has processed 659 passport applications since Jan. 1. Passport fees are expected to offset the position's cost, making it "budget neutral."
- A new auto registration position.
- A new full-time IT position, including an employee with expertise in the Odyssey technology platform, which is a critical component of the county's judicial system. Clark said the position would free other IT staff to focus on additional county needs.
- Additional hours for part-time constable assistants, increasing from 20 to 30 hours per week.
- An increase in election worker pay from $12 to $15 per hour.

The county's proposed budget includes a 3 percent pay increase intended to help with retention and recruitment. The increases will be administered by department heads.

Road and Bridge funding

The proposed Road and Bridge budget includes $9.11 million in precinct road funding. Precinct road funding is distributed using a formula based on a 50-50 split between mileage and population. The county would also add $1.09 million to reserves and $1.3 million to the right-of-way fund.

Proposed FY 2027 road funding by precinct is:

- Precinct 1: $2.29 million, up $146,000.
- Precinct 2: $2.61 million, up $151,000.
- Precinct 3: $2.05 million, up $129,000.
- Precinct 4: $2.17 million, up $139,000.

Precinct 2 Commissioner Kevin Burns said something needs to be done to increase road funding in his precinct, which has more miles to maintain than the other precincts. Burns said the current formula, which was changed years prior to include population in determining the split straining and negatively affecting his precinct. He said road funding per mile in Precinct 2 is approaching half the funding per mile in Precinct 3.

While commissioners voted to move forward with publishing the proposed 26.5-cent tax rate and receiving the presentation of the FY 2027 budget, which would not appear to impact the current split, they discussed potential ways to increase funding in Precinct 2 at a later date, including potentially transferring money from the county's Road and Bridge reserves.

The county also will account for an 8.9 percent increase in health care renewal costs in the upcoming budget, with the expense projected at $4.7 million.

Wise County participates in the Texas Association of Counties Health and Employee Benefits Pool, which Clark said has softened the impact of rate increases.

Commissioners unanimously voted to propose the 26.5-cent property tax rate and schedule a series of public hearings on the rate and budget.

The public hearings will begin at 8:30 a.m. Sept. 14 before the regular commissioners meeting at the Wise County Courthouse.

Commissioners also approved proposing a 3.15-cent Weatherford College Wise County branch campus maintenance tax, which is the same as the current rate.

COMMUNITY IMPACT

PGA PARKWAY, BONNIE BRAE STREET: SEE 5 DFW TRANSPORTATION UPDATES

By Jenna Stephenson
August 10, 2026

Check out five upcoming and ongoing transportation projects around Dallas-Fort Worth.

Upcoming projects

1. East Hudgins Street utility work

Project: Work crews will install 1,500 feet of 8-inch water main and 1,500 feet of 8-inch sewer main along the roadway between South Dooley Street and South Main Street in Grapevine. Following completion of the installation, crews will reconstruct Hudgins.

Update: Grapevine City Council approved a contract worth up to $660,000 with Fort Worth-based RUTS Construction during a July 21 meeting.

- **Timeline:** mid-August-November
- **Cost:** $660,000
- **Funding source:** city of Grapevine

Ongoing projects

2. PGA Parkway construction

Project: PGA Parkway in Frisco will be constructed into a six-lane roadway from Preston Road to Coit Road.

Update: The project is under construction and expected to be completed later this year.

- **Timeline:** late 2024-fall 2026
- **Cost:** $31.1 million
- **Funding sources:** city of Frisco, external funding

3. FM 1938 median project

Project: Work on FM 1938 in Keller includes converting the two-way left-turn lane into a 14-foot-wide raised median. At the intersections with median breaks, the median will be reduced to 2 feet wide, and a 12-foot-wide left-turn lane will be created. The project will be from Southlake Boulevard to Emerald Hills Way, and the lane configuration will not change. Additionally, the road from FM 1709 to Starnes Road will be reconstructed.

Update: The Keller portion of the work concluded in July, according to a Texas Department of Transportation spokesperson. The remainder of the work is in North Richland Hills.

- **Timeline:** March 2026-summer 2027
- **Cost:** $9.9 million

- **Funding source:** TxDOT

4. First Street widening

Project: First Street in Prosper will be widened from a two-lane rural roadway to a four-lane divided suburban roadway from Dallas North Tollway to Coleman Street.

Update: First Street from Coleman Street to Church Street closed on Aug. 7 to allow for utility installation and is set to reopen on Aug. 11, according to town social media.

- **Timeline:** spring 2026-fall 2027
- **Cost:** $27.79 million
- **Funding source:** town of Prosper

5. Bonnie Brae Street renovation

Project: Bonnie Brae Street in Denton will be upgraded to a median-divided, four-lane road with a 10-foot-wide walk-and bike trail and streetlights along both sides.

Update: Bonnie Brae Street closed on July 13 from West University Drive to Carril Al Lago Drive while crews demolish the existing southbound lanes, according to the city's road closure report. The segment is scheduled to reopen on Sept. 11.

- **Timeline:** Estimated completion TBD
- **Cost:** $146 million
- **Funding sources:** city of Denton, North Central Texas Council of Governments, federal funds

CLINTON HERALD

RTC TO CONSIDER US 67 FUNDING PARTNERSHIP TO EXPAND NOLAN RIVER ROAD

By Monica Faram
August 11, 2026

A $15 million project aimed at easing congestion and improving safety on Nolan River Road near U.S. 67 is moving closer to construction.

The Regional Transportation Council on Thursday will consider a funding partnership with the Texas Department of Transportation for improvements at U.S. 67 and Nolan River Road, near the beginning of Chisholm Trail Parkway.

The TxDOT Fort Worth District requested funding assistance for congestion, accessibility and safety improvements along Nolan River Road.

The existing roadway and bridge are two lanes and experience frequent congestion and long traffic queues. Officials anticipate congestion will worsen when the Chisholm Trail Parkway widening project is completed in 2028.

The proposed project would reconstruct and widen Nolan River Road from two lanes to four lanes.

The total construction cost is estimated at $15 million. Metropolitan Planning Organization staff recommend using $12 million in federal Congestion Mitigation and Air Quality Improvement Program and Surface Transportation Block Grant Program funds for construction. TxDOT would provide the remaining $3 million match.

TxDOT Fort Worth has already funded about $1.2 million for engineering and utility relocation work and is working to complete the remaining activities so the project can move into construction.

Construction is anticipated to begin in June.

The project follows other transportation improvements in the area, including Cattleman Drive near the Amazon facility. The new roadway provides truck traffic with direct access to the U.S. 67 frontage road rather than using County Road 1216, which feeds into the Chisholm Trail Parkway/Nolan River Road intersection.

PEOPLE NEWSPAPERS

STUDY EXPLORES M-LINE TROLLEY EXTENSION TO KNOX STREET

A possible extension of the M-Line trolley to the Knox-Henderson area is being studied

By Rachel Snyder
August 10, 2026

The North Central Texas Council of Governments is exploring the possibility of extending the historic M-Line trolley streetcar route to the Knox-Henderson neighborhood.

The 4.6-mile M-Line Trolley route runs along McKinney Avenue through the Uptown and Downtown/Arts District areas. The M-Line trolley began service in 1989, and has seven cars in operation, according to the McKinney Avenue Transit Authority's website.

The North Central Texas Council of Governments (NCTCOG) shared in its Local Motion Newsletter that it has launched a study exploring the feasibility of extending the trolley to the Knox-Henderson neighborhood.

The M-Line Trolley system has grown since its launch in 1989 to include connectivity to Klyde Warren Park, the Arts District, and Dallas Area Rapid Transit's light rail system, according to the NCTCOG.

"A northern extension would expand this network to reach Knox-Henderson, one of Dallas' fastest-growing neighborhoods. If implemented, this extension would improve connections between Knox-Henderson, Uptown and downtown Dallas, while providing greater access to the Katy Trail and Cole Park," the newsletter reads.

According to the newsletter, opportunities for input on the project will be announced this fall and continue through 2027.

For more information about the study, click here.

FORT WORTH INC.

ELECTRIC AIR TAXI DEVELOPER JOBY AVIATION LANDS AT ALLIANCE TEXAS

By Fort Worth Inc. Staff
August 10, 2026

Joby Aviation, a developer of electric vertical takeoff and landing aircraft, is establishing a North Texas presence at AllianceTexas.

The California-based company has signed a lease for 45,000 square feet at Alliance Air Trade Center in Haslet, part of Perot Field Fort Worth Alliance Airport, Hillwood announced Aug. 6.

Hillwood said the lease marks the first significant North Texas presence by an electric vertical takeoff and landing, or eVTOL, aircraft manufacturer.

Joby is developing all-electric aircraft designed for commercial passenger transportation and plans to operate air taxi services as well as sell aircraft to other operators and partners.

“Establishing a presence in Texas puts Joby in one of the most exciting markets in the country,” Greg Bowles, Joby Aviation’s chief policy officer, said in a statement. “This site gives us a base to demonstrate the value of air mobility services across the Dallas-Fort Worth metroplex and the state.”

Bowles said the company plans to begin flights under the eIPP program and work with Hillwood, the Texas Department of Transportation, and the North Central Texas Council of Governments to advance air mobility in the region.

The new facility puts Joby within Hillwood’s 27,000-acre AllianceTexas development and gives the company access to the development’s multimodal transportation infrastructure, regional workforce, and network of public- and private-sector partners.

“Welcoming Joby to AllianceTexas reflects our ability to pair flexible real estate solutions with the resources forward-looking companies need to grow,” said Samuel Rhea, vice president at Hillwood. “Joby brings an important new capability and demonstrates how AllianceTexas continues to evolve to support aviation, manufacturing, and the advanced air mobility sector.”

Perot Field is the aviation centerpiece of AllianceTexas and a central component of the AllianceTexas Mobility Innovation Zone, a public-private initiative focused on advancing air and surface transportation technologies.

Christopher Ash, president of Alliance Aviation Companies, called Joby’s arrival “a significant milestone for the airport and for North Texas aviation.”

“By locating within the AllianceTexas Mobility Innovation Zone, Joby helps validate the collaborative work happening here and advances the integration of eVTOL technology across the region’s transportation network,” Ash said.

CLINTON HERALD

JOSHUA COUNCIL HONORS BAILEY, JOHNSON FOR REGIONAL LEADERSHIP

By Staff
August 12, 2026

During Tuesday's special called meeting, Joshua City Council recognized two public servants for their leadership and commitment to improving the cities and communities throughout North Texas, including Joshua. The pair were presented with proclamations and plaques in honor of their years of service.

Precinct 4 Commissioner Rick Bailey serves as chair of the Regional Transportation Council. He was recognized for his leadership in advancing transportation initiatives that have strengthened mobility, enhanced regional partnerships and created opportunities for communities across Johnson County and the North Central Texas region.

His commitment to working alongside local governments has helped position Joshua for continued growth and success.

Victoria Johnson is a member of the Burleson City Council and past president of the North Central Texas Council of Governments. She was honored for her exceptional leadership and dedication to regional cooperation.

During her tenure as President, she championed collaboration among cities, encouraged innovative solutions to regional challenges and worked tirelessly to improve the quality of life for residents throughout North Texas.

"Strong regional partnerships are essential to the success of our community," Mayor Scott Kimble said. "Rick Bailey and Victoria Johnson have both demonstrated extraordinary leadership and have been tremendous advocates for Joshua and the entire region. We are grateful for their service and honored to recognize their contributions."

DALLAS INNOVATES

TECH TITANS TAP FORMER RICHARDSON MAYOR PAUL VOELKER FOR LIFETIME ACHIEVEMENT AWARD

By Sandra Engelland
August 12, 2026

Tech Titans announced several honorees and award finalists ahead of the 2026 awards program, set for Aug. 28. [File Photo: Tech Titans]

Tech Titans has named former Richardson Mayor and tech leader Paul Voelker the 2026 recipient of its Lifetime Achievement Award. It is one of three individual honors the North Texas technology organization will present this month. Tech Titans also will induct Pinnacle Group founder Nina Vaca into its Hall of Fame and award BRIX Holdings CEO Sherif Mityas the Corporate CEO Award.

Tech Titans also announced finalists in 10 additional categories ahead of the 2026 Tech Titans Awards Gala, set for Aug. 28 at the Marriott Dallas/Plano at Legacy Town Center.

A veteran leader in tech and public service



Paul Voelker is Tech Titans' 2026 Lifetime Achievement Award winner. [Photo: Tech Titans]

"Paul Voelker's impact on North Texas extends far beyond any single role or accomplishment," Wendi Wilburn, president and CEO of Tech Titans, said in a statement. "For more than three decades, he has helped advance the region's technology community through industry leadership, civic service and a steadfast commitment to Richardson's growth and success."

Voelker's "unique ability to bridge technology, business and public service has left a lasting legacy" in the region, Wilburn said.

Voelker has spent more than three decades in the technology industry and public service. A longtime business leader in Richardson, he serves as a senior regional manager for Export

Development Canada and as chairman of the supervisory board at TrenData Inc, where he previously served as CEO.

He began his career at Hewlett-Packard, where he spent nearly 29 years and rose to a director role spanning sales, marketing, portfolio management and corporate development. He later held sales and business development roles at Ericsson, G2g3 Digital and Lone Star Analysis.

Voelker joined the Richardson City Council in 2013, serving as mayor from 2015 to 2023. During his tenure, the city experienced significant growth along its technology corridor. He also served as an ex officio board member of the Metroplex Technology Business Council, which was renamed Tech Titans in 2015 to match the longstanding name of its awards gala.

His other roles include a seat on the advisory board of Connect 5G Inc. and past service as president of the Metroplex Mayors Association, chairman of the board of the Richardson Chamber of Commerce and a member of the executive board of the North Central Texas Council of Governments.

Vaca to be inducted into the Hall of Fame

Vaca founded Dallas-based Pinnacle Group in 1996. The company has since grown into one of North America's largest Hispanic-owned workforce solutions companies, serving more than 20% of the Fortune 100.



Tech Titans will induct Nina Vaca into its Hall of Fame. [Photo: Tech Titans]

"Nina Vaca is one of North Texas' most successful entrepreneurs and an influential leader who has helped shape the region's technology and business community," Wilburn said. "Through her vision and determination, she transformed Pinnacle Group from a startup IT services firm into a global workforce solutions powerhouse."

Wilburn said that Vaca is dedicated to "creating opportunities for others through mentorship, civic leadership, philanthropy and advocacy for entrepreneurship." Vaca "embodies the

innovation, leadership and community impact that the Tech Titans Hall of Fame was created to recognize," Wilburn said.

Under Vaca's leadership, Pinnacle Group was named to the Inc. 500/5000 list of fastest-growing companies 13 times. The Women Presidents Organization twice named it the fastest-growing woman-owned/led company in the country. Newsweek recently named Pinnacle Group one of America's Greatest Workplaces in four separate categories, including overall, as well as for diversity and for women.

Vaca also has received multiple individual leadership accolades. She has been named an EY Entrepreneur of the Year, received the Goldman Sachs Most Intriguing Entrepreneur award, been inducted into the Minority Business Hall of Fame and been recognized as a Trailblazing Woman in Labor and Business.

Vaca was named one of the inaugural Presidential Ambassadors for Global Entrepreneurship in 2014, traveling to five continents to support aspiring entrepreneurs. She currently serves as Entrepreneur in Residence for the City of Dallas, appointed by Mayor Eric Johnson, and as a lifetime member of the Council on Foreign Relations.

She also founded At the Table, an initiative focused on advancing women in business and leadership, and helped launch the Startup America Partnership to support entrepreneurs nationwide.

Mityas honored with the Corporate CEO Award

Sherif Mityas, CEO and board member of Dallas-based BRIX Holdings, will receive the 2026 Corporate CEO Award.



Sherif Mityas is Tech Titans' 2026 Corporate CEO Award winner. [Photo: Tech Titans]

"Sherif Mityas exemplifies the transformative leadership that drives North Texas forward," Wilburn said. "His ability to marry bold technological vision with operational excellence makes him remarkably deserving of this year's Corporate CEO Award."

Mityas has more than three decades of leadership experience across consumer, retail, restaurant, hospitality and business services sectors. As CEO of BRIX Holdings, he leads a multi-brand restaurant platform with more than 400 locations across 42 states and 10 countries, overseeing brands that include Friendly's Restaurants, Red Mango, Orange Leaf, Clean Juice, Smoothie Factory + Kitchen, SouperSalad, Humble Donuts and Pizza Jukebox.

Since becoming CEO, Mityas has transformed BRIX Holdings by pursuing asset-light growth, strategic acquisitions, franchise expansion and operational improvements that generated a reported 1,300% return for the company's private equity investors. He has also championed the use of artificial intelligence throughout the organization's portfolio and led the launch of Pizza Jukebox, an AI- and robotics-enabled restaurant concept that reimagines the guest experience through automation while offering high-quality food.

Mityas has received numerous honors for his leadership and innovation, including recognition among Nation's Restaurant News' Top 10 Most Innovative Executives, Dallas Business Journal's Most Admired CEOs, D CEO's CXO of the Year and Dallas ORBIE CIO of the Year, among others.

2026 Tech Titans finalists

Tech Titans named finalists in 10 categories. Winners in each will be announced at the gala.

Community Hero Award

Finalists for the Community Hero Award, which recognizes community service by an employee of a North Texas technology company, are Karen Bruno of Tech Allies and Tech CxO LaunchPad, Kris Fitzgerald of Smart Data Solutions and Shoba Krishnamurthy of Toyota Financial Services.

Corporate CIO/CTO Award

In the Corporate CIO/CTO Award category, open to technology leaders at companies with 2025 operating revenues of more than $200 million, the finalists are Wei Dong of The Michaels Companies, Urvi Randhar of Solis Mammography, Janet Robertson of RS Group and Amir Tabei of Communities Foundation of Texas.

Corporate Innovation Award

Four companies are finalists for the Corporate Innovation Award: ConnexPay, DFW International Airport, Industrial Refrigeration Pros and The Michaels Companies.

Emerging Company CEO Award

The Emerging Company CEO Award finalists, drawn from North Texas technology companies with 2025 revenues between $2 million and $200 million, are Andy Asava of SpinSci Technologies, Chris Gay of Evry Health, Rhonda Levene of Ziosk and Ed Wolff of Aerwave.

Emerging Company CIO/CTO Award

Meanwhile, finalists for the Emerging Company CIO/CTO Award are Suchitra Reddy of Visual Matrix, Venkat Shashank of Steel-IQ, Sudip Shekhawat of LeaseLock and Max Zats of Craftable.

Emerging Company Innovation Award

Also in the emerging company group, Illuma Labs, QualiZeal, SpinSci and Steel-IQ are finalists for the Innovation Award.

Startup Company CEO Award

Finalists for the Startup Company CEO Award, limited to companies with 2025 revenues of no more than $2 million, are Sara Doutt of Myngly, Astha Malhotra of Phylactics, Veena Somareddy of Neuro Rehab VR and Brenda Stoner of ByteTrail.

Technology Inventor Award

The Technology Inventor Award finalists are Tanmay Bera of Phylactics, Dane Grasse of Teliatry, Theodore Price of the Center for Advanced Pain Studies at UT Dallas and Andrew Silver of Tango Networks.

Tech Titan of the Future — College/University Award

Two categories recognize educators. Finalists for the Tech Titan of the Future — College/University Award are Mark Austin of AT&T in cooperation with SMU, Tripat Baweja of Collin College and Jeff Price and Gaurav Shekhar, both of UT Dallas.

Tech Titan of the Future — High School Award

High school finalists are Chip Bloecher of Lewisville ISD, Robert Burton of the School for the Talented and Gifted in Dallas ISD, Manuel Castillo of Little Elm High School and Wesley Tyree of Plano East Senior High School.

Fast Tech Award

Fast Tech, a separate Tech Titans award, recognizes the fastest-growing technology, telecommunications or life sciences company in North Texas. Tech Titans determines finalists by percentage revenue growth from 2023 to 2025. The Fast Tech winner will be announced from the stage at the gala.

THE DALLAS MORNING NEWS

DALLAS CITY COUNCIL APPROVES FEDERAL FUNDS FOR TRANSPORTATION FIXES IN SOUTH DALLAS, OAK CLIFF

The $21.8m federal transportation grant will go toward a stretch of Martin Luther King Jr. and Cedar Crest boulevards

By Aria Jones
August 12, 2026

Dallas is getting started on multimillion-dollar safety improvements along Martin Luther King Jr. Boulevard in South Dallas and Oak Cliff.

The City Council approved drawing on a $21.8 million federal grant Wednesday. Work is expected to begin this month, city records show. The funding was announced in 2023.

This roughly 2.5-mile stretch of Martin Luther King Jr. Boulevard, headed south from Fair Park down to East 11th Street, was chosen for the grant by the U.S. Department of Transportation after the city and North Central Texas Council of Governments found it to have some of the area's highest levels of fatal and severe injury crashes.

The road, which turns into Cedar Crest Boulevard, has been deemed part of a "high injury network" by the city's Vision Zero effort, which aims to curtail traffic deaths.

City records show the fixes include upgraded crossings, curb ramps, bicycle lanes, traffic signals and speed management strategies. The funding is also expected to improve access to DART bus stops and rail stations, and retrofit a bridge to accommodate pedestrians. These fixes will include technology and infrastructure to monitor "near-miss incidents" and collect data on improvements.

Dallas has also been working toward improvements in the area around the road, including a corridor study for Malcolm X Boulevard that kicked off in 2024 to look for community input. The city has already completed or funded fixes to sidewalks and upgraded traffic signals.

The grant will be doled out in phases, with just under $1.7 million for planning, early designs and environmental considerations. These funds require at least a 20% match, meaning the city could provide up to $5.2 million across the entire project. DART would provide $200,000.

Estimates show the project finishing in July 2031.

DALLAS BUSINESS JOURNAL

DALLAS EXPLORES TROLLEY EXTENSION TO KNOX-HENDERSON AMID DEVELOPMENT BOOM

NCTCOG launches year-long study to explore feasibility

By Alexa Reed
August 12, 2026

The North Central Texas Council of Governments is exploring the possibility of extending the M-Line Trolley route to Dallas' buzzing Knox-Henderson neighborhood as the area continues to attract new development.

The organization will conduct a technical and financial study to weigh the feasibility of an extension. A glimpse at the possible extension shows the two-way route along McKinney and Cole Avenues could stretch north beyond Blackburn Street in the West Village, where the current route ends, to Harvard Avenue. That would add about 2 extra miles of free trolley rides.



A map illustration provided by NCTCOG shows the possible extension that will be studied. NCTCOG

NCTCOG tapped Kansas City-based HNTB Corp. as the lead consultant for the study. HNTB is also attached to the $2.5 billion redevelopment of Love Field and will design the new Dallas Stars arena in Plano.

The study comes as the Knox-Henderson neighborhood grows hotter with commercial and residential development. The area has seen an influx of new corporate offices, high-rise apartments, restaurants and retailers, with many opening in Texas for the first time. The possible extension would connect three areas in Dallas that are high in foot traffic.



The Knox Street neighborhood pictured in June 2024. Mitchell Parton / DBJ

It will be some time before any extension occurs. The study itself will take about a year to conduct, with the final report aimed for completion in August 2027. The project study area will look at potential extension and existing alignment to operate, community impacts and connections to other transportation services.

The report will also evaluate the cost to implement and maintain the extension, as well as provide a conceptual project timeline. The study will explore funding sources, too.

The McKinney Avenue Transit Authority M-Line Trolley has been in service since July 1989. The 4.6-mile streetcar service connects the city's Uptown and downtown areas with 400,000 riders per year, according to its website. About 35% of riders use the M-Line trolley to commute.

NEWS 9

HEARTLAND FLYER HAS NEW FUNDING FOR 2027, TEXAS INDEPENDENT COUNCIL SAYS

The North Central Texas Council of Governments said TxDOT acquired new funding to sustain the route but did not share details of the source

By Amanda Siew
August 14, 2026

The beloved Heartland Flyer passenger train may have new funding to keep running in 2027.

The Oklahoma City-Fort Worth Amtrak line was set to end operations at the end of 2026 after both Oklahoma and Texas legislatures failed to allocate funding for it. The route is currently being funded by regional funding from Texas' Regional Transportation Council (RTC), an independent transportation policy body overseeing metropolitan transportation planning processes in North Central Texas.

Michael Morris, the director of transportation for the North Central Texas Council of Governments (NCTCOG), said the Texas Department of Transportation (TxDOT) acquired additional funding for the route during an RTC meeting on Wednesday. He did not share any further details about the source.

"I don't really want to get into the details of how we reached this conclusion, but we did not need RTC funding support to accomplish that," said Morris.

Morris acknowledged the widespread public concern and encouragement to keep the Heartland Flyer going.

"Citizens have come before you during the open microphone, pleading for the Heartland Flyer to be able to be continued, and the Heartland Flyer will continue given the support TxDot now has for that particular project," Morris added.

News 9 reached out to TxDOT to confirm the funding update. A spokesperson deferred us to a statement saying "TxDOT is working with Amtrak on a potential funding solution for the Heartland Flyer."

A TxDOT budget proposal addressed to the Texas legislature shows the agency is asking for $9,200,000 to fund the Heartland Flyer in the 2028-29 fiscal year..

The Oklahoma Department of Transportation redirected News 9 to TxDOT for verification about potential funding, but it reaffirmed the agency's support for the route.

"ODOT remains fully committed to supporting the Heartland Flyer and has pledged its share of funding through the end of calendar year 2026. The agency continues to monitor activities regarding the Flyer, work with its Texas partners and explore opportunities to keep the Flyer operational."

Representative Jacob Rosecrants (D-Norman), who is also a member of the Appropriations and Budget Transportation Subcommittee in the Oklahoma House, celebrated the news on social media.

“There are still a ton of moving parts, and there’s no guarantee that Texas nor Oklahoma will decide to fund it past 2027 (Flyer Fanatics…keep reaching out to your Oklahoma reps & senators to urge them to do so…it helps!)…but the Heartland Flyer is proving to be Tough to Kill, y’all!” Rep. Rosecrants’ post read.

NORTH TEXAS E-NEWS

INSTITUTE TAPS DENTON COUNTY COMMISSIONER FOR PUBLIC SERVICE AWARD

By Texas Woman's University Staff
August 14, 2026

The Jane Nelson Institute for Women's Leadership at Texas Woman's University has selected Bobbie Mitchell, Denton County Commissioner for Precinct 3, as the recipient of its 2026 Distinguished Public Service Award, recognizing more than three decades of exceptional service and leadership in government.



The award will be presented at the "Leading the Lone Star State: Texas Women in Public Service Summit" on Sept. 25, at the Denton Convention Center. For more information about the award and the upcoming summit, or to register, visit twu.edu/leading-the-lone-star-state/

"This award shines a light on the remarkable impact women like Commissioner Mitchell have in shaping our government and society," said Shannon Mantaro, the institute's executive director and chief officer. "She embodies the pioneering spirit that drives positive change in our communities and in the halls of Texas government."

Mitchell's contributions span more than 30 years in local and regional government. Before her election to the Commissioners Court in 2000, she served as mayor of Lewisville and on the Lewisville City Council, building a foundation of public service that has since expanded to include leadership roles with the North Central Texas Council of Governments and the Conference of Urban Counties. Her work has been instrumental in advancing regional cooperation on transportation, emergency preparedness and public safety.

In her current role as Denton County Commissioner, Mitchell continues to demonstrate her commitment to public service through regional leadership positions and ongoing advocacy for the communities she serves, further strengthening Texas' governance at the local and regional level.

"We are profoundly moved by Commissioner Mitchell's dedication to public service and her shared vision for elevating women in leadership roles," Mantaro said. "This award not only recognizes her past achievements but also inspires future generations of women to make their mark in public service."

The summit is a one-day conference uniting women in the fields of public administration, elected office, and government through informative sessions, engaging keynotes and networking opportunities. The summit supports and inspires greater engagement in public service careers, elected office, appointed positions, and advocacy and public policy roles.

This year's summit will feature keynote speaker Karen Hughes, a communications strategist and former counselor to President George W. Bush, along with additional sessions and speakers focused on public administration, elected office and government service.

The Jane Nelson Institute for Women's Leadership at Texas Woman's University is dedicated to preparing women for successful careers in business and public service. Its three specialized centers—Center for Women Entrepreneurs, Center for Women in Government and Center for Leadership Research and Workforce Development—ensure women have the education to establish careers as successful executives, the skills for building entrepreneurial businesses and the framework needed to excel in public service.

FORT WORTH REPORT

SETTLEMENT REACHED IN DISPUTE BETWEEN TRANSPORTATION BODY, COUNCIL OF GOVERNMENTS

By Eric Garcia
August 13, 2026

A lingering legal dispute between North Texas officials appears to be resolved.

Regional Transportation Council members decided Thursday to approve the signing of key documents in a monthslong conflict with the North Central Texas Council of Governments executive board. The three agreements effectively end a lawsuit initiated in April by Denton County officials that accused the board of overreach in its duties as the council's fiscal agent.

The 45-member transportation council requested in June that executive board members sign a new Metropolitan Planning Organization agreement with the Texas Department of Transportation to remain as the body's fiscal agent. Johnson County Commissioner Rick Bailey signed the agreement as his last official act as the yearlong RTC chair.

"Politics got us into this (dispute) … . Nonpartisanship brought us back together," Bailey said during a workshop meeting Thursday morning.

Denton County Judge Andy Eads said the lawsuit originated because of the actions of a "small handful" on the executive board but many regional leaders banded together to advance a settlement regardless of politics.

"Calm heads prevail and come together," he said.

Carrollton Mayor Steve Babick thanked transportation staff for their professionalism during the dispute.

"When Mom and Dad fight, sometimes it's hard," he said.

Earlier this month, the executive board — which now includes Fort Worth Mayor Mattie Parker and Arlington Mayor Jim Ross — approved a settlement agreement in the lawsuit that resulted from the April firing of transportation director Michael Morris by Todd Little, council of governments executive director. The NCTCOG board claimed that Little had the authority to fire Morris, but two state district judges upheld the assertion that the RTC is the policy-making body for North Texas transportation funding decisions. Morris was later reinstated in May.

Jennifer Justice, executive board president and Richardson City Council member, said the board worked hard to resolve the matter.

"This agreement positions NCTCOG to move forward with clarity and focus," Justice said in a statement. "Once finalized, this resolution will let our board and staff direct their energy where it belongs — helping capitalize on regional opportunities, using taxpayer resources wisely, and delivering better services for the nearly 9 million people who call North Central Texas home."

Thursday's reapproval vote by RTC members was required before the settlement was finalized, officials said.

The new MPO agreement “establishes a clear governance framework by formally recognizing” the Regional Transportation Council as the Metropolitan Planning Organization of North Texas, officials said in a news release.

“Together, the organizations can move forward with clearly defined responsibilities and a renewed focus on delivering coordinated transportation solutions that benefit communities across North Central Texas,” an executive board release said.

Morris said the dispute could have been avoided if the MPO agreement had been updated.

The transportation council, an independent policy-making body, is recognized as the Metropolitan Planning Organization for North Texas because it received federal government certification in 2025 as it has been designated every four years since 1995.

Executive board members also approved companion operating and settlement agreements between the transportation council and NCTCOG that defines each organization’s functional roles and responsibilities in adhering to the TxDOT agreement.

The operating agreement states that Morris as transportation director, also described as the MPO director, reports directly to the transportation council, not Little. The council of governments will be an administrative partner, ensuring day-to-day operations that includes financial, human resources, administrative and technical support for more than 200 transportation department employees.

The agreement also outlines staff protections including a dispute resolution process, and stops the search for a replacement transportation director initiated after Morris’ April firing.

On Thursday, RTC members also voted to return $5 million in emergency funds set aside in April for legal expenses. None of that money was used, officials said.

The group’s external legal expenses from April to June totaled $581,408, according to RTC documents. The transportation council also had internal legal costs of $103,607 from January to June, the documents showed.

A joint letter from Justice, the executive board president, and new RTC chair Stephen Mason, the mayor of Cedar Hill, will be sent to Gov. Greg Abbott to garner his support for the MPO agreement that TxDOT needs to sign. The letter notes that former Gov. Dolph Briscoe designed North Texas’ first Metropolitan Planning Organization 52 years ago.

“This past year tested that partnership,” Justice and Mason wrote in the letter. “We disagreed — candidly, publicly, and finally in court — about how our institutions should interact. We are pleased to report that we have put those issues behind us. The region’s transportation leadership has chosen renewal over rupture. We move forward as partners who remembered why we started and who are committed to ensuring the future vibrancy and growth of the region.

“Simply put, we are committed to ensuring that our past is prologue.”

Mason, appointed to the transportation council in May 2024, will lead the 45-member entity through June 2027.

THE DALLAS MORNING NEWS

VACANT MOTEL NEAR DALLAS' NEW HALPERIN PARK IN OAK CLIFF BECOMING PARKING LOT

Some Halperin Park visitors have complained about the parking situation at the deck park

By Aria Jones
August 13, 2026

A 36-unit motel beside Dallas' new deck park is coming down to make room for a parking lot for visitors of the Oak Cliff green space, which sits atop Interstate 35E.

"I see these little kids running across the street. It's really dangerous," said Hudson Henley, the site's developer, adding, "If you come out here on the weekend, it's just covered with people … so, we're going to help with that solution."

Halperin Park, which opened in May, has drawn thousands of visitors, including for FIFA World Cup watch parties. While residents have celebrated the park's opening, some have complained about the lack of parking options or the need for safe crossings for service roads that border the park.

Currently, visitors can either park at the nearby Dallas Zoo for $14 or find street parking. The city is working toward safety improvements like crosswalks or lower speed limits near the park.

On Thursday morning, developers, bank leaders, City Council members and others gathered to celebrate the announcement, which signaled the start of new development around Halperin. Henley has assembled about 26 acres of property, which could include space for multifamily housing, along with retail and other amenities.

"There's just so much going on over here and so much dynamism," Henley said, adding that in addition to Halperin, the area has places like East Dock and the Bishop Arts District. "People are excited to live here."

The park, a public-private project, is not directly connected to Henley's development, but he is responding to residents' concerns, said April Allen, president and CEO of the Southern Gateway Public Green Foundation, which manages the park.

"We've had a lot of neighbors ask: What's the status? Are we doing anything about this motel?" Allen said. "I appreciate that he has been listening."

Demolition of the City Inn & Suites, which property records show was built in 1962, could provide a new option for families stopping by the park. Southern Dallas historically has faced disinvestment, and developers have said it can be difficult to secure financing needed to make projects south of downtown work.

The demolition, which started Thursday, is being supported by Dallas-based Susser Bank.

Henley's experience with projects and the bank's interest in supporting southern communities meant it was ready to jump in, said Sam L. Susser, the bank's chairman and CEO.

He added that funding a dilapidated, closed hotel and leveling it was "not a normal request that comes through a commercial bank."

For council members Chad West and Maxie Johnson, who represent opposite sides of Interstate 35E near the park, surrounding development means further reunification for their neighborhoods.

The area around the highway has always been a “big moat,” West said, dividing North Oak Cliff and East Oak Cliff with the highway’s construction. Now, he said, there’s a renewed focus for southern areas.

“We should continue to work together and show that synergy is real, collaboration is real and when you want to grow the city, you grow each other,” Johnson said.

It’s not only the physical transformation of the area, but the vision being created for it that is impressive, said Paul Carden, who advocated for the park years ago. Now a developer, Carden called the demolition a milestone.

“We’re actively addressing some of the challenges this area has had and seeing that happen in a physical way, I think, means a lot to both sides of this community,” Carden said.

THE DALLAS MORNING NEWS

WHAT ARE THE BUSIEST HIGWAYS IN DALLAS-FORT WORTH FOR MORNING COMMUTERS?

From explosive population growth to crowded interchanges, several North Texas highways have become major commuter bottlenecks

By Hedija Spahalic
August 13, 2026

Dallas-Fort Worth's exponential growth over the past two decades has transformed the region's morning commute. Suburban communities such as Frisco and Plano are now more readily connected to major highways, and most North Texans don't question if they will hit morning traffic, but where and when.

While congestion can happen on almost every road, a handful of the Dallas-Fort Worth area's transportation corridors have become backup hot spots for early morning commuters. Combined with busy interchanges and high traffic volumes, these corridors carry locals from growing suburbs to major job hubs.

These are the highways commuters are most likely to experience heavy morning traffic.

Interstate 635

Stretching across North Dallas, Interstate 635, or Lyndon B. Johnson Freeway, serves as the region's primary east-west corridor. The interstate links almost every north-south highway in the area such as Interstate 35E, U.S. Highway 75, Dallas North Tollway and State Highway 114.

Unlike other commuter routes in the region that primarily funnel traffic through downtown Dallas, I-635 carries a mix of commuters, commercial trucks and airport travelers. The combination of motorists often means congestion isn't restricted to just rush hour.

The Texas Department of Transportation estimates I-635 carries 230,000 vehicles per day. Almost $2 billion has been invested to improve congestion on the interstate. After more than six years of construction, which also affects congestion, I-635 is expected to be completed by the end of the summer.

"According to traffic counts collected by TxDOT, the roads with highest volumes of traffic are I-35E and I-635 in Dallas," said Francisco Torres, principal transportation system modeler at the North Central Texas Council of Governments.

Interstate 35E

One of the busiest north-south transportation corridors, Interstate 35E connects motorists from Denton County to downtown Dallas. The interstate serves cities with increasing populations along its route such as Denton, Lewisville, Carrollton and Farmer's Branch.

It also provides access to Dallas Love Field Airport, the Design District and Medical District.

I-35E is one of the state's major commercial trucking routes, according to the U.S. Department of Transportation. With both commuters and freight vehicles traveling simultaneously, recurring bottlenecks happen around certain entry and exit ramps.

The combination of motorists merging onto the interstate from I-635, State Highway 183 and Loop 12 makes stop-and-go traffic a frequent occurrence, according to TxDOT.

Dallas North Tollway

As the residential and commercial developments in Frisco, Plano and surrounding cities have increased, the Dallas North Tollway has become one of the busiest toll corridors in the region.

The tollway connects suburban communities and employment centers such as The Star in Frisco, Toyota's North American Headquarters and Legacy West. Uptown Dallas is also directly connected to the tollway.

"Over the last 12 years or so, we have seen a steady increase of traffic driving northbound from Dallas to Addison and Collin County," said Michael Rey, media relations manager for the North Texas Toll Authority. "Post-pandemic, we saw 'rush-hour' extended patterns later into the day."

Interchanges with State Highway 121, President George Bush Turnpike and I-635 are particularly busy on the tollway. Peak periods during morning and afternoon rush hours have become more common, but Rey said NTTA is making efforts to reduce congestion.

NTTA is extending the tollway to help connect even more residents and is expected to finish in late 2027. A widening project added lanes to the tollway in Frisco, which opened in August 2025.

"The improvements to widen the DNT to eight lanes [helped] meet population growth and mobility demands," according to the city of Frisco website.

DENTON RECORD-CHRONICLE

SETTLEMENT REACHED IN DISPUTE BETWEEN TRANSPORTATION BODY, COUNCIL OF GOVERNMENTS

By Eric Garcia
August 14, 2026

A lingering legal dispute between North Texas officials appears to be resolved.

Regional Transportation Council members decided Thursday to approve the signing of key documents in a monthslong conflict with the North Central Texas Council of Governments executive board. The three agreements effectively end a lawsuit initiated in April by Denton County officials that accused the board of overreach in its duties as the council's fiscal agent.

The 45-member transportation council requested in June that executive board members sign a new Metropolitan Planning Organization agreement with the Texas Department of Transportation to remain as the body's fiscal agent. Johnson County Commissioner Rick Bailey signed the agreement as his last official act as the yearlong RTC chair.

"Politics got us into this [dispute]. … Nonpartisanship brought us back together," Bailey said during a workshop meeting Thursday morning.

Denton County Judge Andy Eads said the lawsuit originated because of the actions of a "small handful" on the executive board but many regional leaders banded together to advance a settlement regardless of politics.

"Calm heads prevail and come together," he said.

Carrollton Mayor Steve Babick thanked transportation staff for their professionalism during the dispute.

"When Mom and Dad fight, sometimes it's hard," he said.

Earlier this month, the executive board — which now includes Fort Worth Mayor Mattie Parker and Arlington Mayor Jim Ross — approved a settlement agreement in the lawsuit that resulted from the April firing of transportation director Michael Morris by Todd Little, council of governments executive director. The NCTCOG board claimed that Little had the authority to fire Morris, but two state district judges upheld the assertion that the RTC is the policymaking body for North Texas transportation funding decisions. Morris was later reinstated in May.

Jennifer Justice, executive board president and a Richardson City Council member, said the board worked hard to resolve the matter.

"This agreement positions NCTCOG to move forward with clarity and focus," Justice said in a statement. "Once finalized, this resolution will let our board and staff direct their energy where it belongs — helping capitalize on regional opportunities, using taxpayer resources wisely, and delivering better services for the nearly 9 million people who call North Central Texas home."

Thursday's reapproval vote by RTC members was required before the settlement was finalized, officials said.

The new MPO agreement “establishes a clear governance framework by formally recognizing” the Regional Transportation Council as the Metropolitan Planning Organization of North Texas, officials said in a news release.

“Together, the organizations can move forward with clearly defined responsibilities and a renewed focus on delivering coordinated transportation solutions that benefit communities across North Central Texas,” an executive board release said.

Morris said the dispute could have been avoided if the MPO agreement had been updated.

The transportation council, an independent policymaking body, is recognized as the Metropolitan Planning Organization for North Texas because it received federal government certification in 2025, as it has been designated every four years since 1995.

Executive board members also approved companion operating and settlement agreements between the transportation council and NCTCOG that defines each organization’s functional roles and responsibilities in adhering to the TxDOT agreement.

The operating agreement states that Morris as transportation director, also described as the MPO director, reports directly to the transportation council, not Little. The council of governments will be an administrative partner, ensuring day-to-day operations that includes financial, human resources, administrative and technical support for more than 200 transportation department employees.

The agreement also outlines staff protections including a dispute resolution process, and stops the search for a replacement transportation director initiated after Morris’ April firing.

On Thursday, RTC members also voted to return $5 million in emergency funds set aside in April for legal expenses. None of that money was used, officials said.

The group’s external legal expenses from April to June totaled $581,408, according to RTC documents. The transportation council also had internal legal costs of $103,607 from January to June, the documents showed.

A joint letter from Justice, the executive board president, and new RTC chair Stephen Mason, the mayor of Cedar Hill, will be sent to Gov. Greg Abbott to garner his support for the MPO agreement that TxDOT needs to sign. The letter notes that former Gov. Dolph Briscoe designed North Texas’ first Metropolitan Planning Organization 52 years ago.

“This past year tested that partnership,” Justice and Mason wrote in the letter. “We disagreed — candidly, publicly, and finally in court — about how our institutions should interact. We are pleased to report that we have put those issues behind us. The region’s transportation leadership has chosen renewal over rupture. We move forward as partners who remembered why we started and who are committed to ensuring the future vibrancy and growth of the region.

“Simply put, we are committed to ensuring that our past is prologue.”

Mason, appointed to the transportation council in May 2024, will lead the 45-member entity through June 2027.

HOODLINE

EAST FORT WORTH MOTORCYCLIST KILLED MINUTES AFTER PASSING POLICE AT HIGH SPEED

By Isabella Rodriguez
August 16, 2026

A motorcyclist was killed last Thursday night after leaving the roadway on Randol Mill Road in east Fort Worth, in a crash that came just minutes after police say they saw him blow past them at a high rate of speed on the freeway. Fort Worth police said the crash happened in the 8300 block of Randol Mill Road, and the Tarrant County Medical Examiner has not yet released the rider's identity pending notification of next of kin.

According to the Fort Worth Star-Telegram, Fort Worth police officers reported seeing the motorcycle pass them at a high rate of speed on the freeway about 10 minutes before the fatal crash. Witnesses told police the motorcycle was traveling at a high rate of speed when it left the roadway. Police confirmed the motorcyclist died as a result of the crash.

Additional detail on the crash scene came from DFW Scanner, which reported the crash occurred on a curve between Precinct Line Road and John T. White Road near the 8300 block of Randol Mill Road, where the motorcycle struck a fence after leaving the roadway. That stretch of Randol Mill winds through a semi-residential section of east Fort Worth near Precinct Line Road, and it sits near the East Loop 820 corridor where officers first clocked the speeding bike.

A Familiar Route From Freeway Speed to Surface-Street Curve

The path from a fast-moving freeway onto a curved arterial road is a pattern regional traffic data has flagged repeatedly. The stretch of East Loop 820 near Randol Mill Road underwent a $174 million Texas Clear Lanes reconstruction completed in 2024, expanding the freeway corridor between SH 121/183 and Randol Mill Road, according to the City of Fort Worth. Randol Mill itself functions as a major east-west corridor linking east Fort Worth and Arlington, and the City of Arlington has noted that local bond funding has targeted turning distressed four-lane asphalt sections into wider six-lane concrete roadways.

Last Thursday's crash is at least the fourth fatal or serious motorcycle crash Hoodline has covered in the Fort Worth area within the past week, following a Loop 820 crash that critically hurt two riders the day before. It also follows the deaths of a 27-year-old motorcyclist on Angle Avenue and a rider killed at a Stockyards stop sign, both earlier this month, along with a fatal I-30 crash near Forest Park in February.

What State Data Shows About Lane-Departure and Motorcycle Deaths

Single-vehicle run-off-the-road collisions, like the one that killed Thursday's rider, caused 1,353 deaths across Texas in 2024, accounting for 32.6% of all motor vehicle traffic deaths statewide, according to the Texas Department of Transportation. In the 12-county North Central Texas region that includes Tarrant County, the same type of crash caused 270 deaths in 2024 — representing 32% of all regional traffic fatalities, per the North Central Texas Council of Governments.

Motorcyclists remain especially vulnerable in these crashes. TxDOT recorded 557 motorcycle rider fatalities and 2,468 serious injuries statewide in 2025, and separate state crash records show that 37% of the 581 motorcyclists killed on Texas roads in 2024 were not wearing helmets at the time of the collision. It is not yet known whether the rider killed Thursday was wearing a helmet, whether alcohol was a factor, or whether speed or loss of control on the curve was the primary cause of the crash — questions that remain open pending further investigation.

What Texas Law Says About Speed and Helmets

Under Texas Transportation Code § 661.003, riders and passengers under 21 are required to wear DOT-compliant helmets, while those 21 and older may ride without one only if they carry qualifying health insurance or have completed an approved safety course, according to FindLaw. Separately, Texas Transportation Code §§ 545.351 and 545.401 require drivers to control their speed according to road conditions, and excessive speed showing willful or wanton disregard for safety can be charged as a Class B misdemeanor for reckless driving, FindLaw notes. It has not been reported whether any charges are being considered in connection with Thursday's crash.

Regionally, traffic fatalities have trended slightly downward, with North Central Texas deaths falling from 859 in 2023 to 849 in 2024, mirroring a 3.29% statewide decline, according to NCTCOG figures. Even so, Thursday's death adds to a string of motorcycle fatalities across Fort Worth this month, underscoring how quickly a high-speed pass on the freeway can end in tragedy on a nearby curve.

THE NORMAN TRANSCRIPT

HEARTLAND FLYER SECURES ANOTHER YEAR OF FUNDING

By Andrew Frazier
August 17, 2026

There may be new funding for the Heartland Flyer, according to a recent Regional Transportation Council meeting.

The Fort Worth-to-Oklahoma City train, a joint effort of the Oklahoma and Texas departments of transportation, was set to end operations at the end of the year due to a lack of funding.

“I bring good news. Amtrak will be funded for a second year and TxDOT has been asked to put into their legislative request for two more years,” Transportation Director for the North Central Texas Council of Governments Michael Morristold members of the RTC at an Aug. 13 meeting.

The Heartland Flyer has operated between Oklahoma City and Fort Worth since 1999 but has faced periodic funding uncertainty from both Oklahoma and Texas at different times.

Most recently, lawmakers in both Oklahoma and Texas left funding for the route out of their state budgets, according to an Aug. 14 Facebook post from Rep. Jacob Rosecrants, D-Norman. North Texas regional funding kept the train operating after Texas eliminated its share, and Rosecrants said that funding will continue through most of 2027.

Last year, the route served more than 80,000 passengers. Morris said public support played a role in efforts to preserve the service. TxDOT is also requesting $9.2 million from the Texas Legislature to fund the Heartland Flyer in 2028-29.

“Citizens had come before the open microphone pleading for the Heartland Flyer to be continued,” Morris said. “The Heartland Flyer will continue given the support TxDOT now has for that particular project.”

MASS TRANSIT

TRINITY METRO BREAKS GROUND ON TRE DOUBLE-TRACK PROJECT

By Brandon Lewis
August 17, 2026



Courtesy image

Trinity Metro has broken ground on the Trinity Railway Express (TRE) Double-Track Project. The project will add approximately 2.5 miles of a second mainline track between Fort Worth Central Station and Trinity Lakes Station, eliminating one of the busiest single-track segments along the TRE.

“As our region grows, it is our responsibility to ensure that mobility grows with it,” said Trinity Metro President and CEO Richard Andreski. "This investment strengthens the transportation foundation our communities need to create jobs, expand opportunity and support continued growth across North Texas.”

The project is a partnership with the North Central Texas Council of Governments and is part of a larger regional partnership with Dallas Area Rapid Transit to improve TRE.

Trinity Metro says as part of the long-term vision for TRE, the investment supports efforts to:

- Improve on-time performance and service reliability.
- Increase capacity to accommodate future growth.
- Enhance operational flexibility by reducing constraints associated with single-track operations.

- Strengthen regional mobility and workforce access throughout North Texas.

FORT WORTH REPORT

TRINITY RAILWAY EXPRESS ON TRACK FOR IMPROVEMENTS

By Eric Garcia
August 14, 2026



Shoveling dirt at a ceremonial groundbreaking for the Trinity Railway Express double-track project are, from left, Michael Morris, North Texas transportation director; Gail Lyssy, regional administrator for the Federal Transit Administration; Fort Worth City Manager Jay Chapa; Fort Worth City Council member Michael Crain; Jeff Davis, Trinity Metro board president; Fort Worth Mayor Mattie Parker; Trinity Metro CEO Rich Andreski; and Fort Worth council members Deborah Peoples and Elizabeth Beck. (Eric E. Garcia | Fort Worth Report)

A plan to expand Trinity Railway Express capacity is moving forward.

On Friday, city and transportation officials celebrated the start of the second mainline track project for the passenger train that connects downtown Fort Worth and downtown Dallas. The project near the Trinity Lakes Station will add 2 ½ miles of double track between the station and the downtown Fort Worth Central Station.

TRE trains will be able to move faster and more frequently once the work is completed, officials said. The 34-mile system, launched in 1996, has drawn more than 51 million customers from 10 rail stations in Tarrant and Dallas counties. The service is jointly owned and operated by Trinity Metro transit agency and Dallas Area Rapid Transit.

The double-track project was supported by regional and federal funding through partnerships with the Regional Transportation Council, Federal Transit Administration, Trinity Metro, DART, and the cities of Fort Worth and Dallas.

“TRE is a perfect example of how we work together very well and we have been for decades already,” said Anette Landeros, Trinity Metro’s chief strategy officer.

Fort Worth Mayor Mattie Parker said the partnerships have “everybody moving the same direction to get us to this place.”

“We also need to reinvest and double down on the assets we have on the ground. … This infrastructure is dated but we’re changing that,” she said.

Parker said the city of Fort Worth’s relationship with Trinity Metro improved years ago when two city council members were added to the transit agency’s board of directors. Chris Nettles and Michael Crain now serve on the board.

“We understand our vision as one together,” she said.

Deborah Peoples, council member, said the TRE rail system ensures access to jobs, educational institutions, healthcare facilities and regional transportation.

“This is one step further in making sure that Fort Worth is a city that is accessible to all,” she said.

Gail Lyssy, Region 6 administrator for the Federal Transit Administration, said $15 million in federal funds is being used to improve TRE service as millions of people are expected to move to North Texas in the coming decades.

“It is just what is needed to solve regional transportation challenges,” she said.

Connectivity is becoming more important as the population grows.

“Commuter rail service needs to grow to help these additional 3 million people that are coming,” Lyssy said.



A person buys a ticket for the Trinity Railway Express at the Trinity Lakes Station on Aug. 14, 2026. (Eric E. Garcia | Fort Worth Report)

Michael Morris, Regional Transportation Council transportation director, said the double-track project also received $11 million from the entity plus other grants and funding that were cobbled together by North Central Texas Council of Governments staff.

He recalled the late Gina Bivens, a former council member who told him, “Don’t give up, stay focused on the outcome.”

When the highway bridge was reconstructed, no columns were in the rail right-of-way, Morris said.

Rich Andreski, president and CEO of Trinity Metro, said the double-track project, when complete, will enable the Trinity Railway Express to go faster — from 45 miles per hour to 79 miles per hour.

“These kinds of investments are a continuation of that vision for seamless mobility,” he said.

TEXAS DEPARTMENT OF TRANSPORTATION

TXDOT AWARDED $755M FOR RAIL GRADE SEPARATION PROJECTS

By Staff
August 14, 2026

A federal grant from the Federal Railroad Administration will give the Texas Department of Transportation (TxDOT) more than three-quarters of a billion dollars for rail grade separation projects across the state.

TxDOT will receive more than $755 million through the National Railroad Partnership Program/Federal Railroad Administration's Federal-State Partnership for Intercity Passenger Rail (FSP) Grant Program to advance 12 critical rail grade separation projects across Texas. These awards are collectively the highest amount of any state or local recipient receiving funds.

In addition, the City of Kyle and Hays County also received awards for critical rail crossing projects in their jurisdiction.

"I have led the charge to increase funding for rail grade separation projects to keep Texans safe," said Lt. Gov. Dan Patrick. "By leveraging state funding to secure significant federal funding for rail grade separation projects, we will be able to improve rail and road safety for all Texans."

The FSP provides funding for capital projects on passenger rail lines that reduce infrastructure backlogs, improve transportation system performance and enhance rail service while increasing safety and mobility for communities. The awarded funds will support projects that eliminate crossings by constructing grade separations, removing potential conflicts between trains and roadway traffic.

"By eliminating at-grade rail crossings, we can improve safety, reduce congestion and keep people and goods moving more efficiently," said TxDOT Executive Director Marc Williams. "We thank the Federal Railroad Administration for its partnership and support through the Federal-State Partnership Program. This significant investment will allow Texas communities to advance critical infrastructure projects that enhance safety, mobility and economic opportunity."

TxDOT leveraged $77.6 million in funding from the state's Off-System Rail Grade Separation State Fund Program to help local governments meet federal matching requirements and maximize participation in the grant program.

This approach enabled more communities across Texas to compete successfully for federal funding and advance long-planned transportation improvements. Earlier this year, the Texas Transportation Commission awarded $160.4 million in funding from the State Fund for the elimination of five crossings.

The 12 funded projects represent a combined local-state-federal investment of more than $953 million in communities across the state and will help deliver safer, more reliable transportation networks for Texans for years to come.

FORT WORTH REPORT

HEARTLAND FLYER FUNDED THROUGH ’27 AS PROPOSED STATE BUDGET ITEM TARGETS FUTURE ALLOCATIONS

By Eric Garcia
August 17, 2026

The Heartland Flyer is staying on track between Fort Worth and Oklahoma City.

On April 20, Texas officials issued a notice for end of service when state lawmakers did not allocate about $2.6 million needed each year for the train service. The daily Amtrak passenger train — jointly funded by the Texas and Oklahoma transportation departments — was at risk of ending on Aug. 31.

However, North Texas transportation director Michael Morris said at a Regional Transportation Council meeting last week that funding for the service now is extended through 2027. Beyond that, the Texas Department of Transportation has been asked to put the funding on its legislative request for two more years, he said.

“We did not need RTC money support to accomplish that,” Morris told the transportation council on Aug. 13.

The entity, which allocates federal, state and local funds for North Texas transportation projects, financially supported the train service in July 2025 with $3.5 million from Regional Toll Revenue funds for the 206-mile route. Those funds were expected to be reimbursed by the state, officials previously said.

Morris said the new funding effort for fiscal year 2027 came after North Texas officials, including Fort Worth Mayor Mattie Parker, Fort Worth Chamber leaders and North Texas state lawmakers, supported continued Heartland Flyer funding.

TxDOT requested $9.2 million in a budget proposal to the Texas Legislature to fund the Flyer in fiscal years 2028 and 2029.

Peter LeCody, president of the Dallas-based nonprofit Texas Rail Advocates, said the group also advocated for Flyer allocations since it is an essential service that provides economic benefit to small towns between Fort Worth and Oklahoma City. The train carried more than 80,000 passengers in 2025.

“When you look at the cost vs. benefits that the Heartland Flyer delivers to cities and towns in two states, you get better than a 5-to-1 payback to the economy,” LeCody said.

The Flyer, launched as a transportation option in 1999, has increasingly gained more riders to become a regional tourism tool, providing about $5.3 million in direct economic benefits and an estimated $23.7 million in overall economic activity, according to Amtrak.

LeCody called the train a lifeline for small towns where residents have few transportation options such as Gainesville in Cooke County.

“The 7,032 people that rode the Flyer in Gainesville sure appreciate that train,” he said.

A proposal to extend the Flyer 106 miles from Oklahoma City to Newton, Kansas, is under consideration. That route, abandoned in 1979, could cost at least $311 million to restore through infrastructure improvements on the BNSF-owned line, according to the Kansas Department of Transportation.

HOUSING WIRE

THE OLD TEXAS MAP MAY SHOW WHERE GROWTH GOES NEXT

Outer-ring county seats around DFW are outpacing core suburbs

By Scott Finfer
August 18, 2026

For generations, people have tried to forecast Texas's growth using highway maps, demographic models, employment projections and subdivision starts.

All of that is helpful data. But there may be a simpler way to see where Texas is headed next.

Look at where Texas started

Texas did not develop as a single, continuous suburban blanket spreading outward from Dallas, Fort Worth, Houston, Austin and San Antonio. Instead, it grew as a collection of solar systems.

In North Texas, Dallas and Fort Worth became the suns. Around them sat a first ring of real towns, many of them county seats, with courthouses, schools, churches, merchants, banks and downtowns that predated any master-planned community with a monument sign.

Then came the smaller towns orbiting those county seats. For more than a century, that arrangement worked because it had to. A county seat was the local hub for government, commerce, medicine, education and social life. Roads led to it. Farmers traded there. Lawyers argued there. Bankers lent there. And on Friday nights, everyone knew where the lights were on.

Today, the Dallas-Fort Worth metropolitan economy has grown large enough to reconnect those old dots. That may be one of the most useful facts for Texas real estate.

The Dallas-Fort Worth-Arlington metro counted 7,637,387 residents in the 2020 Census and reached an estimated 8,477,157 by July 2025, roughly 840,000 more people in five years. Between 2024 and 2025 alone, DFW added 123,557 residents, the second-largest numeric gain among U.S. metros, behind only Houston. Regional planners at the North Central Texas Council of Governments estimated the broader region at nearly 9 million in early 2026.

More important for developers, growth is increasingly happening at the edges. The Census Bureau has noted that in several of America's largest metros, the fastest-growing counties are on the outer ring, and that this pattern is particularly pronounced in Texas. In other words, the gravitational field is widening.

McKinney was already McKinney

McKinney is the clearest example. McKinney was not created because Dallas sprawled north. McKinney was already McKinney. It became the Collin County seat in 1848, with its own downtown, institutions and a reason to exist. Dallas eventually grew toward McKinney. Jobs moved closer. Highways connected McKinney. Capital followed.

McKinney grew from 195,308 residents in 2020 to an estimated 236,001 in 2025, a 20.8% increase. Collin County reached nearly 1.3 million residents. Denton followed a similar pattern. Established in 1857 as the Denton County seat, it grew from 139,869 people in 2020 to 169,431 in 2025, a 21.1% increase.

Waxahachie, the Ellis County seat since 1850, grew from 41,140 to 50,090 over the same period, while Ellis County grew by 25.2%. These were not suburbs waiting to be invented. They were cities waiting for the metropolitan economy to catch up.

That's a distinction worth exploring.

The second life of the Texas county seat

Developers spend extraordinary amounts of money trying to manufacture what many old Texas towns already have. We build amenity centers to create community, but they already have one. We create retail villages to manufacture a sense of place, but they have a courthouse square.

We hire branding firms to give a project a name, a story and a logo so buyers feel they are moving *somewhere* rather than merely buying a house. A 175-year-old Texas town generally has the name covered. It may also have the church, the football rivalry, the barbecue argument and three families who still disagree about something that happened at the bank in 1974.

That is not nostalgia. It is infrastructure of a different kind. As the automobile, the interstate highway system, and the metropolitan job base expanded, 30 or 40 miles no longer meant isolation. It became a commute. A rural economy became connected to a regional employment economy. And an old county seat could become something new:

A metropolitan satellite with a century of established identity.

That can be a powerful development advantage. Allen offers a useful contrast.

Platted by the railroad in 1876 but not incorporated until 1953, Allen followed the more familiar 20th-century suburban model. Its population exploded as Dallas and Plano pushed north, rising from 1,940 in 1970 to more than 43,000 by 2000. It is now a successful, mature city of more than 113,000.

But Allen also illustrates the limitations of the classic suburb:

Eventually, you run out of dirt. Since 2020, Allen has grown by about 8.4%, far below McKinney's 20.8%. Growth has spread farther outward to places such as Celina and Princeton. A manufactured suburb has an acreage ceiling. An old county seat surrounded by land can simply begin another chapter.

The next winners may already be on the map

If this thesis is right, the next major Texas growth markets are not necessarily places where someone can assemble 5,000 acres, dig a lagoon, and invent a city by Thursday. Many of them already exist. The developer's job is to find the towns where history, infrastructure, and metropolitan access are about to intersect. The numbers suggest that this is already happening.

Decatur, the Wise County seat platted in 1856, has grown by 38.1% since 2020. Weatherford, the Parker County seat incorporated in 1858, has grown by 31.7%.

Both have outpaced Frisco's 18.2% and McKinney's 20.8% during the same period.

Weatherford may be one of the clearest examples west of Fort Worth. A traditional county seat with a distinctive courthouse square, it is becoming a gravitational center, much as places like Frisco, McKinney, Southlake, and Grapevine did a generation earlier. Parker County grew from

roughly 117,000 residents in 2010 to about 180,000 by mid-2024, with a median household income above $100,000. The pattern continues around the ring.

Cleburne, the Johnson County seat, has grown by 27.4% since 2020. Wise County is up 22.1%. Granbury has grown by roughly 21%.

Capital is beginning to validate the same map.

Google's $40 billion Texas investment, announced in November 2025, includes a major investment in Midlothian in Ellis County. The same county recently approved **Minto Communities**' planned 13,270-home, 3,170-acre community outside Waxahachie, a 16-year buildout expected to bring thousands of permanent jobs. That is not growth replacing an old Texas town. It is growth attaching itself to one.

A courthouse does not fix a sewer Line

Of course, history alone is not a development strategy. A courthouse does not solve a sewer problem, and a good barbecue joint has yet to receive a municipal bond rating. Distance still matters. Schools matter enormously. Water and sewer capacity matter. Roads matter. Land base matters. Municipal leadership matters.

And a town has to be willing to grow without bulldozing the character that made people want to move there in the first place. That gives developers a useful filter. Look for a real town with a recognizable identity. Look for a high-functioning school district. Look for highway access that puts major employment within a tolerable commute. Look for water, sewer, and road capacity, or a credible path to create it. Look for land that can still be bought at a basis that allows builders to produce homes people can afford. And then look at the old map.

What looks like an exurb today may simply be tomorrow's satellite city.

The map has been sitting there all along

The five fastest-growing U.S. cities with at least 20,000 residents, according to the Census Bureau's most recent city-level release, were all in Texas, with four clustered around DFW's outer ring. Fort Worth itself recorded the nation's second-largest numeric population gain among cities.

That is not random. For decades, North Texas growth filled the space between Dallas, Fort Worth, and the first generation of satellite cities. Now the region's economic gravity is reaching farther outward to Weatherford, Granbury, Cleburne, and Decatur on the west and southwest sides; Waxahachie and eventually farther south; and another generation of communities north of Denton and Collin County.

The next frontier of Texas development may therefore be less about creating suburbs and more about rediscovering the cities Texas built 150 years ago. The infrastructure is usually better. The commute is shorter. The rooftops are coming. But the town itself may have been there since Sam Houston was still a current event.

Dallas-Fort Worth remains the sun. The first satellites have already become major cities. Now the gravitational pull is reaching the next ring. For developers trying to understand where Texas will grow next, the best map of the future may be the oldest one in the office.

KGOU

HEARTLAND FLYER AVOIDS SHUTDOWN, FOR NOW

By Logan Layden
August 19, 2026

It appeared the Heartland Flyer was facing the end of the line this year. But funding for Oklahoma's only passenger rail service is back on track, for now.

After the Texas Legislature failed to fund the Amtrak service that runs from Oklahoma City to Fort Worth with stops along the way, the Oklahoma Legislature followed suit.

State Rep. Jacob Rosecrants said in a social media post the service would've ended on Aug. 31, but that the North Central Texas Council of Governments, which kept it going after Texas pulled its funding, will continue to do so through at least most of 2027.

The Heartland Flyer's future remains uncertain beyond that.

Rosecrants says conversations are ongoing in both states about a more permanent funding solution, but that the Heartland Flyer is proving to be "tough to kill, y'all."

THE DALLAS MORNING NEWS

REGIONAL TRANSPORTATION OFFICIALS STUDY M-LINE TROLLEY EXTENSION TO KNOX-HENDERSON

The proposed extension could improve transit connections between Knox-Henderson, Uptown and downtown

By Hedija Spahalic
August 20, 2026



Regional transportation planners are studying a possible M-Line Trolley extension linking Knox-Henderson with Uptown and downtown Dallas. Brian Elledge/Dallas Morning News

Regional transportation officials are exploring a possible extension of the M-Line Trolley into Knox-Henderson, but key questions such as who it would serve, where it would run and when it would be completed remain unanswered.

The North Central Texas Council of Governments is conducting a feasibility study with the McKinney Avenue Transit Authority to determine possible routes, ridership, costs and infrastructure needs.

The study is set to begin this month and finish next August, with the goal of outlining a funding and implementation plan.

“We are generally looking at any possible route or alignment in the vicinity of McKinney and Cole Avenue between Blackburn Street and the Knox-Henderson neighborhood,” said Ezra Pratt, the council’s principal transportation planner.

Factors considered in the expansion include population density, access to commercial developments such as restaurants and shops, estimated costs and whether streetcar infrastructure would fit in the specific corridor. However, methodology and criteria for the study have not been finalized.

The M-Line Trolley operates seven vintage streetcars along a 4.6-mile route through Uptown and downtown Dallas. Since launching in 1989, the trolley has extended to include Klyde Warren Park and several Dallas Area Rapid Transit stations.

The extension would improve connections between Knox-Henderson, Uptown and downtown Dallas, and provide better access to the Katy Trail and Cole Park.

According to DART, the last extension took place in 2015, and created the trolley system's southern loop, connecting it to the rail system's St. Paul Station.

Funding for the study comes from the federal surface transportation block grant, administered by the Texas Department of Transportation. Future funding for the extension itself would come from a wide variety of federal, state, local and private sources, said Pratt.

The council will host public hearings to discuss the possible extension, but specific dates have not been released.

FORT WORTH REPORT

BONDS RANCH ROAD SEGMENT 4 IMPROVEMENTS TO BRING MUCH-NEEDED RELIEF TO COMMUTERS

By Patrick Banis
August 22, 2026

Construction is set to begin this month on the next stage of improvements to Bonds Ranch Road in northwest Fort Worth.

The Bonds Ranch Road segment 4 project will expand the road between Wagley Robertson Road to Hawks Landing Road at a total $37.2 million cost.

Bonds Ranch Road is an 8-mile stretch of road being improved through partnerships between the city of Fort Worth, Tarrant County, Texas Department of Transportation and North Central Texas Council of Governments. The project is so large in scope that it was broken into six segments with separate funding.

“As this is a capital project voted on by the public as part of the city’s bond program, neighbors are happy to see this arrive at construction, which is expected to begin this month,” Lara Ingram, a public information officer for the city, said. “This is a great improvement to mobility for this area.”

McCarthy Building Companies Inc. will begin construction this month on segment 4, with construction to end in March 2028. It will expand Bonds Ranch to a four-lane divided roadway, with the ability to expand to six lanes.

The four lanes will be separated by a median that will provide turn lanes serving Braewood Drive (westbound traffic), Emerald Park Lane (eastbound traffic), and two turn lanes for the businesses and a church (eastbound traffic).

The project includes new traffic signals where Bonds Ranch Road intersects Fossil Springs Road-Kittering Terrace, and where it crosses Wagley Robertson Road. The project also includes a shared use path on each side of the road, streetlights and drainage improvements. Lastly, the project also includes construction of a pavement connection to a future frontage road at Wagley Robertson where it meets U.S. 287.

While a timeline for each phase has not been completed, these are the phases:

- Phase 1: Two lanes moving from Hawks Landing Road to Wagley Robertson Road (moving from east to west). The additional lanes will be north of the existing roadway and connect the existing driveways and neighborhood connections to the new lanes. Crews will build a temporary road as a connector to Bonds Ranch Road.
- Phase 2: Improvements along Wagley Robertson Road where it connects to Bonds Ranch Road moving west. During this phase, motorists will follow the temporary road constructed during the first phase while moving to or from Bonds Ranch Road to Wagley Robertson Road.
- Phase 3: Improvements along Bonds Ranch Road where it connects to Braewood Drive and Foothill Drive, in addition to where it connects to Fossil Springs Drive.

The project funding includes $22.3 million in construction costs. Funding sources include $15.9 million approved by Fort Worth voters in the city's 2022 bond program, $12.4 million in Tarrant County bond funds, $7.8 million from transportation impact fees/other funds and $250,000 in developer contributions.

Federal money makes up the remainder of the total costs.

On June 6, 2023, Amit Bose, Federal Railroad Administration administrator, announced $17.7 million for the city of Fort Worth as part of its railroad crossing elimination program.

"I know the Bonds Ranch Road rail crossing is something the community here has worked very hard to find a solution for, with good reason," Bose said. "This rural two-lane road serves nearly 18,000 vehicles daily as a vital east-west connector to U.S. 287 and surrounding communities."

The city included the final two segments of the Bonds Ranch Road improvements in the 2026 bond package as part of Proposition A. Voters on May 2 this year approved the package.

FORT WORTH REPORT

FORT WORTH NEARS COMPLETION OF UPDATE TO FLOODPLAIN MANAGEMENT PLAN

By McCartie McPadden
August 22, 2026

The city of Fort Worth's stormwater management team is nearing completion of a five-year update to the city's Floodplain Management Plan.

The group held its second and final public meeting Aug. 13 before sending the plan to the Federal Emergency Management Agency for feedback ahead of possible city council adoption in December.

The FMP is a 10-step strategy that sets out measures to manage floodplains. The plan's goal is to reduce flood risk, protect property and life, and maintain environmental values.

FEMA's Community Rating System, which is used as the basis for calculating flood insurance rates, requires periodic updates of communities' floodplain management practices.

The team held two public meetings and three stakeholder meetings to gather public feedback on managing flood risk in the city. Stakeholders included city employees, residents and experts.

Among the main goals developed for the stakeholders during the first meeting: improve outreach, education and communication, help residents, and encourage conversations about how the city can help improve its stormwater regulations.

While researching, the team coordinated with other agencies including the North Central Texas Council of Governments and Tarrant Regional Water District. It also identified where most of Fort Worth's flooding is and assessed the impact of heavy floods on Fort Worth.

The team determined its top goal would be to "improve the safety of people, property and infrastructure by reducing flood risk and impacts."

Other goals include:

- Guide future development and investment to promote sustainable, flood-resilient growth while protecting natural floodplain functions.
- Strengthen emergency preparedness and response capabilities to minimize impacts during flood events and support rapid recovery.
- Increase public awareness and understanding of flood risks, mitigation options and safety practices through targeted outreach, education and community engagement.
- Support the city's efforts to lower the public's insurance rates by improving the city's CRS classification (which is currently a 7).

The team developed six plan categories aimed at educating the public and improving technological support regarding potential flood risks. These include preventative activities, property protection, natural resource protection, emergency services, structural projects and public information.

THE DALLAS MORNING NEWS

NORTH TEXAS INVESTS $11.2M IN SMARTER TRAFFIC SIGNALS AND ROAD TECHNOLOGY

Implementation is expected to begin in 2027

By Hedija Spahalic
August 21, 2026



Regional officials are investing in smart signals and sensors as an alternative to relying solely on new lanes and road widening. Smiley N. Pool/Dallas Morning News

Motorists across North Texas could soon see smarter traffic signals as transportation authorities look for ways to reduce congestion without adding new roads.

Regional officials are investing more than $11 million in technology designed to make existing roads safer and more responsive. The projects are intended to address transportation problems that cannot be solved by adding new lanes or widening intersections.

The program was originally approved for $8.7 million, but the Regional Transportation Council authorized an additional $2,543,400 on Aug.13, bringing the total funding to $11,243,400.

Proposed technology improvements include systems that allow emergency vehicles to receive signal priority as they cross city boundaries.

“When traffic signals provide priority for emergency vehicles, these requests are short and traffic signals along a primary corridor can get back into coordination with a few traffic signal cycles to

not cause a major delay in traffic while ensuring a patient gets transported quickly and safely to a hospital," said Natalie Bettger, senior program manager for the North Central Texas Council of Governments.

Other technology improvements include advanced signals that adjust timing based on incoming traffic and railroad-crossing systems that alert motorists when a train is blocking a crossing.

Bettger said qualifying cities would receive different systems depending on their eligibility, considering things such as the city's technology readiness level and willingness to share performance data with the council. Primary criteria items included innovative approaches to solving transportation needs, regional investments and public/private partnerships.

The cities that met these requirements are Frisco, McKinney, Allen, DeSoto, Duncanville, Cedar Hill, Denton, Arlington, Fort Worth and Southlake.

Frisco, McKinney, Allen, DeSoto, Duncanville and Cedar Hill will receive emergency vehicle preemption, while Southlake will upgrade traffic signals to use smart intersection technology.

Denton plans to deploy traffic-monitoring and traffic-calming technology along roads identified as having high concentrations of collisions.

Arlington will deploy smart rail technology and traffic sensors along its high injury roadways.

Fort Worth plans to make safety improvements as part of the city's project on East Berry Street from Interstate 35W to Miller Avenue through smart traffic signals and detection technology.

Implementation is set to begin in 2027, with no defined end date. Bettger said local jurisdictions would be in charge of maintaining the equipment once it is installed.

THE DALLAS MORNING NEWS

REGIONAL TRANSPORTATION OFFICIALS APPROVE $15M NOLAN RIVER ROAD WIDENING

Construction is expected to begin in summer 2027

By Hedija Spahalic
August 21, 2026

Southbound traffic on the Chisholm Trail Parkway backs up as much as half a mile where the toll road ends at U.S. Highway 67 in Cleburne. As the parkway's overall widening project continues, more vehicles are expected to descend on the parkway by 2028 when construction is complete.

Now, North Texas transportation officials want to widen Nolan River Road, not just the toll road, to help mitigate anticipated congestion problems.

Officials approved $15 million at the Regional Transportation Council meeting on Aug. 13 to reconstruct and widen Nolan River Road, the bridge connecting the parkway and U.S. Highway 67, from two lanes to four, including new turn lanes and signal updates.

The project is 95% through the design phase and has received environmental clearance. Officials estimate the project will go to construction in the summer of 2027, with no defined end date.

Prior to the funding request, the council attempted to alleviate congestion through traffic signal maximization, according to the council's senior program manager Christie Gotti.

"The southbound [parkway] demand at U.S. 67 westbound exceeds the rate in which cars can make it through the next signal at U.S. 67 eastbound, and the resulting residual queue backs up into the upstream roadway," Gotti said. "Because Chisholm Trail Parkway terminates at this location, the queue extends onto the toll facility."

Gotti said the southbound afternoon traffic volumes of the parkway are at the upper limit of what a single lane, traveling in both directions, can handle. A roadway of its size can handle 1,500 to 1,800 vehicles per hour, while Gotti estimated the current count is 1,752.

The Texas Department of Transportation's Fort Worth district requested funding from the council because short-term funding for the project is unavailable. The department will contribute $3 million, while the council contributes the remaining funds.

"Neither the City of Cleburne nor Johnson County have local funding available and have also asked the RTC for funding support," Gotti said. "RTC funding expedites the improvements to benefit the traveling public sooner rather than later."

THE DALLAS MORNING NEWS

U.S. 75 CONSTRUCTION IS 99% COMPLETE. HERE'S WHAT CHANGES FOR DRIVERS

TxDOT is wrapping up the $58 million project this fall

By Hedija Spahalic
August 21, 2026

Construction on one of the region's most connected commuter corridors is nearing the finish line.

North Texas drivers traveling on U.S. Highway 75 from Interstate 635 to State Highway 121 will soon have another lane available. The Texas Department of Transportation said the $58 million project is 99% complete and on track to finish this fall, with only a few final touches remaining.

Here's what's been done and what remains for the highway.

What changes have been made to U.S. 75?

The project began in 2024, and stretches from I-635, or Lyndon B. Johnson Freeway, in Dallas County to SH 121, or Sam Rayburn Tollway, in Collin County.

Prior to construction, only high-occupancy vehicles and motorcycles were allowed to use the inside lane of the highway. This meant much of the road could not be used by drivers traveling alone, according to TxDOT. The department wanted to make the existing lane available to more motorists for most of the day, while reserving it for certain vehicles during the busiest periods.

Once the proper signage is in place and the construction is complete, the inside lane will be available to all drivers for 22 hours a day. From 7 a.m. to 9 a.m., the inside lane of southbound U.S. 75 toward Dallas will be reserved for HOVs, motorcycles and low-emission vehicles. The same restrictions will apply from 4 p.m. to 6 p.m. for the northbound inside lane toward Collin County.

The lanes will be open to all drivers outside these periods and on weekends.

New highway safety lighting was also installed along the entire corridor from I-635 to SH 121.

How much construction is left?

The department said it's still evaluating the overhead signs above the inside lanes. While major construction is complete, the lane-management system is being tested to make sure it operates properly.

No additional construction projects on U.S. 75 in Dallas or Collin counties are planned at this time, according to TxDOT.

Who will these changes impact?

Single-occupant vehicles will benefit from being able to use a lane they were previously prohibited from entering on their own. HOV drivers and motorcyclists will continue to receive priority throughout the week during peak periods.

Southbound morning commuters and northbound evening commuters will need to pay particular attention to the new signage to make sure they are adhering to the new highway rules.

Motorists traveling outside rush hours could see the biggest increase in available space because the former HOV lane will no longer be restricted throughout the day, according to TxDOT.

TRAINS MAGAZINE

TEXAS TO PROVIDE FUNDS TO CONTINUE HEARTLAND FLYER THROUGH 2027

By Staff
August 25, 2026

Texas officials have provided funding to continue operation of the Heartland Flyer through 2027, Amtrak has announced.

A $4.2 million transfer of funds within the Texas Department of Transportation will allow the train between Fort Worth and Oklahoma City, Okla., to continue operating until the legislature can meet next year to consider funding as part of the 2027-28 state budget, according to the passenger operator.

“Leadership by Gov. Greg Abbott and Texas Department of Transportation Executive Director Marc Williams will keep this important service operating and connecting to local transit and the Amtrak National Network in Fort Worth,” Jennifer Mitchell, Amtrak executive vice president, strategy and planning, said in a press release.

Operation of the train between Fort Worth and Oklahoma City has been in jeopardy since the biennial Texas budget passed in 2025 did not include the required state funding support for the train.

The Regional Transportation Council of the North Central Texas Council of Governments stepped in last year with $3.5 million to keep the train running through Aug. 31, 2026 [see “Local Texas group to fund …,” Trains.com, July 10, 2025]. And earlier this year, the Oklahoma Department of Transportation said it had sufficient funding available to keep the train running through the end of 2026 [see “Oklahoma ensures Heartland Flyer …,” April 30, 2026].

The train set both ridership and revenue records in the Amtrak fiscal year ending in September 2025, carrying 80,767 passengers.

“Securing the future of the *Heartland Flyer* has been a priority of mine, and I’m glad to see Texas, Oklahoma, and Amtrak come together on this agreement,” said State Sen. Tan Parker (R-Flower Mound). “This route matters. It connects North Texas communities to jobs, education, and each other, and it’s a service our constituents have made clear they value.”

Texas DOT has requested $9.2 million to fund the train in fiscal years 2028 and 2029, according to the news site Fort Worth Report.

FORT WORTH REPORT

TRINITY METRO PLANS TO CUT SPENDING IN 2027 BUT WILL ADVANCE TRAIN IMPROVEMENTS

By Eric Garcia
August 25, 2026

Trinity Metro transit agency is tightening its belt amid economic uncertainty with plans to decrease spending in fiscal year 2027 by more than 8%.

Under the agency's proposed $204.9 million budget, spending is decreased by $17.8 million compared to the adopted 2026 budget of $222.3 million. However, officials plan to increase its Trinity Railway Express funding by $3.3 million to help pay for a double-track project to improve the passenger train service between Fort Worth and Dallas.

That project is also supported by regional and federal funding through partnerships with the Regional Transportation Council, Federal Transit Administration, Dallas Area Rapid Transit and the cities of Fort Worth and Dallas.

At a groundbreaking ceremony earlier this month, Mayor Mattie Parker said improvements to the Trinity Railway Express would benefit the region.

"We also need to reinvest and double down on the assets we have on the ground. … This infrastructure is dated but we're changing that," Parker said.

Trinity Metro officials said 2027 costs for personnel, transportation services and needed equipment continue to rise — but those increases won't be offset by millions in expected revenue as they have been in recent years.

The agency forecasts it will receive $204.5 million in expected revenue, including $147.8 million in sales tax allocations, to generate a net income of just $398,578 in fiscal 2027, which starts Oct. 1. Operating grants will total $42.6 million.

Eva Williams, director of budgets and grants, acknowledged that there will be a "very small margin" between expenditures and revenue in fiscal 2027.

"Our team is doing a lot with very little," Williams told the board of directors at the Aug. 17 meeting.

Trinity Metro — which expected a net income of $7.3 million in fiscal year 2026 — is projected to receive nearly $13 million in net income instead because of significant increases from sales tax allocations as consumer and other retail costs increased this year. The agency has also spent less than projected on services purchased and supplies this year.

The agency's board is expected to consider the 2027 operating budget at a September meeting.

MASS TRANSIT

TXDOT FUNDING FLEX KEEPS HEARTLAND FLYER SERVICE MOVING AFTER SECOND LEGISLATIVE OVERLOOK

By Noah Kolenda
August 26, 2026



Texas officials have provided the state's portion of funding for an agreement with the state of Oklahoma to provide the daily Amtrak Heartland Flyer service between Fort Worth, Texas, and Oklahoma City, Okla.

"Legislative leadership and Texas Department of Transportation (TxDOT) Executive Director Marc Williams will keep this important service operating and connecting to local transit and the Amtrak National Network in Fort Worth," said Amtrak Executive Vice President Jennifer Mitchell. "We will work with TxDOT, our partners in Oklahoma and the rest of the region to continue to provide the Heartland Flyer service."

Since June 1999, the southbound Heartland Flyer has departed Oklahoma City in the morning, with Oklahoma stations in Norman, Purcell, Pauls Valley and Ardmore before crossing the Red River and making a stop in Gainesville, Texas. The northbound Heartland Flyer returns to those stations after leaving Fort Worth in the early evening. In the 12 months ending last September, 80,767 rode these trains, with both record ridership and ticket revenue. The service continued last year after threat of its termination due to a lack of a funding line item in the Texas state legislative budget cycle. The service was continued when the Regional Transportation Council flexed the required funds to close the gap.

Amtrak says it is making an estimated $17 million of federally funded investments at Texas and Oklahoma stations along the 206-mile route alongside the announcement. Accessibility work is

nearly complete at three stations and two more stations expected to be out for bid next year, according to Amtrak.

With 50 employees, the Fort Worth crew base is the sole hub for Heartland Flyer maintenance, operations and commissary, comprising the bulk of the $23 million Amtrak payroll in Texas. Last year, Amtrak says it bought more than $95 million in Texas goods and services (plus $256,000 in Oklahoma) with $69 million in Texas communities served by the Heartland Flyer.

This year, a $4.2 million fund transfer within TxDOT enables the popular service to continue while the legislature meets next year to consider the 2027-28 state budget.

“Securing the future of the Heartland Flyer has been a priority of mine, and I’m glad to see Texas, Oklahoma and Amtrak come together on this agreement. This route matters. It connects North Texas communities to jobs, education and each other, and it’s a service our constituents have made clear they value. It’s a win for North Texas families, our regional economy, and the future of passenger rail in our state, and I’ll keep working to see it succeed,” said Texas Senate Transportation Committee Chair Tan Parker (R-12).

Amtrak says that this state funding from the Texas Transportation Commission and action by the legislative budget board clears the way for the “Big Game Train,” a service extension of the Heartland Flyer between Fort Worth and Dallas for fans to attend a College Football game in Dallas each October between the University of Texas and the University of Oklahoma.

WFAA

A FORMER COUNTY JUDGE FIRED THE MOST POWERFUL TRANSPORTATION OFFICIAL IN NORTH TEXAS. NOW HE'S REINSTATED – AND THE FORMER JUDGE IS OUT OF A JOB

By Cole Sullivan, Alex Wilson
August 28, 2026

A former Ellis County judge who led the firing of the most powerful transportation official in North Texas is now out of a job himself after a court battle that led to the transportation official's reinstatement.

The North Central Texas Council of Governments (NCTCOG) announced a "mutual separation" with executive director Todd Little following its meeting Thursday night. The organization's executive board voted 8-6 to approve the separation.

In a statement, the board said the split was mutually agreed upon and effective immediately despite "no finding of misconduct or cause." A spokesperson declined to release further information.

But Little said the termination was not his choice -- and he wanted to stay at the helm of the powerful, albeit low-profile organization. "The board made the decision to part ways," he told WFAA. "Through the hard times of the past year, the board made a decision to go a different direction and I respect that."

Little made headlines when he fired longtime Director of Transportation Michael Morris in April. No reason was given for Morris' firing at the time.

Little declined to say whether his termination was driven by his previous decision to fire the powerful Morris. "My time at the [NCTCOG] was very exciting and engaging and I learned a lot," Little said. "The thing that I will miss the most is the relationships and the partners we developed on a regional level."

Morris had served decades in the role overseeing billions of dollars of transportation projects across North Texas -- and his termination involved a months-long court battle during which a judge ordered him reinstated.

The court battle centered around whether Little, as leader of the NCTCOG, had the authority to terminate Morris, who reported to an independent committee of the NCTCOG made up of local public officials called the Regional Transportation Council (RTC).

The debate led the Texas Department of Transportation to change its agreement with the RTC and NCTCOG to make clear the RTC -- and not the organization Little helmed -- had the authority to hire and fire Morris. The updated agreement was approved earlier this summer.

Little, who left his role as Ellis County judge early to take the NCTCOG job, said he wants to continue in public service. "I will be looking for any way in the future that I might be able to continue assist helping the DFW region be all that it can be," he said.

Morris remains in the role he's had for more than three decades overseeing transportation projects across the region.

RAILWAY AGE

HEARTLAND FLYER GETS A REPRIEVE

By David Peter Alan
August 28, 2026



Courtesy Amtrak

In a cliffhanger episode reminiscent of old Hollywood serials, Amtrak's *Heartland Flyer*, Trains 821 and 822, which run between Oklahoma City and Fort Worth, was saved again; this time with six days to spare. Funding was due to run out on Aug. 31, which means the train would have made its final round trip to Fort Worth that day, if money to keep it going for the coming year had not come through.

In a last-minute move, Texas agreed to pay its share of the money for running the train, which has its southern terminus at Fort Worth and stops at Gainesville, on its way to or from its Oklahoma stops at Ardmore, Pauls Valley, Purcell, Norman (home of the University of Oklahoma), and Oklahoma City, the state capital. It connects with the *Texas Eagle* toward both Chicago and San Antonio at Fort Worth, with an afternoon layover scheduled for about 90 minutes northbound and three hours southbound.

The Texas Rail Advocates (TRA), a statewide organization that has supported the train even before it started running in 1999, reported on Aug. 25: "Texas secured the future of one of its most vital regional rail connections today with the signing of an agreement among the Texas Department of Transportation, and Amtrak to sustain the *Heartland Flyer*, the passenger rail line linking Fort Worth, Gainesville and Oklahoma City.

The agreement, championed by State Senator Tan Parker, Chairman of the Senate Committee on Transportation, ends months of uncertainty over the route's future and ensures continued service for the tens of thousands of Texans and Oklahomans who depend on it." TRA also said

that in the 12 months ending last September, 80,767 people rode the *Flyer*, with both record ridership and ticket revenue. “Continuing *Heartland Flyer* service also preserves an estimated $17 million of federally-funded investments at Texas and Oklahoma stations along the 206-mile Amtrak route,” it reported. “Accessibility work is nearly complete at three stations and two more stations expected to be out for bid next year.”

The TRA story quoted Parker as saying: “Protecting the *Heartland Flyer* was never just about one route—it was about proving that Texas takes rail seriously, and that fight helped lay the groundwork for the state’s success in landing more than $755 million in federal rail funding this year, the largest award in the nation, that will dramatically enhance the safety of rail grade crossings across the state … When Texas shows up, Texas wins. I’ll keep pushing to bring resources like this home for our communities.”

TRA President Peter LeCody noted the grants will come from the Federal Railroad Administration’s Federal-State Partnership for Intercity Passenger Rail (FSP) program, which will support 12 projects designed to eliminate grade crossings on lines that host passenger trains. TRA reported these grants on Aug. 14 and said that the state chipped in a 10% match for its share under the program.

In a separate statement, LeCody told *Railway Age: “*We were certainly glad to be part of a coalition that was able to secure funding for this next year for the *Flyer*. In addition, today the Texas Department of Transportation approved their legislative appropriation request with an exceptional item for the *Heartland Flyer* funding for the net two years in the amount of $9.2 million.”

He explained, however, that an “exceptional item” is one that is not funded yet, so a further appropriation will be necessary. In light of that, LeCody added: “We have two years, and we’ll have our work cut out for us in the next session.” He also said that lot of the credit has to go to Parker, “who has been a champion for this funding” and was recently installed as the Senate Transportation Chair.

The situation with the *Flyer* this year is similar to the one last year, but with a difference. While the continued operation of the train came down to the wire last year, too, the state of Texas did not fund its share of the assessment for keeping the train going. Instead, the North Central Texas Council of Governments, the local Metropolitan Planning Organization (MPO), stepped in and paid the bill.

The route of the *Flyer*, which is the only passenger train in Oklahoma, was once part of the historic route of the Santa Fe’s *Texas Chief*, which was renamed the *Lone Star Limited* in 1974. It ran from Chicago to Houston, through Kansas City, Oklahoma City, Wichita, Fort Worth, and intermediate stops.

It was discontinued as part of set of massive cuts to Amtrak’s national network in 1979, and the entire part of the line south of Newton, Kans., lost its service. Service was restored only on the segment between Fort Worth and Oklahoma City in 1999 as the *Heartland Flyer*, even though there were hopes at the time that it would run from Newton, where it would have connected with Trains 3 and 4, the *Southwest Chief*.

There have been efforts in recent years by the Northern Flyer Alliance, other advocacy organizations, and some officials in the region (including Kansas) to restore passenger service

on the part of the old route between Newton and Oklahoma City. Those efforts continue, and if they succeed and the current service south of Oklahoma City continues, there would be passenger trains running all the way between Chicago and Fort Worth, with through-running becoming feasible.

The schedule for the *Chief* allows such connections, and today there is a connecting bus between Oklahoma City and Newton that stops only at Wichita, although not at other points where the train once stopped.

The *Flyer* customarily runs with a GE Genesis unit at each end and three Superliner coaches, one of which has a snack counter on the lower level. Occasionally the route is extnded north to Dallas for special events on Trinity Railway Express (TRE), which is part of the *Texas Eagle* route.

The best-known is the “Big Game”: the football contest between the University of Texas and the University of Oklahoma, which is played at the Cotton Bowl in Dallas and is scheduled for Oct. 10 this year.

The only other long-distance train in the Lone Star State is the *Sunset Limited*, which runs three times a week between New Orleans and Los Angeles through Houston and San Antonio, and which does not connect with the *Heartland Flyer*.

There is also local rail service in the Dallas-Fort Worth area on TRE, as well as TEXRail in Fort Worth, Dallas Area Rapid Transit (DART) and the McKinney Avenue streetcar in Dallas, and the Denton County A-Train, which connects with DART. Elsewhere in Texas, there is other local rail transit in Houston, Austin, and El Paso (with vintage streetcars).

There is also an ongoing advocacy effort to establish a conventional rail corridor between Austin and San Antonio.

KERA NEWS

STATE SEN. TAN PARKER ON AMTRAK'S HEARTLAND FLYER AND THE FUTURE OF TEXAS' TRAIN SYSTEM

By Ron Corning, Miranda Suarez
August 27, 2026

Amtrak's Heartland Flyer, the line that runs between Fort Worth and Oklahoma City, is here to stay.

Texas has provided its portion of the funding, ending what was a time of uncertainty over whether this line would have had to shut down.

According to Amtrak, the line opened in 1999 and carried almost 81,000 passengers in the year ending last September. Republican State Sen. Tan Parker from Flower Mound, chairman of the Senate Committee on Transportation, helped get this deal across the finish line. He joined NTX Now's Miranda Suarez and Ron Corning to discuss what happened.

What is the importance of keeping the Heartland Flyer going?

Parker says this rail line is an important economic development tool for Fort Worth and for all the smaller communities in Texas.

"I also believe in this environment where Texas is growing so rapidly, particularly in North Texas, that to address the issues of congestion and mobility, we need long-term rail or long-haul rail," he said. "Amtrak Heartland Flyer is a wonderful asset."

Funding through next year and beyond

Funding for the Heartland Flyer is secured through 2027, and Parker says the funding will need to be continuously approved every legislative cycle.

"We're gonna be on that cycle every two years, which is the normal customary role that Texas government funds all our projects," he said. "I'll continue to advocate, because I think it's just so important."

Transportation issues in the next legislative session

One issue Parker said he plans to focus on when the Texas legislature reconvenes in January is safety.

"Safety is always number one for me," he said. "How do I get families back home in the evening? I want moms and dads to be able to get to the soccer field and get to ballet and be able enjoy one another. It's very important that we maintain safety."

To listen to this interview in its entirety, click here.

THE BUSINESS PRESS

THREE HIGHWAY CORRIDORS GENERATED $25.1B IN ECONOMIC OUTPUT

By Staff
August 28, 2026

A new case study indicates that three major North Texas highway corridors generated $25.1 billion in regional economic output over the past decade. The LBJ Express, North Tarrant Express (NTE) and NTE 35W corridors supported more than 121,400 full-time-equivalent jobs and delivered $314.1 million in value to the Texas Department of Transportation through revenue sharing and financial payments.

The corridors opened between 2014 and 2023 and together span 43 miles across Dallas and Tarrant counties and were developed through public-private partnerships with TxDOT to add capacity to some of the region's most heavily traveled highways while maintaining free general-purpose lanes alongside managed lanes.

The case study provides a decade of operating data on transportation capacity, mobility and the performance of a $7.2 billion public-private infrastructure investment in one of the nation's fastest-growing regions.

"This 10-year record gives us an opportunity to look at what these projects have delivered and what we can learn from them as North Texas continues to grow," said Pablo Ferrando, chief executive officer of TEXpress Highways. "The corridors have added capacity, improved mobility and generated value that can be reinvested in transportation."

During the decade covered by the analysis, regional traffic increased 55%. The study found that the managed lanes:

- Mitigated peak-hour congestion by 30%;
- Delivered more than 3 million cumulative hours of travel-time savings; and
- Reduced peak-hour travel time by 35% for drivers using the managed lanes.

The analysis also documents $314.1 million in financial value provided to TxDOT through revenue sharing, refinancing gains, financial credits, committed payments and other efficiencies, including:

- $87.6 million in cumulative revenue sharing;
- $102.1 million in payments toward I-35W Segment 3C;
- $58.1 million in mandatory sharing of debt-refinancing gains;
- $48.5 million in payments for NTE ramp expansions; and
- $17.8 million in savings and other financial benefits.

Since opening, 42 million distinct vehicles have used the corridors, with approximately 1 million trips taken each day. In 2025, more than 85% of paid-lane customers used the managed lanes

one to three times per week, while 70% spent less than $30 per month in tolls. The study reports an 81% driver satisfaction rate.

Under the public-private partnership agreements with TxDOT, the corridors remain publicly owned while private concessionaires assume long-term operating, financial and construction responsibilities. Across the three corridors, operators maintain 746 lane-miles, including general-purpose lanes, managed lanes, frontage roads, bridges and ramps.

“North Texas is going to continue growing, and our transportation infrastructure needs to grow with it,” said Michael Morris, P.E., director of transportation for the North Central Texas Council of Governments. “We need to continue looking at a range of tools to add capacity, improve reliability and maintain the transportation system we already have. Ten years of operating experience gives policymakers real-world data to consider as we plan for the region’s future.”

The 10-year record comes as North Texas moves into its next phase of transportation investment. Approximately $414 million in toll revenue is funding the NTE Capacity Improvement Project, which is adding one free general-purpose lane in each direction along Northeast Loop 820 from Riverside Drive to Boulevard 26 and one managed lane in each direction along SH 121/183 from Bedford-Euless Road to Industrial Boulevard. The project uses no TxDOT or taxpayer funding and is scheduled for completion in early 2027.

FORT WORTH REPORT

TRINITY METRO KICKS OFF TRANSIT-ORIENTED DEVELOPMENT PLANS WITH FIRST PUBLIC MEETING

By Eric Garcia
August 27, 2026



The T&P Station sign outside the downtown Fort Worth train station is pictured on Dec. 2, 2024. (Camilo Diaz | Fort Worth Report)

Tarrant County residents have plenty of ideas on how to improve the T&P Station in downtown Fort Worth.

Among them: More lighting, security and signage that would help guide people through the station as Trinity Metro transit agency seeks to develop its properties with mixed-use residential and retail projects.

On Thursday, Trinity Metro hosted the first of three meetings at the Fort Worth Central Station to survey residents.

Brenda Howell, a 70-year-old Fort Worth resident, said the T&P Station could be improved with additional parking, landscaping and more shaded areas. She would like to see shopping and restaurants within walking distance.

“They need to do a better job so people feel safe in the station,” Howell said.

Joanne Sifingo said she’d like Trinity Metro to deter homeless people from hanging out in the station’s tunnel.

“We can’t keep them there,” she said. “People don’t feel safe.”

Hyacinth Szabo, a 24-year-old North Richland Hills resident, often rides the TEXRail train to his job in the Near Southside district. He said he would like to see more establishments where he and his friends can hang out while waiting for a train.

“I do think we need more options,” he said.

Michele Edwards, a former Gilmer resident who recently moved to Fort Worth with her husband for medical care access, said more green spaces and parking are needed at the station.

“We love the community here,” she said. “It’s very well kept.”

Tony Maciulewicz, a rail consultant, said he and his wife often travel on TEXRail from their home in Grapevine to visit their unit at the Texas & Pacific Lofts. He said redevelopment of the area hasn’t moved fast enough over the past 15 years.

“I’d like to see more shopping and retail to draw people in,” he said. “Fort Worth has so much more character than downtown Dallas.”

John Murray, a Fort Worth resident since 1993, said he wants to see more restaurants around the station.

“That would be good,” he said.



The eight-story T&P Warehouse, pictured Aug. 8, 2025, sits between West Lancaster Avenue and Interstate 30. (Maria Crane | Fort Worth Report/CatchLight Local/Report for America)

Many residents said they would like to see the nearby T&P Warehouse, a 580,000-square-foot Zigzag Moderne building, redeveloped into housing, but that property poses challenges.

Property owner Ola Assem, head of Dallas-based Cleopatra Investments, previously told the Fort Worth Report that redevelopment efforts have been continuously delayed due to construction projects around the building.

“My hopes for the building are, with the city and community support, to take the development to the finish line, as I always intended to,” Assem said in an email to the Report last September.

Mike Brennan, former president of Near Southside Inc., was hired in January as Trinity Metro’s vice president of economic development to develop transit-oriented projects. He said the agency is working with the community, stakeholders and developers to create blueprints for new development.

The T&P long-term parking lot off West Vickery Boulevard could be the site of a new development.

“There’s a need for more housing with the proximity to A&M,” he said, referring to the recently opened Texas A&M-Fort Worth campus.

Brennan said a certain level of activity not only has financial benefits for Trinity Metro but will also support economic development in the Near Southside area.

“I think a mix of uses is the best way to describe it.”

Trinity Metro’s next meeting on Sept. 9 will focus on development around the planned station in the Near Southside/Medical District area. That meeting will be from 5:30-7:30 p.m. at the Hilton Garden Inn Medical Center, 912 Northton St.



Trinity Metro officials released a rendering of the planned TEXRail Near Southside/Medical District Station. A groundbreaking for the station is planned in late 2026, officials said. (Screenshot | Fort Worth Report)

Construction on the TEXRail passenger rail extension is set to start later this year, transit officials previously said.

The groundbreaking for the 2.1-mile extension from downtown Fort Worth will occur in late 2026 although an exact date isn't set yet.

The $167-million-plus project is fully funded with additional money from the Regional Transportation Council, Trinity Metro CEO and president Rich Andreski previously said. The new station — to be built on land donated by Baylor Scott & White Health — will be located on Mistletoe Drive east of Jerome Street near Baylor Scott & White All Saints Medical Center. Service would begin in 2029.

FORT WORTH REPORT

COUNCIL OF GOVERNMENTS EXECUTIVE DIRECTOR LEAVES JOB

By Eric Garcia
August 28, 2026

The executive director of an Arlington-based government organization is out of his job months after he fired an influential North Texas transportation director — a move that spurred legal action and led to the director's reinstatement.

Todd Little, a former Ellis County judge appointed to lead the North Central Texas Council of Governments in May 2025, left his position Thursday after a meeting of the group's executive board, which now includes five Tarrant County leaders.

During the meeting, the board "voted to approve a mutually agreed separation of Todd Little's employment as executive director, effective immediately, with no finding of misconduct or cause," Caroline Vandergriff, the organization's spokesperson, said in a statement released late Thursday night. The vote was 8-6.

Little, also a former Red Oak mayor, could not be immediately reached for comment.

The April firing of Michael Morris, transportation director for the 45-member Regional Transportation Council for 35 years, led to a monthslong regional dispute between the transportation body and the board. Morris, reinstated to his role days later by a judge, directs North Texas transportation projects and distributes millions of dollars to cities for road, rail, bus, bicycle and air quality projects.

A settlement in the lawsuit by Denton County officials was approved by the transportation council on Aug. 13.

Little previously told the Fort Worth Report that the organization is preparing for long-term mobility plans and looking for an eventual successor to marshal transportation projects needed to accommodate 4 million people expected to move to North Texas by 2050.

"We're planning for the future," Little told the Report.

Little was singled out by former Tarrant County Judge Glen Whitley at the Regional Transportation Council's April 30 meeting.

"The two entities have worked in harmony for over 40 years," Whitley, a past president of the council of governments and former chair of the RTC, said during the open comments portion of the meeting. "In less than 12 months, Todd has destroyed that collaborative spirit and created the adversarial environment we are experiencing today. It's a disgrace the way we treated someone who has dedicated his career to the region. As we move forward, I encourage you to maintain the high road."

At the Aug. 13 RTC meeting, Denton County Judge Andy Eads said the lawsuit originated because of the actions of a "small handful" on the executive board but many regional leaders banded together to advance a settlement regardless of politics.

That regional effort included new membership on the executive board.

Fort Worth Mayor Mattie Parker and Arlington Mayor Jim Ross were among the 17 officials elected to one-year terms on the 2026-27 executive board during the NCTCOG 60th general assembly June 15 at the Hurst Conference Center.

Two other Tarrant leaders — Mansfield Mayor Michael Evans and Hurst City Council member Jon McKenzie — were also elected to the board. Tarrant County Judge Tim O'Hare, who was among the 17 named as a defendant in the lawsuit, was reelected.

Under the settlement, the Regional Transportation Council is designated as the North Texas Metropolitan Planning Organization through an agreement with the Texas Department of Transportation. The council of governments board will be the transportation body's fiscal agent and won't have oversight over transportation policies, funding or staff employment.



North Central Texas Council of Governments executive board members vote on a motion for a mutual separation agreement for executive director Todd Little, seated at the head table with board President Jennifer Justice. (Screenshot | Fort Worth Report)

At the Thursday meeting, Ross made the motion to approve the mutually agreed separation that includes a severance agreement after the board met in executive session. His motion was seconded by past board President Victoria Johnson, a Burleson City Council member who was also named as a defendant in the suit.

Those voting for the motion included Ross, Johnson, Denton County Commissioner Bobbie Mitchell and Johnson County Judge Christopher Boedeker.

Board members who voted against the separation agreement included Collin County Judge Chris Hill, Midlothian City Council member Ross Weaver, Dallas Mayor Pro Tem Jesse Trevino and Haslet Mayor Gary Hulsey.

After the vote, the room was mostly silent as board President Jennifer Justice, a Richardson City Council member, answered a question from Johnson. Little looked at Justice but didn't say anything.

Then, she said: "With no further action, this meeting is adjourned at 4:45."

KVUE

GOV. ABBOTT ANNOUNCES $138B TRANSPORTATION INVESTMENT

According to the governor, the money will help TxDOT improve safety, reduce congestion and strengthen the supply chain

By Jeff Bell
August 26, 2026

Gov. Greg Abbott announced a new 10-year transportation plan for Texas roads on Wednesday with a total projected price tag of $138 billion.

According to the governor, the money will help the Texas Department of Transportation (TxDOT) improve safety, reduce congestion and strengthen the supply chain.

The Texas Transportation Commission approved the 2027 Unified Transportation Program (UTP) this month. Projected funding includes $95 billion from existing state and federal revenue sources. An additional $43 billion will go to development and routine maintenance.

“Texas’ booming economy and growing population demand a transportation system that keeps people and products moving safely and efficiently,” Abbott said. “This $138 billion investment will strengthen our roadways, reduce congestion, improve safety, and support growing communities across Texas. By investing in critical infrastructure today, we are building a bigger, better Texas for generations to come.”

Many of the projects in the 2027 UTP are segments identified on Texas’ 100 Most Congested Roadways list. The program also includes public transportation, maritime, aviation, freight, international trade and bicycle and pedestrian investments.

More information on the program can be found on the TxDOT website.

FORT WORTH & WESTERN RAILROAD

A Tarantula Corporation Company

August 3, 2026

The Honorable Stephen Mason
Regional Transportation Council
P.O. Box 5888
Arlington, TX 76005-5888

RE: Thank You for Your Support of Our Federal Grant Application

Dear Mayor Mason:

On behalf of everyone at Fort Worth & Western Railroad, I would like to extend our sincere gratitude for your letter of support for our recent federal grant application.

Your willingness to advocate on our behalf and share your perspective on the importance of this project was greatly appreciated. Your letter helps demonstrate the broader impact our efforts can have on economic development, innovation, workforce growth, and the communities we collectively serve.

We recognize the many demands on your time and are grateful for your commitment to this initiative. We appreciate your partnership and look forward to continuing our work together to create positive outcomes for the communities we serve.

Sincerely,

Kevin Erasmus
President & CEO
Fort Worth & Western Railroad

6300 Ridglea Place, Suite 1200, Fort Worth, TX 76116
Phone 817-763-8297 Fax 817-738-9657

Regional Transportation Council

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

August 27, 2026

The Honorable Keith Self
U.S. House of Representatives
Room 1404 Longworth House Office Building
Washington, DC 20515

Dear Representative Self:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. As Congress approaches the September 30 deadline for finalizing Fiscal Year (FY) 2027 appropriations and addressing the expiration of the Infrastructure Investment and Jobs Act (IIJA), maintaining stable transportation funding is critical.

The RTC requests that you continue FY26 funding levels for all federal transportation programs as you consider short-term funding measures, including programs funded through the Highway Trust Fund (HTF) and advance appropriations under Division J of IIJA. Additionally, we encourage you to recognize the role public-private partnerships play in funding transportation, such as our Choice Lanes in the DFW region. We recommend incorporating policies that support private sector partnerships as part of the next surface transportation bill.

The expiration of federal transportation programs and funding reductions would cause uncertainty in planning and potentially lead to delays on critical infrastructure projects. In addition, several air quality, congestion management, and safety programs would be halted if funding were not available. When Congress supports federal transportation investment, communities across the county benefit from improved mobility, safer commutes, and a stronger economy.

The RTC appreciates your attention to this matter and your ongoing commitment to representing the nation's interests. If you would like to learn more about our concerns, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Stephen Mason, Chair
Regional Transportation Council
Mayor, City of Cedar Hill

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

Regional Transportation Council

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

August 27, 2026

The Honorable Pat Fallon
U.S. House of Representatives
1118 Longworth House Office Building
Washington, DC 20515

Dear Representative Fallon:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. As Congress approaches the September 30 deadline for finalizing Fiscal Year (FY) 2027 appropriations and addressing the expiration of the Infrastructure Investment and Jobs Act (IIJA), maintaining stable transportation funding is critical.

The RTC requests that you continue FY26 funding levels for all federal transportation programs as you consider short-term funding measures, including programs funded through the Highway Trust Fund (HTF) and advance appropriations under Division J of IIJA. Additionally, we encourage you to recognize the role public-private partnerships play in funding transportation, such as our Choice Lanes in the DFW region. We recommend incorporating policies that support private sector partnerships as part of the next surface transportation bill.

The expiration of federal transportation programs and funding reductions would cause uncertainty in planning and potentially lead to delays on critical infrastructure projects. In addition, several air quality, congestion management, and safety programs would be halted if funding were not available. When Congress supports federal transportation investment, communities across the county benefit from improved mobility, safer commutes, and a stronger economy.

The RTC appreciates your attention to this matter and your ongoing commitment to representing the nation's interests. If you would like to learn more about our concerns, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Stephen Mason, Chair
Regional Transportation Council
Mayor, City of Cedar Hill

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

Regional Transportation Council

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

August 27, 2026

The Honorable Lance Gooden
U.S. House of Representatives
425 Cannon House Office Building
Washington, DC 20515

Dear Representative Gooden:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. As Congress approaches the September 30 deadline for finalizing Fiscal Year (FY) 2027 appropriations and addressing the expiration of the Infrastructure Investment and Jobs Act (IIJA), maintaining stable transportation funding is critical.

The RTC requests that you continue FY26 funding levels for all federal transportation programs as you consider short-term funding measures, including programs funded through the Highway Trust Fund (HTF) and advance appropriations under Division J of IIJA. Additionally, we encourage you to recognize the role public-private partnerships play in funding transportation, such as our Choice Lanes in the DFW region. We recommend incorporating policies that support private sector partnerships as part of the next surface transportation bill.

The expiration of federal transportation programs and funding reductions would cause uncertainty in planning and potentially lead to delays on critical infrastructure projects. In addition, several air quality, congestion management, and safety programs would be halted if funding were not available. When Congress supports federal transportation investment, communities across the county benefit from improved mobility, safer commutes, and a stronger economy.

The RTC appreciates your attention to this matter and your ongoing commitment to representing the nation's interests. If you would like to learn more about our concerns, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Stephen Mason, Chair
Regional Transportation Council
Mayor, City of Cedar Hill

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

Regional Transportation Council

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

August 27, 2026

The Honorable Jake Ellzey
U.S. House of Representatives
1725 Longworth House Office Building
Washington, DC 20515

Dear Representative Ellzey:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. As Congress approaches the September 30 deadline for finalizing Fiscal Year (FY) 2027 appropriations and addressing the expiration of the Infrastructure Investment and Jobs Act (IIJA), maintaining stable transportation funding is critical.

The RTC requests that you continue FY26 funding levels for all federal transportation programs as you consider short-term funding measures, including programs funded through the Highway Trust Fund (HTF) and advance appropriations under Division J of IIJA. Additionally, we encourage you to recognize the role public-private partnerships play in funding transportation, such as our Choice Lanes in the DFW region. We recommend incorporating policies that support private sector partnerships as part of the next surface transportation bill.

The expiration of federal transportation programs and funding reductions would cause uncertainty in planning and potentially lead to delays on critical infrastructure projects. In addition, several air quality, congestion management, and safety programs would be halted if funding were not available. When Congress supports federal transportation investment, communities across the county benefit from improved mobility, safer commutes, and a stronger economy.

The RTC appreciates your attention to this matter and your ongoing commitment to representing the nation's interests. If you would like to learn more about our concerns, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Stephen Mason, Chair
Regional Transportation Council
Mayor, City of Cedar Hill

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

Regional Transportation Council

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

August 27, 2026

The Honorable Craig Goldman
U.S. House of Representatives
1026 Longworth House Office Building
Washington, DC 20515

Dear Representative Goldman:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. As Congress approaches the September 30 deadline for finalizing Fiscal Year (FY) 2027 appropriations and addressing the expiration of the Infrastructure Investment and Jobs Act (IIJA), maintaining stable transportation funding is critical.

The RTC requests that you continue FY26 funding levels for all federal transportation programs as you consider short-term funding measures, including programs funded through the Highway Trust Fund (HTF) and advance appropriations under Division J of IIJA. Additionally, we encourage you to recognize the role public-private partnerships play in funding transportation, such as our Choice Lanes in the DFW region. We recommend incorporating policies that support private sector partnerships as part of the next surface transportation bill.

The expiration of federal transportation programs and funding reductions would cause uncertainty in planning and potentially lead to delays on critical infrastructure projects. In addition, several air quality, congestion management, and safety programs would be halted if funding were not available. When Congress supports federal transportation investment, communities across the county benefit from improved mobility, safer commutes, and a stronger economy.

The RTC appreciates your attention to this matter and your ongoing commitment to representing the nation's interests. If you would like to learn more about our concerns, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Stephen Mason, Chair
Regional Transportation Council
Mayor, City of Cedar Hill

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

Regional Transportation Council

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

August 27, 2026

The Honorable Ronny Jackson
U.S. House of Representatives
118 Cannon House Office BulidingAddress
Washington, DC 20515

Dear Representative Jackson:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. As Congress approaches the September 30 deadline for finalizing Fiscal Year (FY) 2027 appropriations and addressing the expiration of the Infrastructure Investment and Jobs Act (IIJA), maintaining stable transportation funding is critical.

The RTC requests that you continue FY26 funding levels for all federal transportation programs as you consider short-term funding measures, including programs funded through the Highway Trust Fund (HTF) and advance appropriations under Division J of IIJA. Additionally, we encourage you to recognize the role public-private partnerships play in funding transportation, such as our Choice Lanes in the DFW region. We recommend incorporating policies that support private sector partnerships as part of the next surface transportation bill.

The expiration of federal transportation programs and funding reductions would cause uncertainty in planning and potentially lead to delays on critical infrastructure projects. In addition, several air quality, congestion management, and safety programs would be halted if funding were not available. When Congress supports federal transportation investment, communities across the county benefit from improved mobility, safer commutes, and a stronger economy.

The RTC appreciates your attention to this matter and your ongoing commitment to representing the nation's interests. If you would like to learn more about our concerns, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Stephen Mason, Chair
Regional Transportation Council
Mayor, City of Cedar Hill

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

Regional Transportation Council

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

August 27, 2026

The Honorable BethVan Duyne
U.S. House of Representatives
1337 Longworth House Office Building
Washington, DC 20515

Dear Representative Van Duyne:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. As Congress approaches the September 30 deadline for finalizing Fiscal Year (FY) 2027 appropriations and addressing the expiration of the Infrastructure Investment and Jobs Act (IIJA), maintaining stable transportation funding is critical.

The RTC requests that you continue FY26 funding levels for all federal transportation programs as you consider short-term funding measures, including programs funded through the Highway Trust Fund (HTF) and advance appropriations under Division J of IIJA. Additionally, we encourage you to recognize the role public-private partnerships play in funding transportation, such as our Choice Lanes in the DFW region. We recommend incorporating policies that support private sector partnerships as part of the next surface transportation bill.

The expiration of federal transportation programs and funding reductions would cause uncertainty in planning and potentially lead to delays on critical infrastructure projects. In addition, several air quality, congestion management, and safety programs would be halted if funding were not available. When Congress supports federal transportation investment, communities across the county benefit from improved mobility, safer commutes, and a stronger economy.

The RTC appreciates your attention to this matter and your ongoing commitment to representing the nation's interests. If you would like to learn more about our concerns, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Stephen Mason, Chair
Regional Transportation Council
Mayor, City of Cedar Hill

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

Regional Transportation Council

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

August 27, 2026

The Honorable Roger Williams
U.S. House of Representatives
1323 Longworth House Office Building
Washington, DC 20515

Dear Representative Williams:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. As Congress approaches the September 30 deadline for finalizing Fiscal Year (FY) 2027 appropriations and addressing the expiration of the Infrastructure Investment and Jobs Act (IIJA), maintaining stable transportation funding is critical.

The RTC requests that you continue FY26 funding levels for all federal transportation programs as you consider short-term funding measures, including programs funded through the Highway Trust Fund (HTF) and advance appropriations under Division J of IIJA. Additionally, we encourage you to recognize the role public-private partnerships play in funding transportation, such as our Choice Lanes in the DFW region. We recommend incorporating policies that support private sector partnerships as part of the next surface transportation bill.

The expiration of federal transportation programs and funding reductions would cause uncertainty in planning and potentially lead to delays on critical infrastructure projects. In addition, several air quality, congestion management, and safety programs would be halted if funding were not available. When Congress supports federal transportation investment, communities across the county benefit from improved mobility, safer commutes, and a stronger economy.

The RTC appreciates your attention to this matter and your ongoing commitment to representing the nation's interests. If you would like to learn more about our concerns, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Stephen Mason, Chair
Regional Transportation Council
Mayor, City of Cedar Hill

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

Regional Transportation Council

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

August 27, 2026

The Honorable Brandon Gill
U.S. House of Representatives
1305 Longworth House Office Building
Washington, DC 20515

Dear Representative Gill:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. As Congress approaches the September 30 deadline for finalizing Fiscal Year (FY) 2027 appropriations and addressing the expiration of the Infrastructure Investment and Jobs Act (IIJA), maintaining stable transportation funding is critical.

The RTC requests that you continue FY26 funding levels for all federal transportation programs as you consider short-term funding measures, including programs funded through the Highway Trust Fund (HTF) and advance appropriations under Division J of IIJA. Additionally, we encourage you to recognize the role public-private partnerships play in funding transportation, such as our Choice Lanes in the DFW region. We recommend incorporating policies that support private sector partnerships as part of the next surface transportation bill.

The expiration of federal transportation programs and funding reductions would cause uncertainty in planning and potentially lead to delays on critical infrastructure projects. In addition, several air quality, congestion management, and safety programs would be halted if funding were not available. When Congress supports federal transportation investment, communities across the county benefit from improved mobility, safer commutes, and a stronger economy.

The RTC appreciates your attention to this matter and your ongoing commitment to representing the nation's interests. If you would like to learn more about our concerns, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Stephen Mason, Chair
Regional Transportation Council
Mayor, City of Cedar Hill

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

Regional Transportation Council

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

August 27, 2026

The Honorable Jasmine Crockett
U.S. House of Representatives
1616 Longworth House Office Building
Washington, DC 20515

Dear Representative Crockett:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. As Congress approaches the September 30 deadline for finalizing Fiscal Year (FY) 2027 appropriations and addressing the expiration of the Infrastructure Investment and Jobs Act (IIJA), maintaining stable transportation funding is critical.

The RTC requests that you continue FY26 funding levels for all federal transportation programs as you consider short-term funding measures, including programs funded through the Highway Trust Fund (HTF) and advance appropriations under Division J of IIJA. Additionally, we encourage you to recognize the role public-private partnerships play in funding transportation, such as our Choice Lanes in the DFW region. We recommend incorporating policies that support private sector partnerships as part of the next surface transportation bill.

The expiration of federal transportation programs and funding reductions would cause uncertainty in planning and potentially lead to delays on critical infrastructure projects. In addition, several air quality, congestion management, and safety programs would be halted if funding were not available. When Congress supports federal transportation investment, communities across the county benefit from improved mobility, safer commutes, and a stronger economy.

The RTC appreciates your attention to this matter and your ongoing commitment to representing the nation's interests. If you would like to learn more about our concerns, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Stephen Mason, Chair
Regional Transportation Council
Mayor, City of Cedar Hill

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

Regional Transportation Council

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

August 27, 2026

The Honorable Julie Johnson
U.S. House of Representatives
221 Cannon House Office Building
Washington, DC 20515

Dear Representative Johnson:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. As Congress approaches the September 30 deadline for finalizing Fiscal Year (FY) 2027 appropriations and addressing the expiration of the Infrastructure Investment and Jobs Act (IIJA), maintaining stable transportation funding is critical.

The RTC requests that you continue FY26 funding levels for all federal transportation programs as you consider short-term funding measures, including programs funded through the Highway Trust Fund (HTF) and advance appropriations under Division J of IIJA. Additionally, we encourage you to recognize the role public-private partnerships play in funding transportation, such as our Choice Lanes in the DFW region. We recommend incorporating policies that support private sector partnerships as part of the next surface transportation bill.

The expiration of federal transportation programs and funding reductions would cause uncertainty in planning and potentially lead to delays on critical infrastructure projects. In addition, several air quality, congestion management, and safety programs would be halted if funding were not available. When Congress supports federal transportation investment, communities across the county benefit from improved mobility, safer commutes, and a stronger economy.

The RTC appreciates your attention to this matter and your ongoing commitment to representing the nation's interests. If you would like to learn more about our concerns, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Stephen Mason, Chair
Regional Transportation Council
Mayor, City of Cedar Hill

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

Regional Transportation Council

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

August 27, 2026

The Honorable Marc Veasey
U.S. House of Representatives
2348 Rayburn House Office Building
Washington, DC 20515

Dear Representative Veasey:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. As Congress approaches the September 30 deadline for finalizing Fiscal Year (FY) 2027 appropriations and addressing the expiration of the Infrastructure Investment and Jobs Act (IIJA), maintaining stable transportation funding is critical.

The RTC requests that you continue FY26 funding levels for all federal transportation programs as you consider short-term funding measures, including programs funded through the Highway Trust Fund (HTF) and advance appropriations under Division J of IIJA. Additionally, we encourage you to recognize the role public-private partnerships play in funding transportation, such as our Choice Lanes in the DFW region. We recommend incorporating policies that support private sector partnerships as part of the next surface transportation bill.

The expiration of federal transportation programs and funding reductions would cause uncertainty in planning and potentially lead to delays on critical infrastructure projects. In addition, several air quality, congestion management, and safety programs would be halted if funding were not available. When Congress supports federal transportation investment, communities across the county benefit from improved mobility, safer commutes, and a stronger economy.

The RTC appreciates your attention to this matter and your ongoing commitment to representing the nation's interests. If you would like to learn more about our concerns, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Stephen Mason, Chair
Regional Transportation Council
Mayor, City of Cedar Hill

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

Regional Transportation Council

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

August 27, 2026

The Honorable John Cornyn
U.S. House of Representatives
517 Hart Senate Office Building
Washington, DC 20515

Dear Representative Cornyn:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. As Congress approaches the September 30 deadline for finalizing Fiscal Year (FY) 2027 appropriations and addressing the expiration of the Infrastructure Investment and Jobs Act (IIJA), maintaining stable transportation funding is critical.

The RTC requests that you continue FY26 funding levels for all federal transportation programs as you consider short-term funding measures, including programs funded through the Highway Trust Fund (HTF) and advance appropriations under Division J of IIJA. Additionally, we encourage you to recognize the role public-private partnerships play in funding transportation, such as our Choice Lanes in the DFW region. We recommend incorporating policies that support private sector partnerships as part of the next surface transportation bill.

The expiration of federal transportation programs and funding reductions would cause uncertainty in planning and potentially lead to delays on critical infrastructure projects. In addition, several air quality, congestion management, and safety programs would be halted if funding were not available. When Congress supports federal transportation investment, communities across the county benefit from improved mobility, safer commutes, and a stronger economy.

The RTC appreciates your attention to this matter and your ongoing commitment to representing the nation's interests. If you would like to learn more about our concerns, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Stephen Mason, Chair
Regional Transportation Council
Mayor, City of Cedar Hill

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

Regional Transportation Council

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

August 27, 2026

The Honorable Ted Cruz
U.S. House of Representatives
404 Russell Senate Office Building
Washington, DC 20515

Dear Representative Cruz:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. As Congress approaches the September 30 deadline for finalizing Fiscal Year (FY) 2027 appropriations and addressing the expiration of the Infrastructure Investment and Jobs Act (IIJA), maintaining stable transportation funding is critical.

The RTC requests that you continue FY26 funding levels for all federal transportation programs as you consider short-term funding measures, including programs funded through the Highway Trust Fund (HTF) and advance appropriations under Division J of IIJA. Additionally, we encourage you to recognize the role public-private partnerships play in funding transportation, such as our Choice Lanes in the DFW region. We recommend incorporating policies that support private sector partnerships as part of the next surface transportation bill.

The expiration of federal transportation programs and funding reductions would cause uncertainty in planning and potentially lead to delays on critical infrastructure projects. In addition, several air quality, congestion management, and safety programs would be halted if funding were not available. When Congress supports federal transportation investment, communities across the county benefit from improved mobility, safer commutes, and a stronger economy.

The RTC appreciates your attention to this matter and your ongoing commitment to representing the nation's interests. If you would like to learn more about our concerns, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Stephen Mason, Chair
Regional Transportation Council
Mayor, City of Cedar Hill

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments

Regional Transportation Council

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

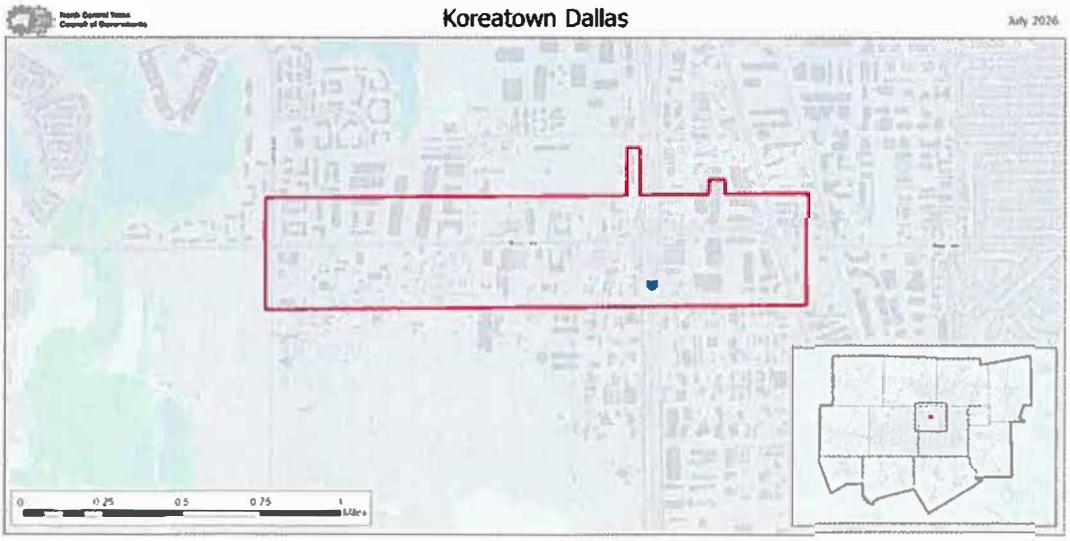
Koreatown District Highway Signage
Traffic Generator Requirement

Findings and Determination

The purpose of this report is to evaluate whether the installation of cultural interest area guide signs meet applicable traffic control device requirements. Based on the available datasets and analysis, the Koreatown district is estimated to generate approximately 2.97 million annual person trips, exceeding the applicable threshold of 300,000 annual attendance for major metropolitan areas. The analysis supports the installation of cultural interest area guide signs under the applicable traffic control device requirements.

Background

During the 88th Texas Legislative Session (2023), the Texas Legislature officially designated an area in Northwest Dallas as Koreatown through Senate Concurrent Resolution 31. Senate Concurrent Resolution 31 designates Koreatown as the area from the intersection of Royal Lane and Harry Hines Boulevard to the intersection of Royal Lane and Luna Road in Dallas, as shown in the figure below. This designation was intended to recognize one of the largest Korean American communities in the southern United States and acknowledge the contributions of the Korean community.[1]



[1] Senate Concurrent Resolution, Texas Legislature: https://capitol.texas.gov/tlodocs/88R/billtext/pdf/SC00031F.pdf

Subsequently in the 89th Texas Legislative Session (2025), the Texas Legislature passed a bill, directing the installation of highway signs guiding road users to the Koreatown District.[2] Highway signs were specified for the exits for Royal Lane from northbound and southbound Interstate Highway 35E and the exits for Luna Road from eastbound and westbound Interstate Highway 635. The legislation stipulated that the signs may not violate the Manual on Uniform Traffic Control Devices (MUTCD) issued by the US Department of Transportation's Federal Highway Administration and conform to any Texas elements of the MUTCD. The purpose of this report is to evaluate whether MUTCD criteria have been met.

TMUTCD Requirements

In order to install the signs, the Texas Department of Transportation (TxDOT) needs to ensure compliance with the Texas Manual on Uniform Traffic Control Devices (TMUTCD). The TMUTCD was adopted by the State of Texas and includes revisions to the national MUTCD for conformance with Texas state laws. The TMUTCD establishes uniform minimum standards for the use of traffic control devices, including signs. TMUTCD Chapter 2M defines the requirements of cultural interest guide signs such as Koreatown, and guidance in Section 2M.01 paragraph 5 states that cultural interest area guide signs should not be installed unless the traffic generator criteria are met. Table 2M-1A states the criteria as follows:

- Facilities open to the general public.
- Minimum annual attendance of 300,000 for major metropolitan areas with population over 250,000.
- 5-mile maximum distance from highway.

Data Sources and Methodology

Regional Transportation Council staff volunteered to perform the traffic analysis, and identified the following data sources for use in estimating the traffic volumes:

- StreetLight: Anonymized location data used to estimate origin-destination, annual average daily traffic (AADT) counts, trip lengths, and route choice.[3]
- Regional Integrated Transportation Information System (RITIS): A transportation data-fusion system from the University of Maryland's Center for Advanced Transportation Technology Laboratory that integrates real-time transportation network data.[4]

---

[2] HB 3642, Texas Legislature: https://capitol.texas.gov/tlodocs/89R/billtext/pdf/HB03642F.pdf

[3] Traffic and Safety Analysis Procedures Manual, TxDOT: https://www.txdot.gov/manuals/des/tsp/chapter-2-data-collection/2_3-existing-data-sources/2-3-3_big_data/2-3-3-2-streetlight-data.html#:~:text=StreetLight%20data%20primarily%20helps%20in,trip%20lengths%2C%20and%20route%20choice

[4] RITIS Overview, National Operations Center of Excellence: https://www.transportationops.org/BigData/RITIS

- Field visits: Traffic counts collected to validate available data and confirm existing conditions.
- Customer activity data: Transaction and visitor information provided by the Korean American Chamber of Commerce of North Texas and H Mart (a large Asian supermarket).

StreetLight data was obtained from TxDOT for the week of September 21 to September 27, 2025. The sampled data represented 2.5 percent of the 2025 AADT and was expanded using traffic volumes of major approach roads. Additional data for the week of November 23 to November 29, 2025 was obtained to reflect volumes for the flagship Dallas location of H Mart (which opened in October 2025); these indicated 48 percent more vehicles attracted by Koreatown. RITIS data indicated an 11 percent overall increase in vehicles in 2025. Using an assumed vehicle occupancy of 1.5 persons per vehicle[5], the resulting districtwide estimate is 3.3 to 4.4 million person-trips per year.

Field traffic counts collected on August 5, 2026 at the four major entrances to H Mart (2534 Royal Lane) were extrapolated to the 13-hour business day and produced an estimated 900,000 annual vehicles (1.4 million persons). This provides an independent check on activity generated by a major destination within the district.

Customer activity data provides an additional measure of destination activity. Komart Marketplace (2240 Royal Lane) reports approximately 180,000 annual transactions, while H Mart reports approximately 1.8 million annual transactions.

Data for Traffic Generator Criteria

Source	Sample Vehicles per Week	Expanded Vehicles per Week	Approx. Vehicles per Year	Approx. Persons per Year
StreetLight (September 21 to 27, 2025)	1,071	37,912	2.0 million	3.0 million
StreetLight (November 23 to 29, 2025, after H Mart opening)	1,774	56,168	2.9 million	4.4 million
RITIS			2.2 million	3.3 million

Data for Validation

Source	Sample Vehicles per Hour	Expanded Vehicles per Week	Approx. Vehicles per Year	Approx. Persons per Year
Field Traffic Counts at H Mart (August 5, 2026)	143	16,600	0.9 million	1.4 million
H Mart Reported	-	-	-	1.8 million
Komart Reported	-	-	-	0.2 million

[5] 2022 National Household Travel Survey (NHTS), USDOT FHWA: https://nhts.ornl.gov/

Conclusion

Data indicates that the traffic generator criteria are exceeded by a factor of 10. Values exceed 3.0 million persons per year. H Mart alone exceeds the traffic generator criteria by a factor of 5. TxDOT should proceed with implementation of the cultural interest area guide signs.

Amelia "Millie" Hayes, P.E. PTOE, RSP2
Senior Projects Engineer
NCTCOG

Michael Morris, P.E.
Director of Transportation
NCTCOG

Regional Transportation Council

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

August 28, 2026

EPA Docket Center
Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Re: EPA-HQ-OAR-2026-0728
Comments on Amendments and Nonconformance Penalties for Model Year 2027 and Later Heavy-Duty Highway Engines and Amendments to Inducement Provisions for SCR-Equipped Diesel Engines

To Whom It May Concern:

The Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, appreciates the opportunity to comment on the Environmental Protection Agency (EPA) proposed rule for Amendments and Nonconformance Penalties for Model Year 2027 and Later Heavy-Duty Highway Engines and Amendments to Inducement Provisions for SCR-Equipped Diesel Engines. The DFW region is exceeding the 2008 Ozone National Ambient Air Quality Standard (NAAQS) of 75 parts per billion (ppb) and is currently classified as Severe Nonattainment. The DFW area continues to face significant challenges in meeting federal ozone standards, and mobile-source nitrogen oxides (NOx) emissions remain a critical component of regional attainment efforts. Specifically, approximately 68% of NOx emissions in the on-road transportation sector are estimated to be from heavy-duty diesel trucks in the North Central Texas region.

The RTC encourages the EPA to ensure that the final rule supports measurable air quality improvements in ozone nonattainment areas while maintaining a technology-forcing framework that promotes continued innovation in engine design, emissions controls, and compliance strategies. The RTC is pleased to see the proposal does not reopen or weaken existing NOx emission reduction requirements for heavy-duty engines, as continued progress in reducing emissions from the heavy-duty sector is essential to protecting public health and supporting attainment of federal air quality standards.

As stated in Section IV of this proposed rule and 42 U.S. Code §7525 (Section 206 of the Clean Air Act), the RTC recognizes that nonconformance penalties can serve as an important compliance tool when appropriately structured. However, penalties should be sufficiently meaningful to preserve the integrity of the engine emissions program and ensure that complying with emissions standards remains the most economical path for manufacturers and regulated parties. Penalties that are set too low risk undermining the emissions benefits the EPA sought to achieve through the Model Year 2027 heavy-duty engine standards. The RTC encourages the EPA to establish penalty levels that maintain the incentive for full compliance, retain expected NOx reductions, and avoid creating unintended market advantages for noncompliant products.

P.O. Box 5888 • Arlington, Texas 76005-5888 • (817) 695-9240 • FAX (817) 640-3028
http://www.nctcog.org/trans

Additionally, the RTC recommends that revenues collected through nonconformance penalties and enforcement actions be directed toward programs that produce quantifiable air quality benefits. The EPA should consider supporting initiatives that reduce emissions control tampering and other forms of noncompliance in the diesel sector. The EPA's own findings posted online (https://www.epa.gov/enforcement/national-enforcement-and-compliance-initiative-stopping-aftermarket-defeat-devices) indicate that tampered diesel vehicles can emit dramatically higher levels of NOx than compliant vehicles. Investments in tampering detection, emissions compliance enforcement, emissions-control restoration programs, and other targeted diesel emission reduction initiatives would provide meaningful environmental benefits while helping regions such as North Texas address persistent ozone challenges.

The RTC appreciates your attention to this matter. If you would like to learn more about our concerns, please contact Chris Klaus, Senior Program Manager, at (817) 695-9286 or cklaus@nctcog.org.

Sincerely,

Michael Morris, P.E.
Director of Transportation

JN:jls

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

NCTCOG Invites Public to Join the Conversation on Transportation and Regional Planning

Hybrid public meeting to be held Aug. 10; public comments accepted through Sept. 8

August 5, 2026 (Arlington, TEXAS) – The North Central Texas Council of Governments (NCTCOG) invites the public to provide input on transportation funding initiatives, a stormwater infrastructure study and walking and biking initiatives during a hybrid public meeting at noon on Monday, Aug.10.

The meeting will be held at the NCTCOG offices, 616 Six Flags Drive in Arlington. Those unable to attend in person can view the meeting online at PublicInput.com/nctcogAug26. North Texans can also participate by calling 855-925-2801 and entering code 6009. Public comments will be accepted through Tuesday, Sept. 8.

NCTCOG will provide recommendations from the Transportation & Stormwater Infrastructure Study to reduce future flood risks in the growing Dallas-Fort Worth region. Staff members will also present proposed Fiscal Year 2026 Public Transportation Programs of Projects funded through four Federal Transit Administration programs, along with funding recommendations for improvements at US 67 and Chisholm Trail Parkway/Nolan River Road in Cleburne.

Finally, staff will present an overview of efforts encouraging schools across the region to participate in Walk & Roll to School Day on Oct. 7. The Transportation Improvement Program, which lists funded transportation projects through 2030, will also be available online for public review and comment.

Residents planning to use transit to attend the meeting can take advantage of $6 roundtrip rides from the CentrePort/DFW Airport Station to NCTCOG via the Arlington Transportation app, which can be downloaded at ArlingtonTX.gov/ondemand. For special accommodations related to disabilities or language interpretation, call 817-695-9109 or email kcadena@nctcog.org at least 72 hours prior to the meeting.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) policymaking body for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

FOR IMMEDIATE RELEASE

Contact: Brian Wilson
817-704-2511
bwilson@nctcog.org

NCTCOG PRIORITIZES SAFETY AS NORTH TEXAS STUDENTS RETURN TO SCHOOL

Regional agency equips local communities with funding and safety resources

August 10, 2026 (Arlington, Texas) – With summer winding down and families across North Texas preparing for a new school year, thoughts turn from vacations and pool parties to classrooms, school buses and morning routines. The North Central Texas Council of Governments (NCTCOG) is urging motorists, parents and students to keep safety top of mind as daily commutes to and from school begin.

To support safer journeys to and from campus, NCTCOG continues to lead regional efforts to provide infrastructure funding, planning resources and public education across the 12-county metropolitan area.

One of the ways NCTCOG supports safer school travel is through **Safe Routes to School**, a nationwide movement that encourages children to walk or bicycle to school safely. Walking and biking not only help students establish healthy physical activity habits that can improve their health and even academic performance, but they also reduce traffic congestion around schools and improve air quality.

NCTCOG partners with schools and local governments throughout the region to provide technical assistance, planning support and funding for Safe Routes to School initiatives. These efforts include developing Safe Routes to School plans, identifying safer walking and bicycling routes, and funding infrastructure improvements such as sidewalks, shared-use paths, pedestrian crossings and other enhancements that make it easier and safer for students to travel actively. For more information about NCTCOG's Safe Routes to School initiatives, visit www.nctcog.org/trans/plan/lumo/bikeped/saferoutestoschool.

"Creating a safe travel environment for our region's students requires coordinated regional planning alongside community participation," said Shawn Conrad, program manager for Land-Use and Mobility Options at NCTCOG. "Whether a student walks, rides a bike, takes the bus, or travels in a passenger vehicle, NCTCOG is committed to equipping local communities with the infrastructure and tools needed to prevent crashes and protect our youngest commuters."

NCTCOG also coordinates regional outreach to foster long-term safe travel habits through campaigns and special events, including:

- **Walk & Roll to School Day (Oct. 7):** NCTCOG is encouraging K–12 schools across North Texas to participate in this annual event promoting active transportation. Participating schools receive free safety-themed educational materials and giveaways to build student engagement. For more information, visit www.nctcog.org/walkbikeroll.

- **Look Out Texans Campaign:** NCTCOG's ongoing public awareness initiative provides drivers, pedestrians and cyclists with targeted safety education. The campaign emphasizes critical school-zone behaviors, including obeying posted speed limits, eliminating driver distractions, and remaining alert near bus stops and crosswalks. For more information, visit www.lookouttexans.org.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered in the two urban centers of Dallas and Fort Worth. For more information on the Transportation Department, visit www.nctcog.org/trans.

About the Regional Transportation Council:
The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at NCTCOG.org.

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

Regional Transportation Council, North Central Texas Council of Governments Approve Settlement in Governance Dispute

Proposed TxDOT agreement would identify RTC as Metropolitan Planning Organization and NCTCOG as fiscal agent

Aug. 13, 2026 (Arlington, Texas) – The Regional Transportation Council (RTC) approved a settlement agreement Thursday resolving litigation involving the North Central Texas Council of Governments (NCTCOG) over a governance dispute, clearing the way for both entities to focus on their respective planning responsibilities as the region continues to grow.

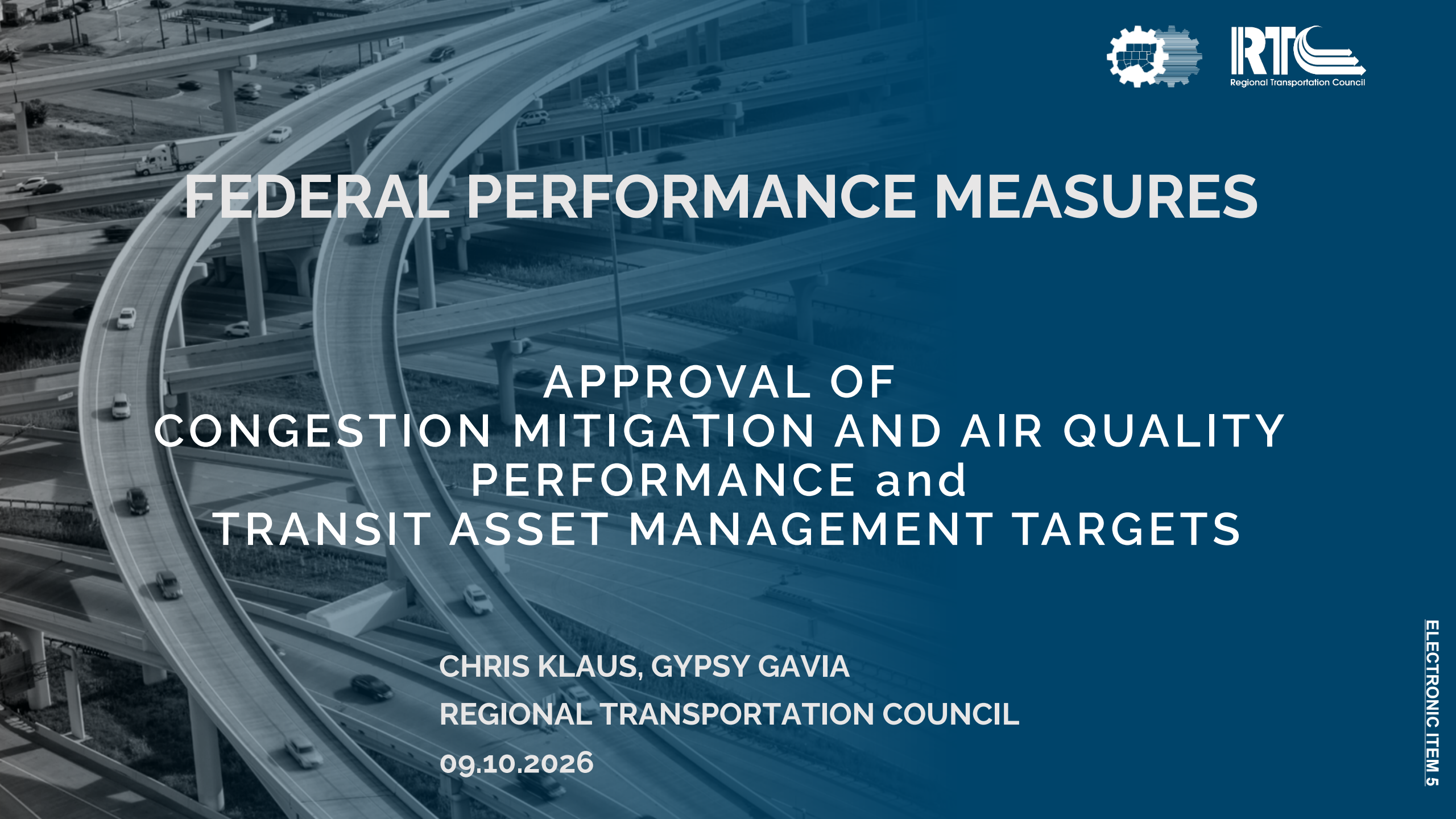
In addition to the settlement of *County of Denton, Texas v. Victoria Johnson, In Her Official Capacity, et al.*, the RTC voted to approve a new operating agreement with NCTCOG and a three-party Metropolitan Planning Organization Agreement (involving the RTC, NCTCOG and the Texas Department of Transportation), as well as a letter signed by members of the RTC and Executive Board requesting Gov. Greg Abbott's support of the new TxDOT agreement. At a special-called meeting last week, the NCTCOG Executive Board approved the settlement agreement. The proposed agreement would clarify the roles of the entities by identifying the RTC as the Metropolitan Planning Organization for the 12-county Dallas-Fort Worth area and NCTCOG as fiscal agent.

"Today's decision and the vote by the North Central Texas Council of Governments Executive Board are important acknowledgments that we are stronger together," said Mason, who serves as Cedar Hill Mayor in addition to chair of the RTC. "The new Metropolitan Planning Organization Agreement brings clarity to the roles and responsibilities of two entities that for more than 50 years have been focused on working harmoniously with their partners across the region, state and nation to prepare for growth. We look forward to a future where we can pursue our shared vision of making North Texas a premier region."

The Metropolitan Planning Organization Agreement will now be sent to TxDOT. Once signed by all three parties, the agreement goes into effect.

About the Regional Transportation Council:
The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) policymaking body for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at NCTCOG.org.

###



FEDERAL PERFORMANCE MEASURES

APPROVAL OF CONGESTION MITIGATION AND AIR QUALITY PERFORMANCE and TRANSIT ASSET MANAGEMENT TARGETS

CHRIS KLAUS, GYPSY GAVIA
REGIONAL TRANSPORTATION COUNCIL

09.10.2026

ELECTRONIC ITEM 5

Federal Performance Measure Rules

Rulemaking	Next Anticipated STTC Action	Next Anticipated RTC Action	Target-Setting Deadline
PM1 – Roadway Safety	Early 2027 (Information Only)	Early 2027 (Information Only)	Five years from previous set targets (early 2028)
PM2 – Pavement and Bridge	February 26, 2027	March 11, 2027	180 days from TxDOT targets (early 2027)
PM3 – Non-SOV[1], PHED[2], and Emissions Reductions	**August 28, 2026**	**September 10, 2026**	**October 1, 2026 Provide targets to TxDOT**
PM3 – Highway System, Non-Interstate System Performance, and Freight	February 26, 2027	March 11, 2027	180 days from TxDOT targets (early 2027)
Transit Safety	Early 2029	Early 2029	Early 2029 Provide targets to TxDOT and FTA
Transit Asset Management	**August 28, 2026**	**September 10, 2026**	**October 2026 Provide targets to TxDOT and FTA**

1. Non-SOV: Non-Single Occupancy Vehicle
2. PHED: Peak Hour Excessive Delay

PM3 Schedule

2026

Second performance period ends

Third performance period begins

RTC adopts targets for 2028 and 2030

2028

Mid-performance period report due

RTC adjusts or reaffirms 2030 targets

2030

Third performance period ends

Fourth performance period begins

RTC adopts targets for 2032 and 2034

PM3 Measures and Results
Second Performance Period (2022-2026)

Measure		Desired Trend Indicating Improvement	2026 Targets	2026 Observed	2026 Targets Achieved?
Peak Hour Excessive Delay	Dallas-Fort Worth-Arlington	↘	12.51 hrs. *	18.00 hrs.	No
	Denton-Lewisville		3.70 hrs. *	9.60 hrs.	No
	McKinney-Frisco		0.90 hrs. *	15.20 hrs.	No
Non-SOV Travel (ACS 5-year average)	Dallas-Fort Worth-Arlington	↗	23.0% *	30.0%	Yes
	Denton-Lewisville		22.9% *	33.0%	Yes
	McKinney-Frisco		22.9% *	40.0%	Yes
On-Road Mobile Source Emissions Reductions (Cumulative)	NO_X (kg/day)	↗	4.195.15	4,957.61	Yes
	VOC (kg/day)	↗	1,035.83	1,437.18	Yes

* 2026 targets were strongly influenced by COVID-related trends.

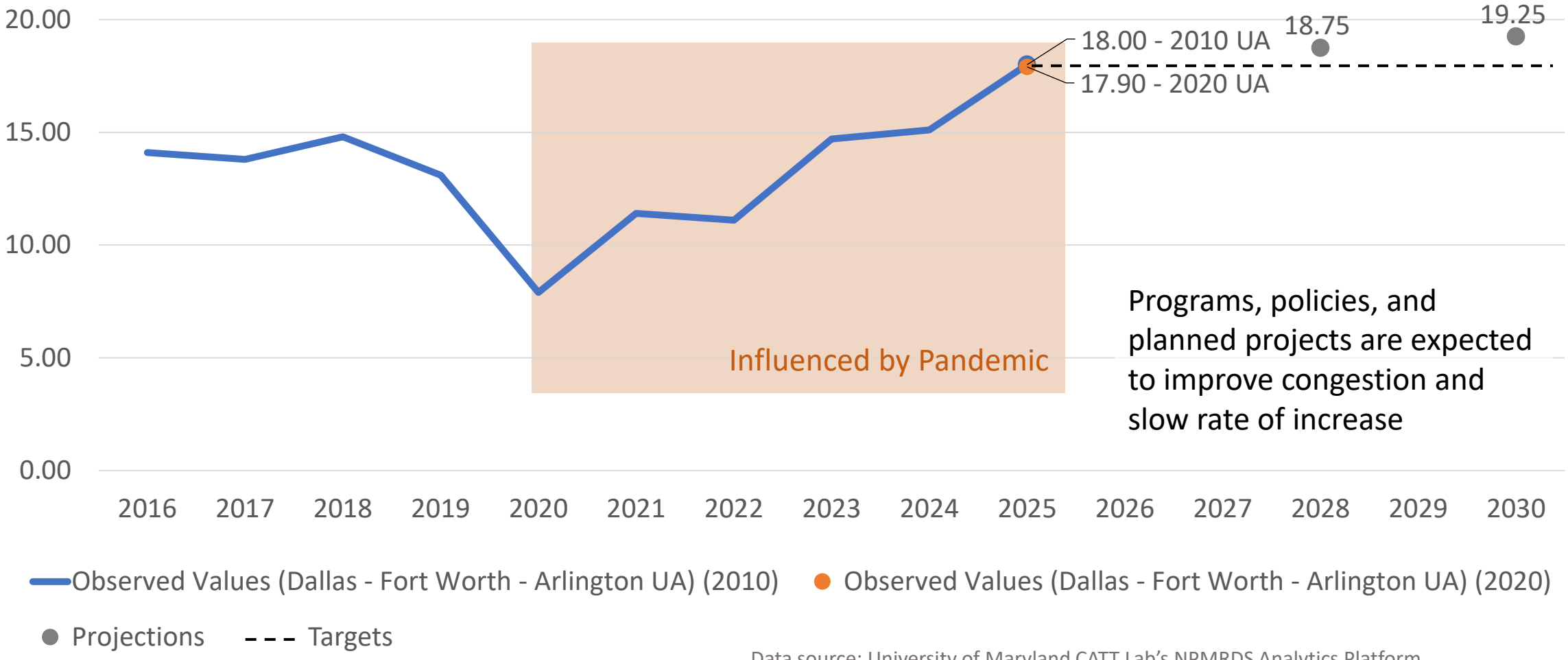
PM3 Measures and Targets
Third Performance Period (2026-2030)

Measure		Desired Trend Indicating Improvement	Baseline Observed	Proposed Targets	
				2028	2030
Peak Hour Excessive Delay	Dallas-Fort Worth-Arlington		17.90 hrs. *	17.90 hrs.	17.90 hrs.
	Denton-Lewisville		9.30 hrs. *	9.30 hrs.	9.30 hrs.
	McKinney-Frisco		6.80 hrs. *	6.80 hrs.	6.80 hrs.
Non-SOV Travel (ACS 5-year average)	Dallas-Fort Worth-Arlington		30%	30%	30%
	Denton-Lewisville		33%	33%	33%
	McKinney-Frisco		40%	40%	40%
On-Road Mobile Source Emissions Reductions (Cumulative)	NO_X (kg/day)		1,239.40	1,735.16	3,470.32
	VOC (kg/day)		359.37	503.12	1,006.24

*PHED uses 2020 Urban Area boundaries for this performance period.

Peak Hour Excessive Delay Trend

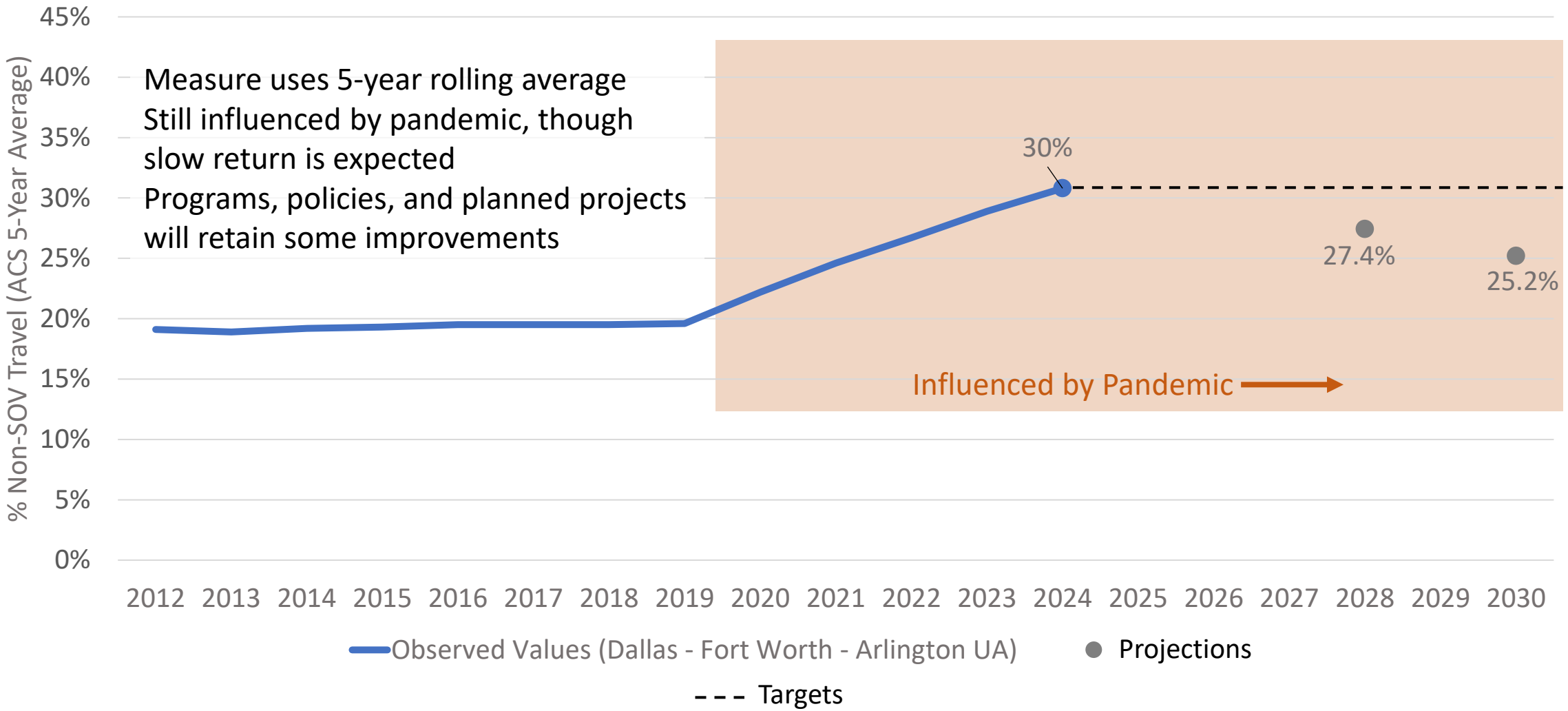
(Lower values indicate improvement)



Data source: University of Maryland CATT Lab's NPMRDS Analytics Platform.
Note that this measure used 2010 Urban Area boundaries for the previous 2022-2026 performance period but will use 2020 Urban Area Boundaries going forward.

Non-SOV Trend

(Higher values indicate improvement)



Data source: US Census Bureau American Community Survey (ACS)

Addressing PM3 Measures

COVID-19 still impacting 5-year averages required by the Non-SOV measure

All measures stand to be improved by policy, program, and projects recommended by Mobility 2050

- PM3 measures and metrics integrated into project selection as appropriate
- Transit 2.0
- RAISE, BUILD grant awards
- Management and Operations Program

Additionally, PM3 measures and similar calculations using the same source data integrated into core MPO responsibilities:

- Transportation Improvement Program
- Congestion Management Process
- Unified Transportation Program (10-Year Plan) Scoring

TAM: Transit Asset Management

TAM: Current Targets & Regional Performance (Large Agencies)

Large agencies are in the process of reviewing their TAM plans for potential updates. Anticipated meeting with NCTCOG in Fall 2026.

Asset Category	Metric	Desired Trend Indicating Improvement	2026 Target	Performance		
				FY 2022	FY 2023	FY 2024
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks		0%	3.1%	5.8%	17.2%*
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0%	0%	9.8%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		25%	64.6%	67.6%	73.2%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	5.1%	5.7%	3.8%

*Performance may have increased due to retention of vehicles for FIFA-related events. On September 3, 2026 Federal Transit Administration awarded DART $70 M to replace 53 light rail vehicles originally purchased in the 1990s.

TAM: Current Targets & Regional Performance (Small Providers)

Asset Category	Metric	Desired Trend Indicating Improvement	2026 Target	Performance		
				FY 2022	FY 2023	FY 2024
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks		5%	8.9%	16.7%	16.3%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0%	0%	0%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		25%	57.9%	66.7%	70.3%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	8.3%	7.1%	5.6%

TAM: Targets Recommendation (Large Agencies)

Recommend maintaining previous targets for all asset categories and types

Goals for Maintained Targets

- Continue the consistent approach from the previously adopted targets
- Encourage continued improvement for individual providers and the overall region
- Provide an aspirational goal to guide regional coordination and assistance in keeping critical transit assets and infrastructure in a State of Good Repair

Category	Target
Rolling Stock Target	0%
Infrastructure Target	0%
Equipment Target	25%
Facilities Target	0%

TAM: Targets Recommendation (Small Providers)

Recommend maintaining previous targets for all asset categories and types

Goals for Maintained Targets

- Maintain strong performance in Infrastructure and Facilities asset categories
- Provide targets that are closer to regional performance, while still encouraging continued improvement for individual providers
- Reflect the challenges transit providers face in replacing vehicles at or past ULB amidst supply chain and operational struggles.

Category	Target
Rolling Stock Target	5%
Infrastructure Target	0%
Equipment Target	25%
Facilities Target	0%

Addressing TAM Performance

As an MPO, staff can support improvements through planning, funding, technical assistance, performance monitoring. Recommend to direct staff to:

- Review integration of TAM metrics into project selection as appropriate to prioritize asset condition
- Coordinate joint applications for federal discretionary grants
- Facilitate peer exchanges and trainings for transit agencies in critical topics
- Create an annual regional TAM dashboard to identify trends and monitor performance

Committee Schedule

Date	Committee Meeting
July 24	STTC Information Item - Performance Measures and Draft Targets
August 13	RTC Information Item - Performance Measures and Draft Targets
August 28	STTC Action Item - Recommend Approval of Final Targets
September 10	RTC Action Item - Approval of Final Targets
October 1	Deadline for Targets

REQUESTED ACTION – Approval of CMAQ Performance and TAM Targets

RTC approval of:

2030 Congestion Mitigation and Air Quality targets:

- Peak Hour Excessive Delay
- Non-Single Occupancy Vehicle Travel
- On-Road Mobile Source Emissions Reductions

2027-2030 Transit Asset Management targets:

- Rolling Stock (Transit Vehicles), including directing staff to work with agencies on performance
- Infrastructure (Rail Track)
- Equipment (Support Vehicles)
- Facilities (Buildings, Stations, Park & Rides)

RTC Action Item – September 10, 2026

Contacts

Jenny Narvaez
Program Manager
817-608-2342
jnarvaez@nctcog.org

James McLane
TR Info. Systems Manager
817-704-5636
jmclane@nctcog.org

Gypsy Gavia
Program Manager
817-695-9134
ggavia@nctcog.org

Chris Klaus
Senior Program Manager
817-695-9286
cklaus@nctcog.org

Evan Paret
Transportation Planner III
817-695-9145
eparet@nctcog.org

Karla Windsor, AICP
Senior Program Manager
817-608-2376
kwindsor@nctcog.org

www.nctcog.org/pm/fed

METROPOLITAN TRANSPORTATION PLAN POLICY BUNDLE

Regional Transportation Council

September 10, 2026

ELECTRONIC ITEM 6

WHY THIS PROGRAM MATTERS

LOCAL POLICY ACTION REDUCES LOCAL MATCH BURDEN

- Voluntary participation tied to policies in the Mobility Plan
- Advances regional priorities like safety, air quality, transit
- Rewards qualifying entities with TDCs
- Frees up local cash to use for other priorities

SCORING FRAMEWORK RECAP

RTC-approved framework · transit participation counts in city scores

	City Scoring *(Dynamic)*	**Transit Authority** *(Fixed)*
Award Type	Ranked each round	Set by authority size
Amounts	500k – 5M/applicant	Small 1M · Medium 1.5M · Large 2.5M
Pot	25M TDCs (83%)	5M TDCs (17%)
Qualify	Policy Points + Transit Points × Population Factor → **Ranked TDC Awards**	6 policies

Unallocated Transit TDCs flowed to cities

Cities' transit participation scored on the back end

ROUND 6 - HIGHLIGHTS

TOTAL RECOMMENDED TDCs

34,900,000

across all entities

12
cities · 30.9M

2
authorities · 4M

All participating entities qualified

- Proposed awards reflect an additional 3.4 million TDCs from the original 30 million set aside for the program
- Transportation funding team confirmed TDC availability
- Surface Transportation Technical Committee recommended RTC approval of awards at the August 28, 2026 meeting

ROUND 6 – AWARD DETAILS

City	Transit Status	Policy Points	TDCs
Arlington	-	53	3,200,000
Denton	1/2 Cent Cities	38	2,300,000
Fort Worth	Full Transit	46	4,700,000*
Frisco	LCG/Small Amount Contract	53	2,400,000
Garland	Full Transit	38	3,100,000*
Grand Prairie	-	32	1,700,000
Grapevine	LGC 3/8 Cent	28	1,300,000
Irving	Full Transit	39	3,200,000
Mansfield	-	21	900,000
McKinney	-	38	1,900,000
Plano	Full Transit	57	3,700,000*
Richardson	Full Transit	41	2,500,000
Total			**30,900,000**

Authority	Policies Achieved	TDCs
DART	8	2,500,000
Trinity Metro	8	1,500,000
Total		**4,000,000**

Total TDCs Recommended to Award
34,900,000

* Inclusion of Fort Worth's scores and data synchronization issues are addressed by additional TDCs in the proposed awards.

SCHEDULE

Date	Item
~~March 23, 2026~~	~~Round 6 Opens~~
~~April 27, 2026~~	~~Early Deadline for Applications~~
~~May 26, 2026~~	~~Final Deadline for Applications~~
~~June to July~~	~~Applicant Scoring~~
~~August 13, 2026~~	~~RTC – Awards (*Information*)~~
~~August 28, 2026~~	~~STTC – Awards (*Action*)~~
September 10, 2026	**RTC – Awards (*Action*)**
October 1, 2026	Round 6 TDCs Available to Use

REQUESTED ACTION – Distribution of Recommended TDC Amounts

Recommendation for RTC approval of:

- 34,900,000 Transportation Development Credits distributed to successful Policy Bundle applicants for Round 6, which includes an increase of 4,900,000 in TDCs over the original 30,000,000.
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the awards.

RTC Action Item – September 10, 2026

CONTACT US

Amy Johnson
Principal Transportation Planner
ajohnson@nctcog.org | 817-704-5608

Skylar Staffaroni
Transportation Planner III
sstaffaroni@nctcog.org | 817-608-2301



REGIONAL TRANSPORTATION COUNCIL PRESENTATION

REGIONAL BICYCLE SAFETY ACTION PLAN

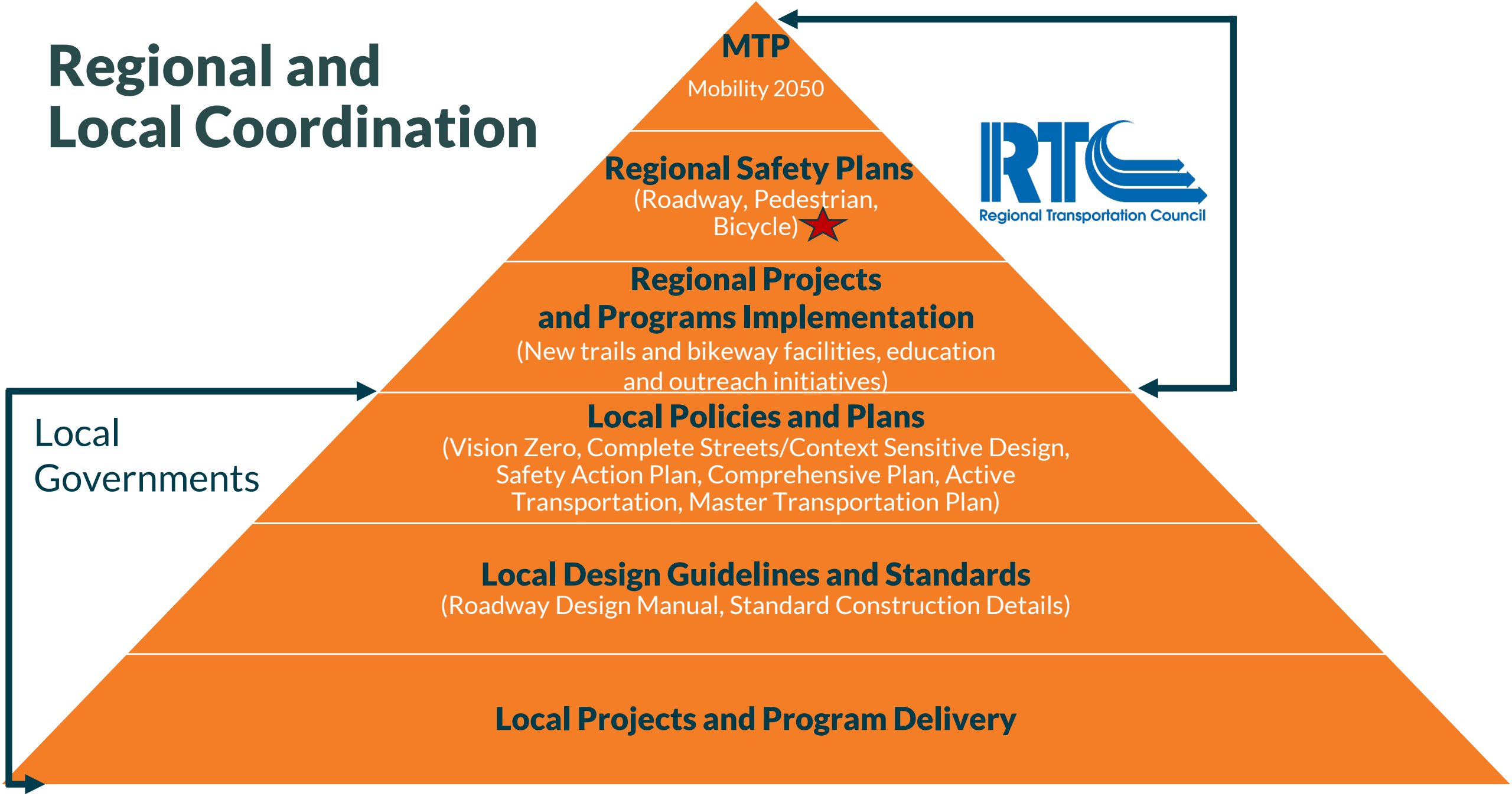
KEVIN KOKES, AICP

09.10.2026

LOOKOUT TEXANS
BIKE WALK DRIVE SAFELY
LookOutTexans.org

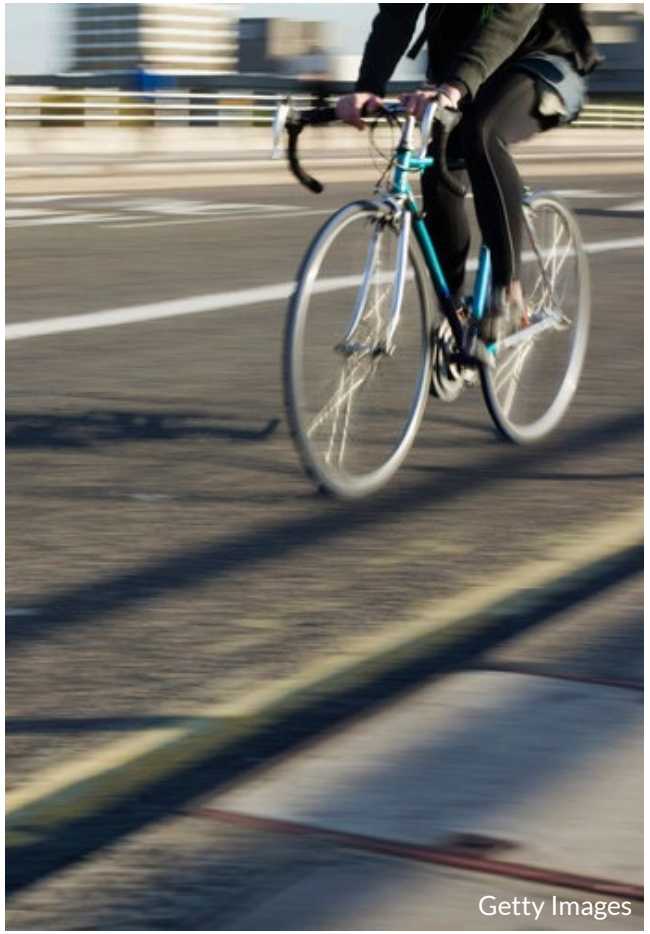
ELECTRONIC ITEM 7

Regional and Local Coordination



Purpose of the Safety Plan

- **Goals and policies** in support of Regional Transportation Council (RTC) safety position.
- Provides a **toolbox of safety countermeasures** to address bicyclist safety issues.
- Identifies **strategic locations to guide the selection of future projects and programs** offering the greatest return on investment for **safety** and **network connectivity**:
  - Priority Emphasis Areas
  - Priority Bicycle Safety Corridors
  - Priority Bicycle Safety Intersections


Getty Images

State and Regional Goals

Supports Regional Transportation Council and Texas Department of Transportation (TxDOT) safety goals.

Supports the regional safety performance measure targets to reduce the number of non-motorized fatalities and serious injuries.



Regional Safety Position:

"Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel"

Affirmed by the Regional Transportation Council on February 14, 2019

Texas Transportation Commission Minute Order:

"The Texas Transportation Commission directs the Transportation Department to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050…"

Approved by the Texas Transportation Commission on May 30, 2019

Planning Process

- **Robust, grass roots engagement (February – November 2025)**
  - Stakeholder workgroup
  - Bike group and committee meetings
  - Outreach events
- **Regional Opinion Survey**
  - 87% of respondents are interested in bicycling more than they do now.
  - *52%* of respondents cited safety concerns as their primary reason for not bicycling more often.





Planning Process

Data-Driven Approach

Data analysis: crash locations and contributing factors

Hot spot crash densities to recommend targeted areas, corridors, and intersections



TxDOT Crash Records Information System (CRIS)

A "Reportable Motor Vehicle Traffic Crash" is defined by TxDOT as:

"any crash involving a motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to the property of any one person to the apparent extent of $1,000."

E-Bikes vs. E-Motos*

E-BIKES		E-MOTORCYCLES
Pedals with electric assistance	POWER	Powered by an electric motor
Up to 20 or 28mph, depending on class	SPEED	Greater than 28mph
Up to 750W	MOTOR	Greater than 750W
Driver's license and license plate not required	OPERATION	Driver's license (with motorcycle endorsement) and license plate required

Source: City of Mercer Island, WA

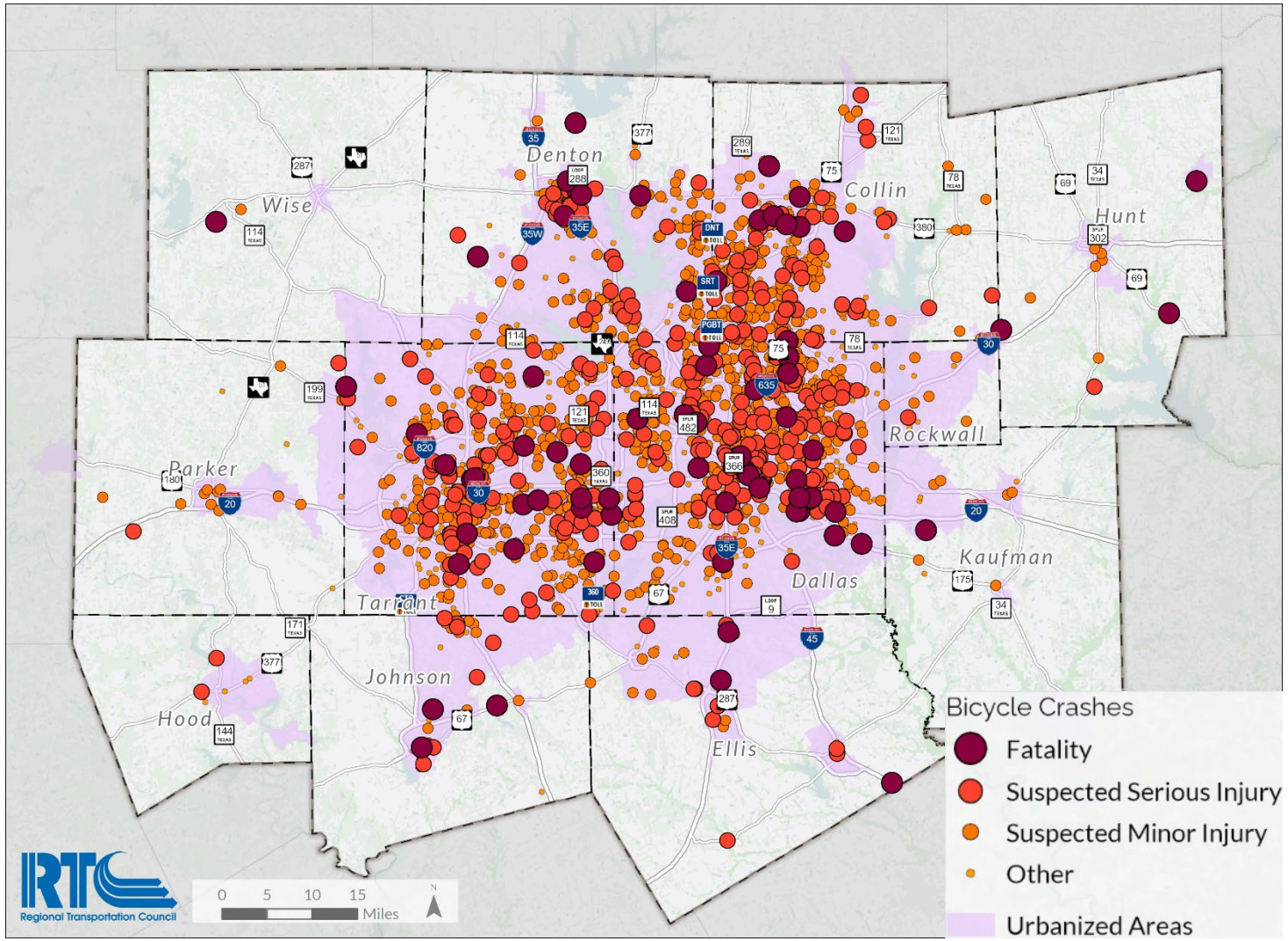
*Not a pedal cycle device and not included in the Bike Safety Action Plan



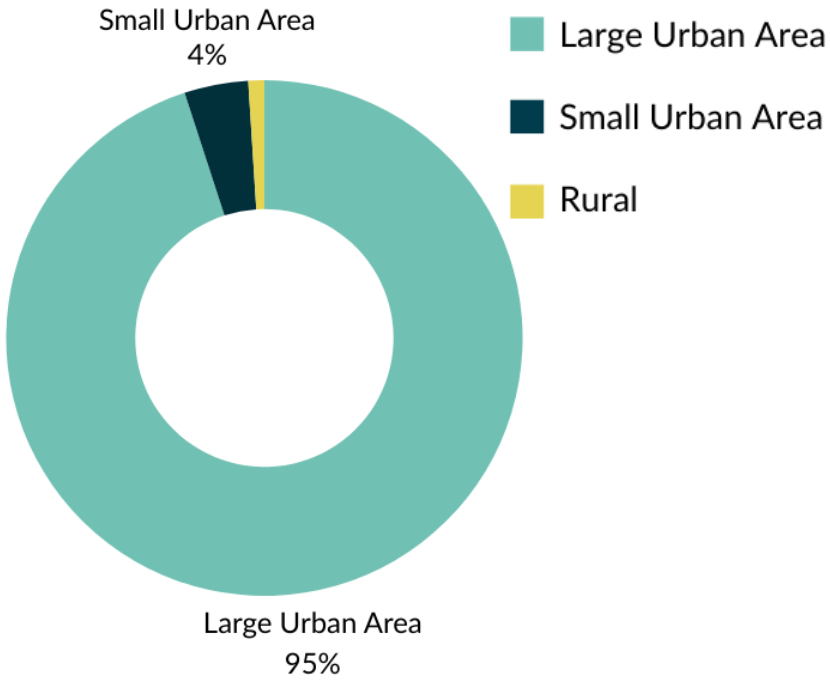
Technology has outpaced statutory classifications which do not clearly define low-speed or high-powered electric devices, and where such devices can be operated

*Note: "pedalcyclist" crashes are associated with bicycles and other human-powered conveyances, including tricycles, unicycles, and electric bicycles (e-bikes) that have operable pedals and attain a top speed of 28 miles per hour or less. "Pedalcyclist" crash data does **not** include scooters, e-moto devices, and other micromobility devices.*

Bicyclist Crashes in the MPA (2019 – 2023)



99% of all reported bicycle crashes occur in urbanized areas of the region



Bicyclist Crash Data Statistics (2019 – 2023)

2,471

TOTAL BICYCLE CRASHES IN the MPA from **2019-2023**

Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2019-2023

73

TOTAL BICYCLIST FATALITIES OCCURRED REGION WIDE from **2019-2023**

Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2019-2023

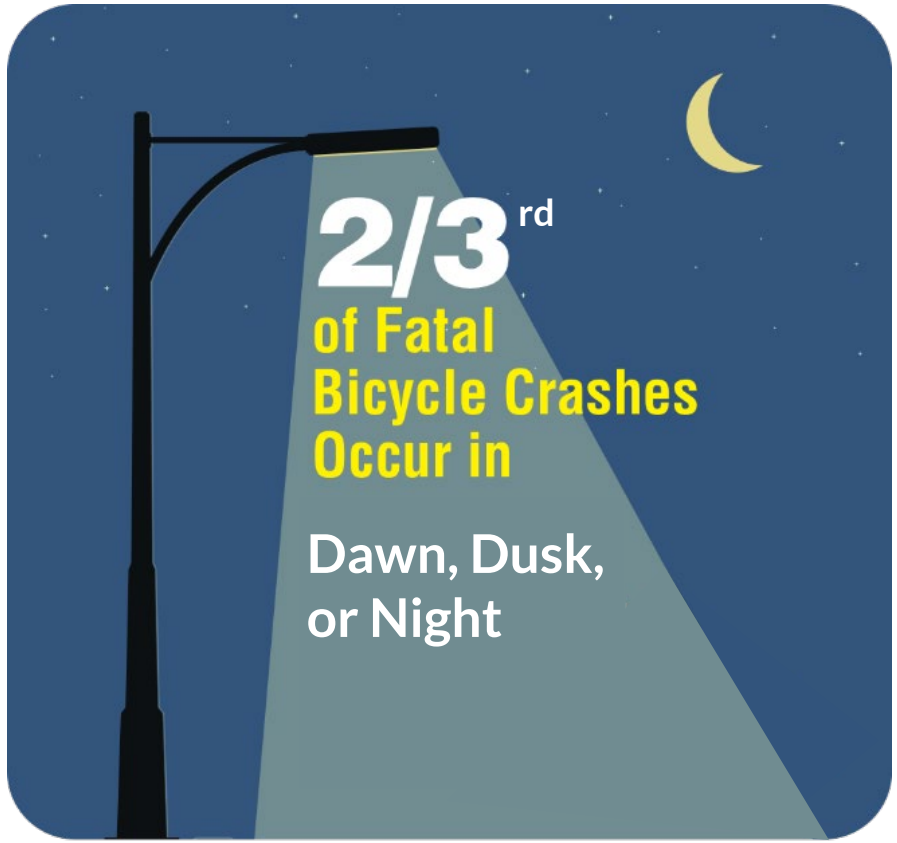
86%

of All Fatal & Serious Injuries Involved **MALES**

Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2019-2023

81% of bicyclists killed were not wearing **HELMETS.**

Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2019-2023



Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2019-2023

Bicyclist Crash Locations (2019 – 2023)

90%
of bicyclist crashes occur within
1 MILE
of a school



Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2019-2023

74%
of all bicycle crashes occurred at
INTERSECTIONS

Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2019-2023

Only **1%** of all reported bicyclist crashes in the region occur on an existing bicycle facility at a **non-intersection** location.

Over 1/3
OF BICYCLE CRASHES OCCUR WITHIN A 2-MILE RADIUS OF A RAIL STATION



Source: TxDOT's Crash Records Information System (CRIS) for MPA region from 2019-20123



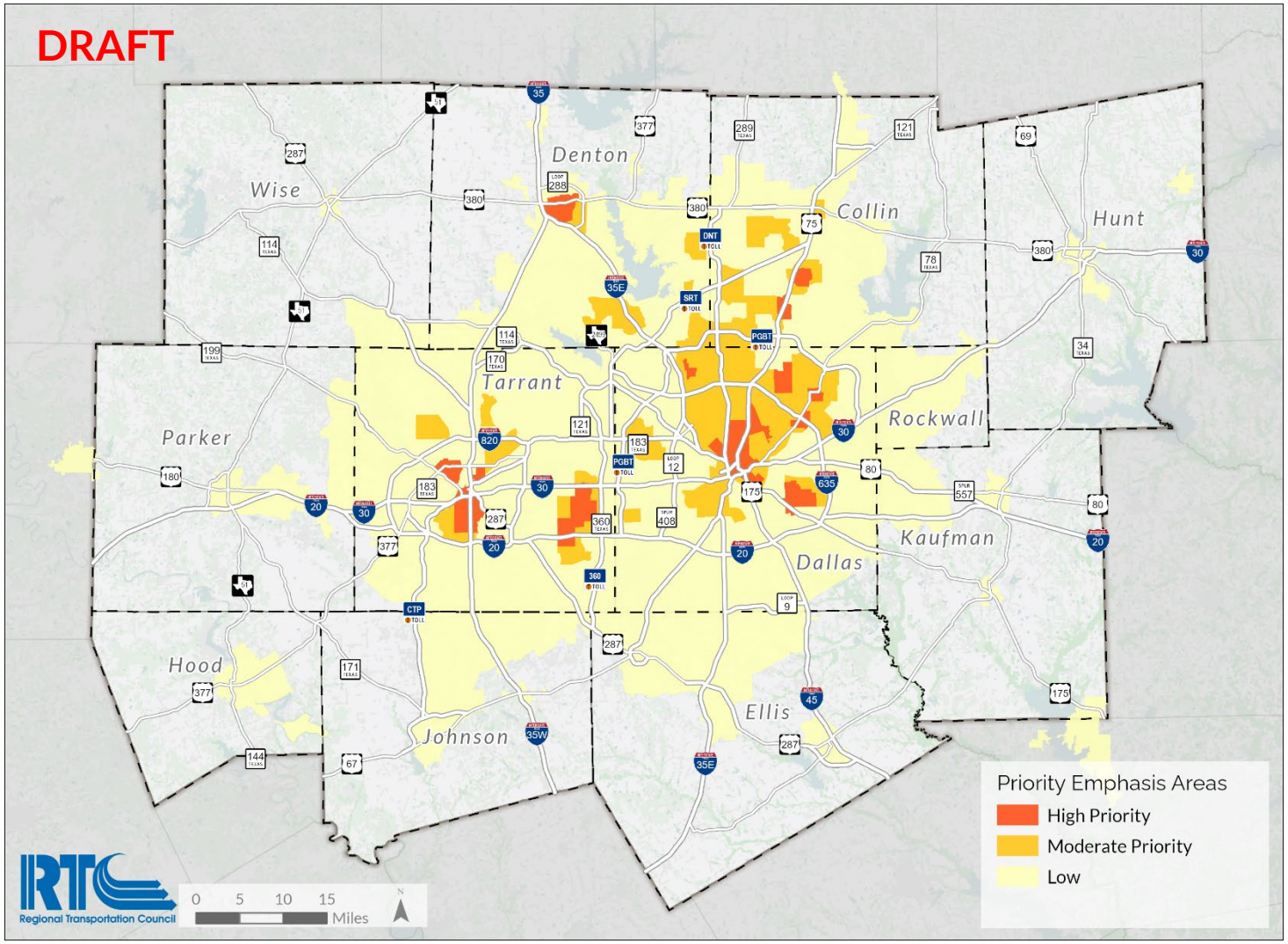
NCTCOG


NCTCOG

Goals

- Eliminate all serious injury and fatal bicyclist crashes across the region by 2050
- Address critical bicycle safety needs in priority locations
- Enhance safe connections to daily destinations
- Balance the safety and needs of all roadway users
- Develop a culture of safety

Priority Emphasis Areas



Legend

High Priority Emphasis Area

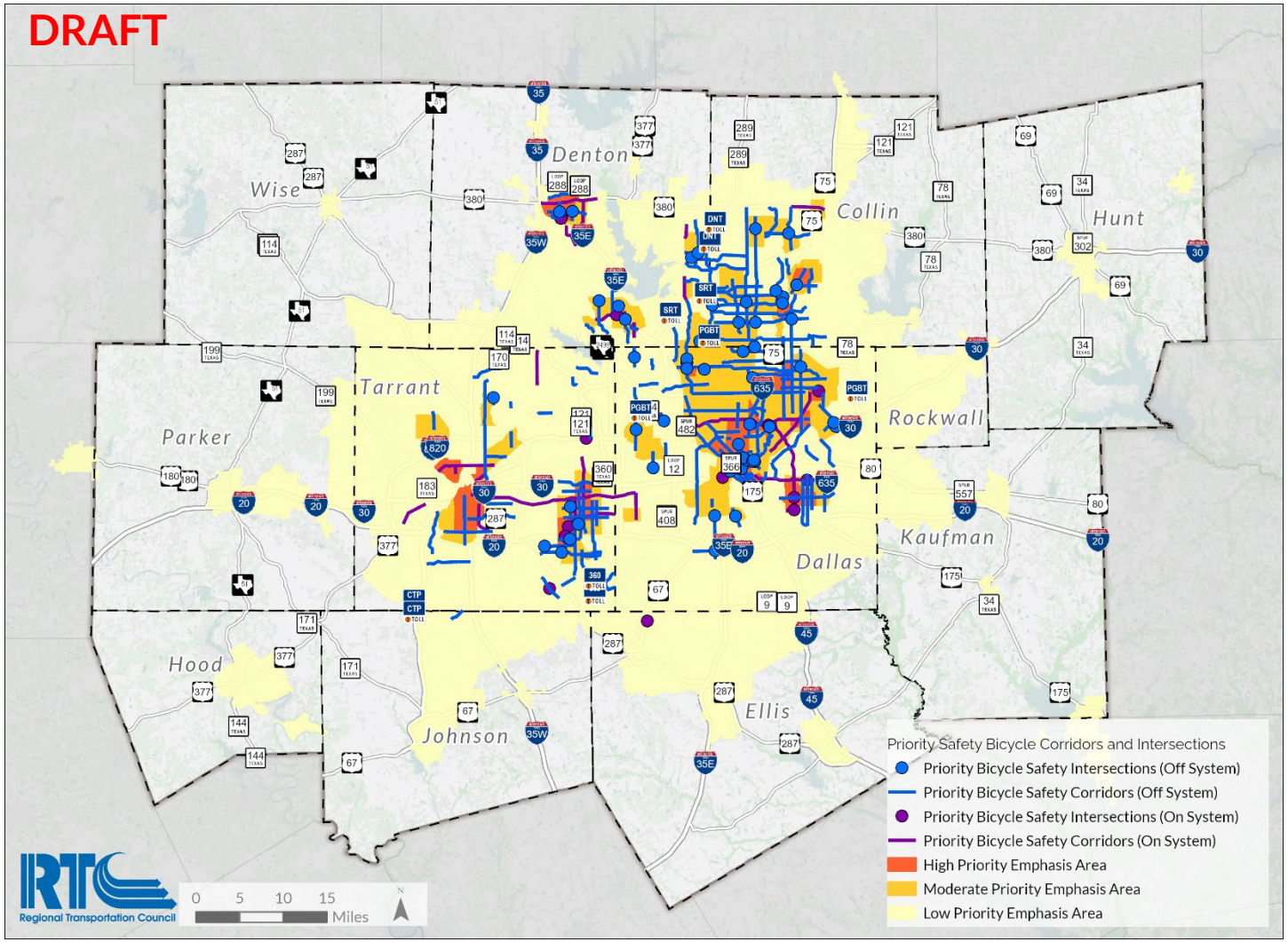
Average of 6 crashes per square mile

Moderate Priority Emphasis Area

Average of 2 crashes per square mile

Priority Emphasis Area	% of Urbanized Areas	% of Crashes	Mi. of Planned Bikeways
High	2.6%	21%	315
Moderate	9.0%	34%	810
Total	**11.6%**	**55%**	**1,125**

Priority Bicycle Safety Corridors and Intersections



Located in 37 cities across the region.

Priority Safety Bicycle Corridors and Intersections

- Priority Bicycle Safety Intersections (Off System)
- Priority Bicycle Safety Corridors (Off System)
- Priority Bicycle Safety Intersections (On System)
- Priority Bicycle Safety Corridors (On System)

Priority Emphasis Areas

- High Priority
- Moderate Priority

Type	On-System	Off-System	Total
Corridors	25	162	187
Intersections	14	54	68
Miles	127 mi	667 mi	794 mi

Action Plan for Projects and Programs

Over **thirty action items** consisting of strategies, projects, programs, and policies. Each action item identifies the responsible parties and magnitude of cost.

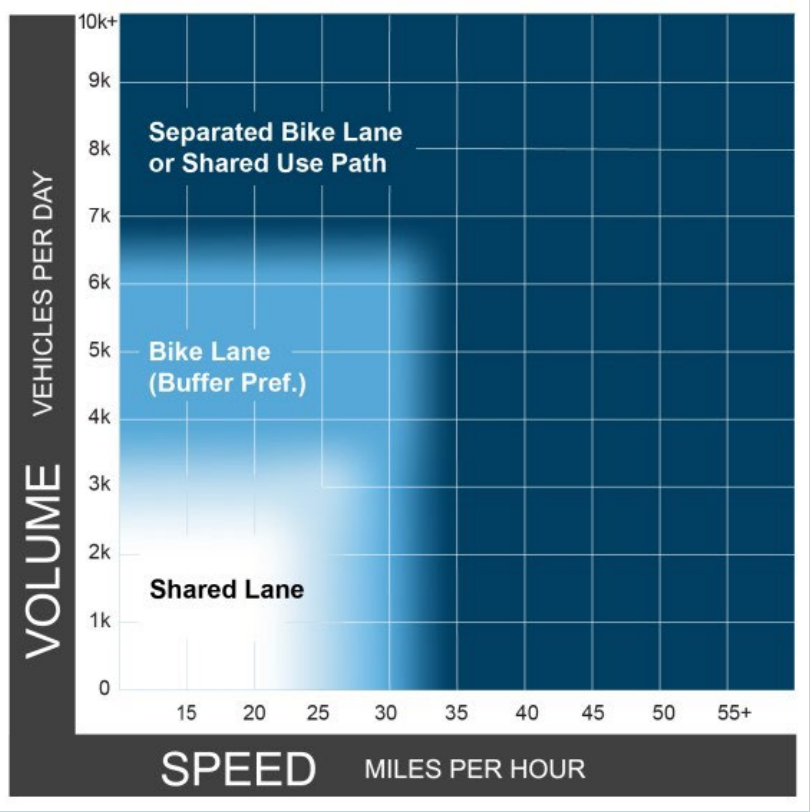
- **Engineering:**
  Implement safety countermeasures and bicycle facilities in priority areas and corridors identified in the Plan.
- **Education:**
  Promote a culture of safety and safe roadway behavior for all modes of travel and educate professionals on safe roadway and bicycle facility design.
- **Enforcement:**
  Prioritize enforcement of traffic laws such as speed limits, distracted driving, operating a motor vehicle while impaired, and compliance with traffic control devices.
- **Evaluation:**
  Collect data to make data-driven decisions, monitor and report on progress toward achieving adopted safety targets.

Bicyclist Safety on US Roadways: Crash Risks and Countermeasures
Safety Research Report: NTSB/SS-19/01, Adopted November 5, 2019

The National Transportation Safety Board (NTSB) reports that separated bike lanes are associated with fewer crashes, fatalities, and serious injuries.

Recommended Bicycle Facility Selection

Source: Federal Highway Administration, Texas Roadway Design Manual



Action Plan: Education

Examples of **LookOut Texans** Safety Campaign Messaging for Bicyclists

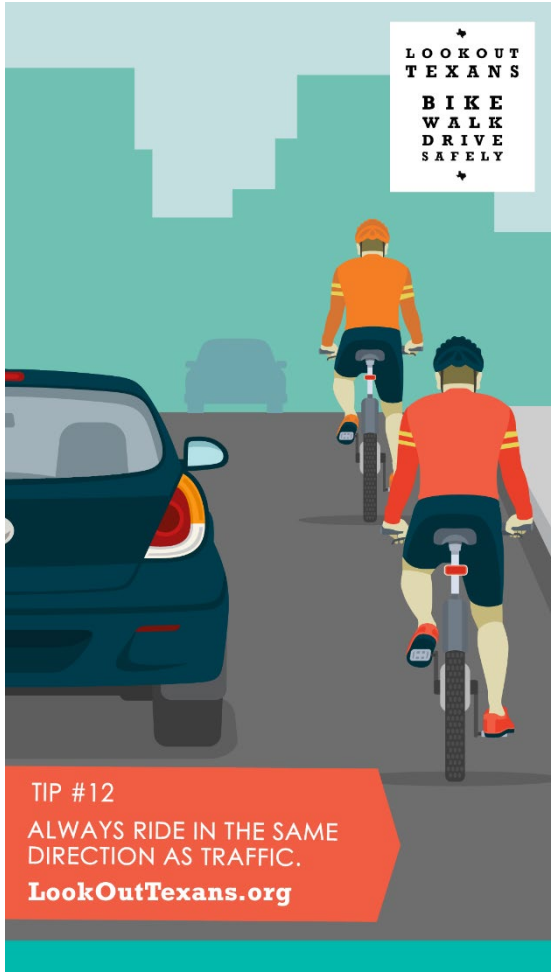
Traffic Laws



Visibility



Operation on the Roadway



Example Action Items

#	Action Item	Action Item Type	Responsible Party	Costs (H/M/L)
O-1	**Provide training** for transportation design professionals about bicycle facility design best practices and how bicyclists operate on the roadway.	Education	MPO	Low
O-7	**Prioritize enforcement of traffic laws** such as speed limits, impaired driving, safe driving practices, traffic control device compliance.	Enforcement	Local Governments	Low
O-8	**Conduct road safety audits** for Priority Bicycle Safety Corridors and Priority Bicycle Safety Intersections.	Engineering	Local Governments, MPO, TxDOT	Low
ST-15	**Provide adequate roadway lighting** along bikeway corridors, especially at conflict locations such as intersections and driveways.	Engineering	Local Governments, TxDOT	Medium

Schedule

Activity	Date
Bicycle and Pedestrian Advisory Committee Presentation	Feb 19, 2025
Outreach Events	March – May 2025
Stakeholder Committee Meeting	March 27, 2025
Bicycle Safety Survey	April – June 2025
Public Meeting	April 7, 2025
Bicycle and Pedestrian Advisory Committee Presentation	May 21, 2025
Stakeholder Committee Meeting	July 15, 2025
Bicycle and Pedestrian Advisory Committee Presentation	Aug 20, 2025
Bicycle and Pedestrian Advisory Committee Presentation	Nov 19, 2025
Public Meeting	April 13, 2026
Regional Safety Advisory Committee Meeting	April 24, 2026
Draft Plan Posted Online	May 1 – June 26, 2026
Bicycle and Pedestrian Advisory Committee – Information on Draft Plan	May 20, 2026
Surface Transportation Technical Committee – Information on Draft Plan	May 22, 2026
Regional Transportation Council – Information on Draft Plan	Aug 13, 2026
Surface Transportation Technical Committee – Action to Recommend Plan Adoption	Aug 28, 2026
Regional Transportation Council – Action to Adopt Plan	Sept 10, 2026

REQUESTED ACTION:
Regional Bicycle Safety Action Plan

RTC approval to:

- Adopt the Regional Bicycle Safety Action Plan.

- Direct staff to implement the recommendations of the Regional Bicycle Safety Action Plan as consistent with the programs and policies of the existing Metropolitan Transportation Plan (Mobility 2050) and incorporate the recommendations of the Regional Bicycle Safety Action Plan into future metropolitan transportation plans.

RTC Action Item: September 10, 2026



City of Fort Worth

Contact Us

Kevin Kokes, AICP
Program Manager
kkokes@nctcog.org | (817) 695-9275

Karla Windsor, AICP
Senior Program Manager
kwindsor@nctcog.org | (817) 608-2376

Daniel Snyder, AICP
Senior Transportation Planner
dsnyder@nctcog.org | (817) 608-2394

Chris Nelson
Senior Transportation Planner
cnelson@nctcog.org | (817) 704-1513

Catherine Richardson
Transportation Planner III
crichardson@nctcog.org | (682) 433-0485



Approval of 2026 Bus and Bus Facilities and Low or No Emissions Grant Applications

Bobby Gomez, AICP
Regional Transportation Council
September 10, 2026

ELECTRONIC ITEM 8

PROGRAM FUNDING OVERVIEW

Joint Notice of Funding Opportunity (NOFO) - July 27, 2026

Bus and Bus Facilities (5339b)

Provides funding for capital projects to purchase, lease, or rehabilitate transit buses and related equipment; and acquire, construct, lease, or rehabilitate bus-related facilities.

$21M in funding available

Low or No Emissions (5339c)

Provides funding for purchase or lease of zero-emission and low-emission transit buses, and the acquisition, construction, or leasing of supporting facilities and equipment.

$589M in funding available

GRANT PROGRAM PRIORITIES

Considerations:

-Projects in Internal Revenue Service Opportunity Zones
-Cost-Effective Vehicle Procurements
-Strengthening the United States Vehicle Manufacturing Industry
-Benefits for Families and Communities

Requirements

-Local Match
-Letters of support



Proposed Projects

Bus & Bus Facilities

Purchase up **to 4 Gasoline powered vehicles** to support service growth in **Johnson County**

Purchase **canopies**, awnings, or other coverings to **sustain existing NCTCOG fleets** for small area providers

Bus & Bus Facilities

Low or No Emissions

Purchase up **to 2 Hybrid vehicles** to support service in **Dallas County (Mesquite)**

Purchase **up to 5 charging stations** to be installed at upcoming facility in Mesquite and support flexibility and service continuity for **STAR Transit**

Project eligible under both funding programs are directed to apply to both, but will only be awarded under one.

ESTIMATED Project Budget

	Total	Federal	Local (TDCs)
Gasoline Powered Vehicles	$650,000	$650,000	97,500*
Canopies	$500,000	$500,000	100,000
Bus & Bus Facilities (1)	**$1,150,000**	**$1,150,000**	**197,500**
Hybrid Vehicles	$230,000	$230,000	34,500*
Vehicle Chargers	$120,000	$120,000	12,000**
Bus & Bus Facilities (2) & Low or No Emission	**$350,000**	**$350,000**	**46,500**
Total	**$1,500,000**	**$1,500,000**	**244,000**

**Cost share for buses is 85 Federal/15 Local*
***Chargers are 90 Federal/10 Local*
All others are 80 Federal/20 Local

SCHEDULE

Date	Milestone
July 27, 2026	NOFO Released
August 28, 2026	STTC Action
September 10, 2026	**RTC Action**
September 21, 2026	Application Due
September 24, 2026	Executive Board Endorsement
By December 5, 2026	Award Announcement

REQUESTED ACTION – Approval of 2026 Bus and Bus Facilities and Low or No Emissions Grant Applications

- Request RTC Actions
  - 2026 Bus and Bus Facilities and Low or No Emissions Grant Applications as presented
  - If awarded, administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the projects.

RTC Action Item – September 10, 2026

CONTACT

Bobby Gomez, AICP
Principal Transportation Planner
rgomez@nctcog.org | (682)-433-0441

North Texas AAM Call for Projects

Ernest Huffman
Program Manager - NCTCOG

Regional Transportation Council
September 10, 2026

ELECTRONIC ITEM 9

NATIONAL & TEXAS ADVANCED AIR MOBILITY PROGRAMS

North Texas' airport readiness efforts are closely tied to two major Advanced Air Mobility initiatives: the Texas eIPP Nexus Program and the Center for Advanced Air Mobility Technologies (CAAT). Together, these efforts help position the region for future eVTOL operations by advancing the infrastructure, planning, and partnerships needed to support implementation at scale.

Texas eIPP Nexus Program

- Federal Pilot program with a Texas statewide initiative led by **TxDOT Aviation** to prepare Texas for electric aircraft and AAM deployment
- NCTCOG is partnered with TxDOT and has positioned North Texas airports for participation
- Regional airports are key to infrastructure planning, charging readiness, and future eVTOL operations

Center for Advanced Air Mobility Technologies (CAAT)

- North Texas initiative focused on advancing AAM implementation through planning, infrastructure, operations, and workforce development
- Regional airports are pivotal to CAAT because they serve as core nodes for future AAM activity
- Improving airport readiness now helps support future demonstrations, deployments, and long-term regional growth

Electric Take off and Landing Vehicles (eVTOLs) and eVTOL Chargers



Source: gulfnews.com special-reports/evtol-aircraft-will-they-replace-helicopters



Source: Beta Technologies



NORTH TEXAS AAM AIRPORT CHARGING INFRASTRUCTURE CFP

The proposed Call for Action reflects an updated approach to previously approved AAM funding and is intended to better align regional investments with the near-term needs of North Texas airports and broader statewide AAM efforts.

- In **September 2024**, NCTCOG took initial AAM funding to the Regional Transportation Council for approval to support a potential World Cup-related demonstration effort
- The scope has since been revised to focus on the near-term needs of regional airports, particularly charging infrastructure and airport readiness for future eVTOL operations
  - (Scope change approved by RTC on May 14th, 2026)
- NCTCOG is partnered with **TxDOT** on the **Texas eIPP Pilot Program**, and this effort helps position regional airports to better align with and support that work
- North Texas airports are also pivotal to the success of the **Center for Advanced Air Mobility Technologies (CAAT)** and will play an important role in supporting future demonstrations, deployments, and long-term AAM growth in the region

FUNDING AVAILABLE - NORTH TEXAS ADVANCED AIR MOBILITY READINESS

(RTC approved May 14, 2026)

Aviation Planning and Education

$1,000,000 Regional Transportation Council (RTC) local funding

Funding Cap:

Each eligible airport may submit one project proposal for funding under this Call for Projects. Funding is limited to one charger per airport and is subject to the established dollar funding cap. Funding is competitive and not guaranteed.

PROCESS

(RTC approved May 14, 2026)

1. **Selection of Project Type**
   eVTOL Charging Systems

2. **Project Description**
   Provide a brief project description of the project selected and how the airport will prepare for the next generation of aircraft.

3. **An estimated project schedule**
   Provide a schedule for the project with no completion date prescribed.

4. **Cost estimate and supporting documentation**
   Submit a quote with cost.

5. **Regional benefit**
   Demonstrate how the award of this project will provide regional benefit to North Texas.

6. **Documentation demonstrating consistency with Airport Layout Plan and/or Airport Master Plan**
   Upload ALP or Master Plan documents.

ELIGIBILITY

(RTC approved May 14, 2026)

Eligibility	Description
Charging Systems for eVTOL Aircraft	Compatible charging infrastructure for Advanced Air Mobility (AAM). Maximum Award: $200,000
Public Use Airport	Be a public-use airport located within the 12-county NCTCOG region (Entities located in Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties)
Airport Operator	If an airport operator, be sponsored by a public partner agency (i.e. city, county, state, etc.)
Airport Plans	Demonstrate project need consistent with the Airport Master Plan and/or Airport Layout Plan
Regional Benefit	Projects should align with NCTCOG regional transportation plans, innovation priorities, and demonstrate measurable readiness.

CRITERIA

(RTC approved May 14, 2026)

Criteria	Score
Consistent with Advanced Air Mobility within the Airport Layout Plan and/or the Airport Master Plan	30%
Demonstrated understanding of AAM technologies and infrastructure requirements	40%
Demonstrated potential to attract AAM operators or private investment	5%
Strength of partnerships and implementation timeline	25%
Total Score	100%

SCHEDULE

Date	Action
April 24, 2026	STTC Action
May 14, 2026	RTC Action
May 15, 2026	Open Call for Ideas (45 Days)
June 29, 2026	Close Call for Ideas
July 2026	Public Meeting
August 28, 2026	STTC Action – Recommended Ideas
September 10, 2026	RTC Action – Final Ideas
September 2026	Executive Board
Fall 2026	Execute Interlocal Agreements and Begin Projects

RECOMMENDED PROJECTS

Eastern Subregion

Request: $292,500

City / Agency	Emphasis Area	Project Title	Total Score	Requested Funds
City of Denton	eVTOL Charging System	North Texas Advanced Air Mobility Readiness Call for Projects	88	$92,500
City of Greenville	eVTOL Charging System	North Texas Advanced Air Mobility Readiness Call for Projects Update	60	$200,000
Total				$292,500

Western Subregion

Request: $185,000

City / Agency	Emphasis Area	Project Title	Total Score	Requested Funds
City of Fort Worth	eVTOL Charging System	North Texas Advanced Air Mobility Readiness Call for Projects Update	66	$92,500
City of Granbury	eVTOL Charging System	North Texas Advanced Air Mobility Readiness Call for Projects Update	80	$92,500
Total				$185,000

Total Funding Request: $477,500

REQUESTED ACTION – ADVANCED AIR MOBILITY AIRPORT CHARGING INFRASTRUCTURE CALL FOR PROJECTS

Regional Transportation Council (RTC) approval:

- **Recommended Advanced Air Mobility Airport Charging Infrastructure Projects** based on Evaluation and Scoring Results

- Utilizing existing **$477,500 in Regional Transportation Council local funds**, for eligible projects identified through this process. The remaining RTC approved funding allocation will be used for a future Advanced Air Mobility program.

- Administrative amendments to the Transportation Improvement Program (TIP) / Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate this new framework.

RTC Action Item – September 10,2026

CONTACTS

Ernest Huffman
Aviation Planning and Education Program Manager
North Central Texas Council of Governments
O: (817) 704-5612
ehuffman@nctcog.org

Nicole Johnson
Transportation Planner III
North Central Texas Council of Governments
O: (817) 704-5690
njohnson@nctcog.org



FISCAL YEAR 2026 PUBLIC TRANSPORTATION FUNDING: PROGRAMS OF PROJECTS

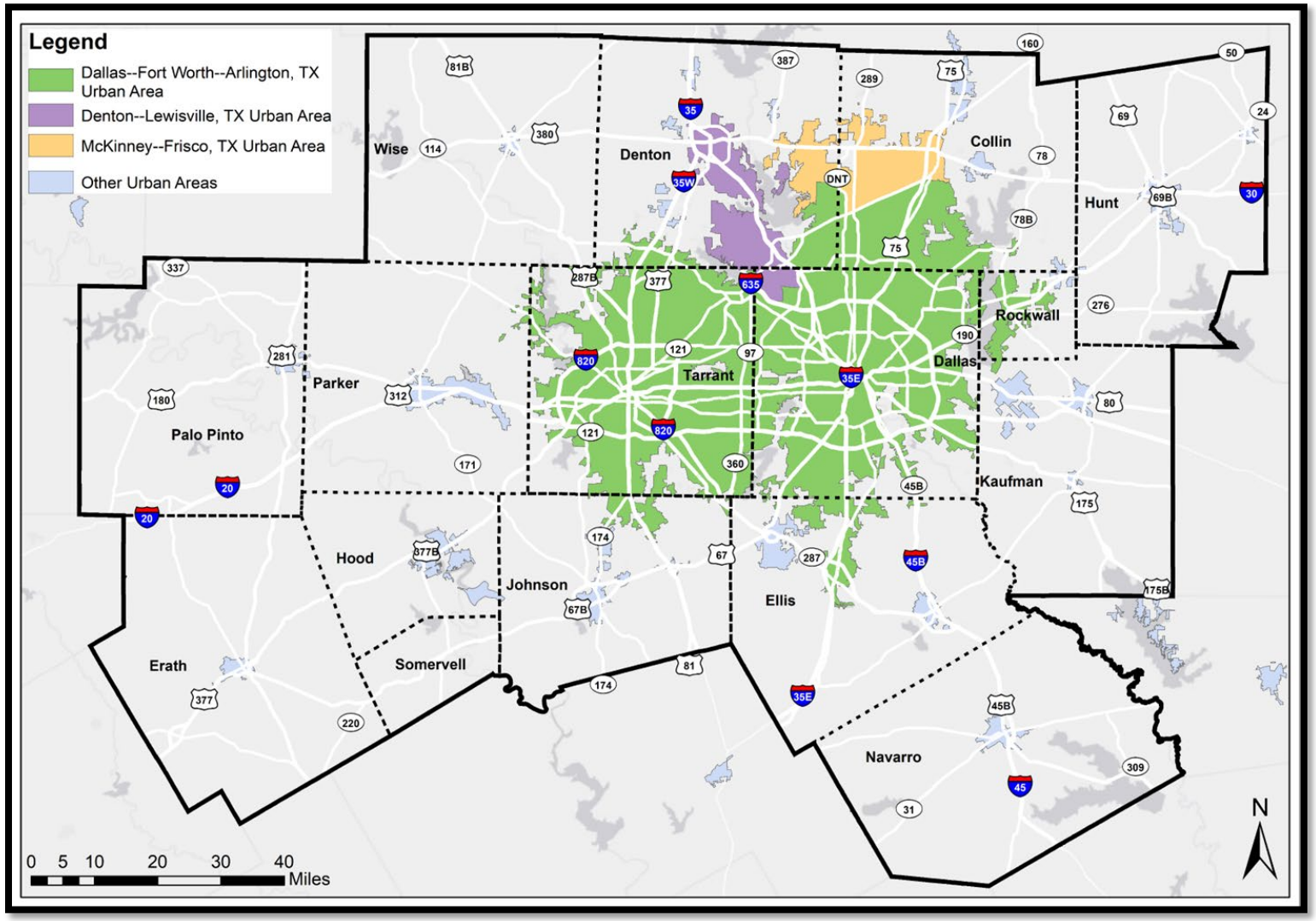
REGIONAL TRANSPORTATION COUNCIL | 9.10.2026

ELECTRONIC ITEM 10.1

OVERVIEW

- Action item requesting approval of the Fiscal Year (FY) 2026 Federal Transit Administration (FTA) funding Programs of Projects (POPs)
- POPs allocate funding for the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney-Frisco Urbanized Areas (UZAs) to public transit providers in the region, including:
  - Transit Authorities (Dallas Area Rapid Transit [DART], Trinity Metro, Denton County Transportation Authority)
  - Cities that are recipients of FTA funds (Arlington, Grand Prairie, McKinney, Mesquite)
  - Small transit providers (e.g., Northeast Transportation Services, Span, Inc., STAR Transit)

2020 CENSUS URBANIZED AREAS & URBAN CLUSTERS



FEDERAL FORMULA FUNDING PROGRAMS FOR URBAN AREAS

	PROGRAM	PURPOSE	PROJECT TYPES
5307	Urbanized Area Formula	Serves general public including individuals/households with limited financial resources	Capital Operating Planning
5310	Enhanced Mobility of Seniors and Individuals with Disabilities	Serve needs of the elderly and individuals with disabilities	Capital Operating
5337	State of Good Repair	Maintain rail services	Capital
5339	Bus and Bus Facilities	Purchase vehicles and/or maintain bus services	Capital

PROPOSED FEDERAL FUNDS

- Public transportation providers in the region are proposed to receive $220.8 million in FY 2026 FTA formula funds, as well as $987,796 in remaining FY 2025 funds and $463,874 in remaining FY 2024 funds
- Additional $3 million in FY 2026, $5.5 million in FY 2025, and $2.2 million in FY 2024 funds will be programmed in future cycles
- 4,330,648 in Transportation Development Credits (TDCs) are proposed to be awarded; TDCs are used in lieu of the local cash match requirement and do not increase funding for a project
- Note: A small proportion of federal funds and TDCs that were awarded during development of the 2027 – 2030 Transportation Improvement Program (TIP) are included in these totals

CURRENT AWARD CYCLE FUNDING SUMMARY

$ in Millions

FTA Funds by Agency Type	$222.3
Transit Authorities (DART, Trinity Metro, and Denton County Transportation Authority)	$194.0
All Others	$28.3

FTA Funds by Project Type	$222.3
Capital (vehicles, equipment, preventive maintenance, etc.)	$212.6
Operations	$9.0
Planning	$0.7

FY 2027 FEDERAL FUNDS

- A relatively small amount of FY 2027 formula funding is proposed to be awarded separately through the 4th Quarter 2026 TIP modification process

Funding Program	$ in Millions
5307 Urbanized Area Formula Program	$6.7
5310 Enhanced Mobility of Seniors and Individuals with Disabilities	$2.3

- Expedites funding availability for small providers
  - Project inclusion in the TIP enables pre-award authority, which allows providers to incur reimbursable costs sooner
- The balance of FY 2027 funds will be awarded once federal apportionments are released

DALLAS STREETCAR FORMULA FUNDING

- During development of the last POP, Dallas requested quantification of Streetcar's contribution to the 5337 State of Good Repair formula funding that comes to the UZA
- Dallas Streetcar's contribution to 5307 Urbanized Area Formula Program has been calculated as well

Funding Program	Annual Funding Impact
5337 State of Good Repair	$381,472
5307 Urbanized Area Formula Program	$305,879

- 5337 and 5307 are eligible only for capital projects, such as preventive maintenance or vehicle replacements; cannot be used for operating costs
- Dallas may request future capital projects for the streetcar, based on need

REQUESTED ACTION – FY 2026 PUBLIC TRANSPORTATION FUNDING PROGRAMS OF PROJECTS

- RTC approval of:
  - The proposed funding for the FY 2026 Programs of Projects for 5307, 5310, 5337, and 5339
  - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate this funding on these projects

RTC Action Item – September 10, 2026

CONTACT US

Shawn Dintino
Senior Transportation Planner
sdintino@nctcog.org | (817) 704-5605

Nathaniel Potz
Transportation Planner II
npotz@nctcog.org | (817) 695-9103

Brian Dell
Program Manager
bdell@nctcog.org | (817) 704-5694

Christie Gotti
Senior Program Manager
cgotti@nctcog.org | (817) 608-2338

City of Arlington
Programs of Projects

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5307	CAPITAL COST OF CONTRACTING - VIA	CAPITAL	$ 2,500,000	$ -	$ -	$ 625,000	-	$ 3,125,000	ADD PROJECT TO TIP/STIP
2027	5307	OPERATING	OPERATING	$ -	$ -	$ -	$ 5,075,000	-	$ 5,075,000	ADD PROJECT TO TIP/STIP; OPERATING ASSOCIATED WITH CAPITAL COST OF CONTRACTING FOR VIA AND HANDITRAN
2027	5307	PROJECT ADMINISTRATION	CAPITAL	$ 80,000	$ -	$ -	$ 20,000	-	$ 100,000	ADD PROJECT TO TIP/STIP
2027	5307	LONG RANGE PLANNING	PLANNING	$ 80,000	$ -	$ -	$ 20,000	-	$ 100,000	ADD PROJECT TO TIP/STIP
2027	5307	CAPITAL COST OF CONTRACTING - HANDITRAN	CAPITAL	$ 1,950,000	$ -	$ -	$ -	390,000	$ 1,950,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5307	ACQUISITION OF SOFTWARE	CAPITAL	$ 110,000	$ -	$ -	$ 27,500	-	$ 137,500	ADD PROJECT TO TIP/STIP
2027	5307	ACQUISITION OF HARDWARE	CAPITAL	$ 790,000	$ -	$ -	$ -	79,000	$ 790,000	ADD PROJECT TO TIP/STIP; 10% MATCH DUE TO VEHICLE-RELATED EQUIPMENT CONTRIBUTING TO REGIONAL COMPLIANCE WITH CLEAN AIR ACT (TDC [MPO])
				$ 5,510,000	**$ -**	**$ -**	**$ 5,767,500**	**469,000**	**$ 11,277,500**	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; ARLINGTON MTP POLICY BUNDLE TDCs

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5310	OPERATING ASSISTANCE - HANDITRAN	OPERATING	$ 75,054	$ -	$ -	$ 75,054	-	$ 150,108	ADD PROJECT TO TIP/STIP
2027	5310	PURCHASE OF SERVICE - HANDITRAN	CAPITAL	$ 1,179,128	$ -	$ -	$ 294,782	-	$ 1,473,910	ADD PROJECT TO TIP/STIP
				$ 1,254,182	**$ -**	**$ -**	**$ 369,836**	**-**	**$ 1,624,018**	

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA
ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2027	5310	PURCHASE OF SERVICE - HANDITRAN	CAPITAL	$ 2,000,000	$ -	$ -	$ 500,000	-	$ 2,500,000
2027	5310	ACQUISITION OF SOFTWARE	CAPITAL	$ 99,653	$ -	$ -	$ 24,914	-	$ 124,567
2027	5310	MOBILITY MANAGEMENT	CAPITAL	$ 311,000	$ -	$ -	$ -	62,200	$ 311,000
				$ 2,410,653	**$ -**	**$ -**	**$ 524,914**	**62,200**	**$ 2,935,567**

City of Arlington
Programs of Projects (continued)

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA (continued)
CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5310	PURCHASE OF SERVICE - HANDITRAN	CAPITAL	$ 2,000,000	$ -	$ -	$ 500,000	-	$ 2,500,000	NO CHANGE
2027	5310	ACQUISITION OF SOFTWARE	CAPITAL	$ 99,653	$ -	$ -	$ 24,914	-	$ 124,567	NO CHANGE
2027	5310	MOBILITY MANAGEMENT	CAPITAL	$ 311,000	$ -	$ -	$ -	62,200	$ 311,000	NO CHANGE
2027	5310	OPERATING ASSISTANCE - HANDITRAN	OPERATING	$ 474,946	$ 341,663	$ -	$ 133,283	-	$ 949,892	ADD PROJECT TO TIP/STIP (TDC [MPO])
				$ 2,885,599	**$ 341,663**	**$ -**	**$ 658,197**	**62,200**	**$ 3,885,459**	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; ARLINGTON MTP POLICY BUNDLE TDCs

City of Grand Prairie
Programs of Projects

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA
ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2027	5307	CAPITAL COST OF CONTRACTING - VIA	CAPITAL	$ 1,840,094	$ -	$ -	$ -	-	$ 1,840,094
2027	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	$ 1,182,047	$ 630,607	$ -	$ 551,440	-	$ 2,364,094
2027	5307	PREVENTIVE MAINTENANCE	CAPITAL	$ 200,000	$ -	$ -	$ -	-	$ 200,000
2027	5307	BUS ROLLING STOCK	CAPITAL	$ 750,000	$ -	$ -	$ -	-	$ 750,000
				$ 3,972,141	**$ 630,607**	**$ -**	**$ 551,440**	**-**	**$ 5,154,188**

CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5307	CAPITAL COST OF CONTRACTING - VIA	CAPITAL	$ 1,750,000	$ -	$ -	$ -	350,000	$ 1,750,000	DECREASE FUNDING (TDC [MPO])
2027	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	$ 875,000	$ 170,584	$ -	$ 704,416	-	$ 1,750,000	DECREASE FUNDING
2027	5307	PREVENTIVE MAINTENANCE	CAPITAL	$ -	$ -	$ -	$ -	-	$ -	DELETE PROJECT
2027	5307	BUS ROLLING STOCK	CAPITAL	$ 322,766	$ -	$ -	$ -	48,415	$ 322,766	DECREASE FUNDING; 15% MATCH DUE TO ADA ACCESSIBILITY (TDC [MPO])
				$ 2,947,766	**$ 170,584**	**$ -**	**$ 704,416**	**398,415**	**$ 3,822,766**	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; TDCs WERE REQUESTED BUT NOT YET AWARDED ON CAPITAL PROJECTS DURING 2027 - 2030 TIP DEVELOPMENT; GRAND PRAIRIE MTP POLICY BUNDLE TDCs

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5310	OPERATING ASSISTANCE	OPERATING	$ 262,000	$ -	$ -	$ 262,000	-	$ 524,000	ADD PROJECT TO TIP/STIP
2027	5310	PREVENTIVE MAINTENANCE	CAPITAL	$ 110,000	$ -	$ -	$ -	22,000	$ 110,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5310	BUS ROLLING STOCK	CAPITAL	$ 77,234	$ -	$ -	$ -	11,586	$ 77,234	ADD PROJECT TO TIP/STIP; 15% MATCH DUE TO ADA ACCESSIBILITY (TDC [MPO])
				$ 449,234	**$ -**	**$ -**	**$ 262,000**	**33,586**	**$ 711,234**	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; GRAND PRAIRIE MTP POLICY BUNDLE TDCs

JC Connect, formerly City/County Transportation
Programs of Projects

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA
ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2027	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	$ 131,012	$ -	$ -	$ 131,012	-	$ 262,024
				$ 131,012	**$ -**	**$ -**	**$ 131,012**	**-**	**$ 262,024**

CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	$ 103,739	$ -	$ -	$ 103,739	-	$ 207,478	DECREASE FUNDING
2027	5307	PREVENTIVE MAINTENANCE	CAPITAL	$ 125,374	$ -	$ -	$ -	25,075	$ 125,374	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5307	MOBILITY MANAGEMENT	CAPITAL	$ 60,000	$ -	$ -	$ -	12,000	$ 60,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5307	BUS STATIONS/STOPS/TERMINALS	CAPITAL	$ 110,000	$ -	$ -	$ -	22,000	$ 110,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5307	ACQUISITION OF HARDWARE	CAPITAL	$ 25,000	$ -	$ -	$ -	5,000	$ 25,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5307	PROJECT ADMINISTRATION	CAPITAL	$ 60,000	$ -	$ -	$ -	12,000	$ 60,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
				$ 484,113	**$ -**	**$ -**	**$ 103,739**	**76,075**	**$ 587,852**	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; SMALL TRANSIT PROVIDER TDCs

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5310	MOBILITY MANAGEMENT	CAPITAL	$ 190,059	$ -	$ -	$ -	38,012	$ 190,059	ADD PROJECT TO TIP/STIP (TDC [MPO])
				$ 190,059	**$ -**	**$ -**	**$ -**	**38,012**	**$ 190,059**	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; SMALL TRANSIT PROVIDER TDCs

Community Transit Services
Programs of Projects

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2027	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	$ 47,442	$ -	$ -	$ 47,442	-	$ 94,884
				$ 47,442	**$ -**	**$ -**	**$ 47,442**	**-**	**$ 94,884**

CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5307	ACQUISITION OF SOFTWARE	CAPITAL	$ 20,000	$ -	$ -	$ -	4,000	$ 20,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5307	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	CAPITAL	$ 100,000	$ -	$ -	$ -	20,000	$ 100,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5307	REHAB/RENOVATION OF YARDS AND SHOPS	CAPITAL	$ 10,000	$ -	$ -	$ -	2,000	$ 10,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5307	PROJECT ADMINISTRATION	CAPITAL	$ 15,000	$ -	$ -	$ -	3,000	$ 15,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5307	PREVENTIVE MAINTENANCE	CAPITAL	$ 20,000	$ -	$ -	$ -	4,000	$ 20,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	$ 41,399	$ -	$ -	$ 41,399	-	$ 82,798	DECREASE FUNDING
				$ 206,399	**$ -**	**$ -**	**$ 41,399**	**33,000**	**$ 247,798**	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; SMALL TRANSIT PROVIDER TDCs

Dallas Area Rapid Transit
Programs of Projects

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5307	SYSTEM PREVENTIVE MAINTENANCE	CAPITAL	$ 76,928,469	$ -	$ -	$ 19,232,118	-	$ 96,160,587	ADD PROJECT TO TIP/STIP
				$ 76,928,469	**$ -**	**$ -**	**$ 19,232,118**	**-**	**$ 96,160,587**	

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5337 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5337	RAIL PREVENTIVE MAINTENANCE	CAPITAL	$ 46,366,336	$ -	$ -	$ 11,591,584	-	$ 57,957,920	ADD PROJECT TO TIP/STIP
				$ 46,366,336	**$ -**	**$ -**	**$ 11,591,584**	**-**	**$ 57,957,920**	

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5339 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5339	BUS ROLLING STOCK	CAPITAL	$ 5,132,541	$ -	$ -	$ 905,743	-	$ 6,038,284	ADD PROJECT TO TIP/STIP; 15% MATCH DUE TO ADA ACCESSIBILITY
				$ 5,132,541	**$ -**	**$ -**	**$ 905,743**	**-**	**$ 6,038,284**	

NOTE: A PORTION OF FUNDING MAY BE REPROGRAMMED TO DALLAS STREETCAR EQUIVALENT TO THE AMOUNT OF FORMULA FUNDING THE SERVICE BRINGS TO THE URBANIZED AREA OR TO DART

Denton County Transportation Authority
Programs of Projects

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5307	CAPITAL COST OF CONTRACTING - FRISCO GOZONE	CAPITAL	$ 228,879	$ -	$ -	$ -	45,776	$ 228,879	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	$ 114,440	$ -	$ -	$ 114,440	-	$ 228,880	ADD PROJECT TO TIP/STIP
2027	5307	PROGRAM ADMINISTRATION	CAPITAL	$ 241,596	$ -	$ -	$ -	48,320	$ 241,596	ADD PROJECT TO TIP/STIP (TDC [MPO])
				$ 584,915	**$ -**	**$ -**	**$ 114,440**	**94,096**	**$ 699,355**	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; FRISCO MTP POLICY BUNDLE TDCS

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5310	PURCHASE OF SERVICE - FRISCO DEMAND RESPONSE	CAPITAL	$ 11,266	$ -	$ -	$ -	2,254	$ 11,266	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5310	PROJECT ADMINISTRATION - FRISCO DEMAND RESPONSE	CAPITAL	$ 6,760	$ -	$ -	$ -	1,352	$ 6,760	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5310	PURCHASE OF SERVICE - COLLIN COUNTY RIDES	CAPITAL	$ 271,644	$ -	$ -	$ 271,644	-	$ 543,288	ADD PROJECT TO TIP/STIP; ALLEN AND FAIRVIEW PROVIDING 50% MATCH
2027	5310	PROJECT ADMINISTRATION - COLLIN COUNTY RIDES	CAPITAL	$ 187,432	$ -	$ -	$ 187,432	-	$ 374,864	ADD PROJECT TO TIP/STIP; ALLEN AND FAIRVIEW PROVIDING 50% MATCH
				$ 477,102	**$ -**	**$ -**	**$ 459,076**	**3,606**	**$ 936,178**	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; FRISCO MTP POLICY BUNDLE TDCS

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DENTON-LEWISVILLE UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5307	CAPITAL COST OF CONTRACTING - GOZONE	CAPITAL	$ 4,643,989	$ -	$ -	$ 1,160,998	-	$ 5,804,987	ADD PROJECT TO TIP/STIP
2027	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	$ 4,900,569	$ -	$ -	$ 4,900,569	-	$ 9,801,138	ADD PROJECT TO TIP/STIP
2027	5307	EMPLOYEE TRAINING AND OUTREACH	CAPITAL	$ 58,000	$ -	$ -	$ 14,500	-	$ 72,500	ADD PROJECT TO TIP/STIP
2027	5307	ADA PARATRANSIT SERVICE	CAPITAL	$ 500,000	$ -	$ -	$ 125,000	-	$ 625,000	ADD PROJECT TO TIP/STIP
2027	5307	PREVENTIVE MAINTENANCE	CAPITAL	$ 1,350,000	$ -	$ -	$ 337,500	-	$ 1,687,500	ADD PROJECT TO TIP/STIP
2027	5307	RAIL STATION STOPS AND TERMINALS	CAPITAL	$ 205,797	$ -	$ -	$ 51,450	-	$ 257,247	ADD PROJECT TO TIP/STIP
				$ 11,658,355	**$ -**	**$ -**	**$ 6,590,017**	**-**	**$ 18,248,372**	

Denton County Transportation Authority
Programs of Projects (continued)

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DENTON-LEWISVILLE UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5310	MOBILITY MANAGEMENT	CAPITAL	$ 430,165	$ -	$ -	$ 107,542	-	$ 537,707	ADD PROJECT TO TIP/STIP
				$ 430,165	**$ -**	**$ -**	**$ 107,542**	**-**	**$ 537,707**	

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5339 FUNDS - DENTON-LEWISVILLE UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5339	ACQUISITION OF SOFTWARE	CAPITAL	$ 802,967	$ -	$ -	$ 200,742	-	$ 1,003,709	ADD PROJECT TO TIP/STIP
				$ 802,967	**$ -**	**$ -**	**$ 200,742**	**-**	**$ 1,003,709**	

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5337 FUNDS - DENTON-LEWISVILLE UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5337	PREVENTIVE MAINTENANCE	CAPITAL	$ 3,617,503	$ -	$ -	$ 904,376	-	$ 4,521,879	ADD PROJECT TO TIP/STIP
				$ 3,617,503	**$ -**	**$ -**	**$ 904,376**	**-**	**$ 4,521,879**	

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - MCKINNEY-FRISCO UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5307	CAPITAL COST OF CONTRACTING - FRISCO GOZONE	CAPITAL	$ 1,292,106	$ -	$ -	$ -	258,422	$ 1,292,106	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	$ 646,053	$ -	$ -	$ 646,053	-	$ 1,292,106	ADD PROJECT TO TIP/STIP
2027	5307	PROJECT ADMINISTRATION	CAPITAL	$ 1,363,894	$ -	$ -	$ -	272,779	$ 1,363,894	ADD PROJECT TO TIP/STIP (TDC [MPO])
				$ 3,302,053	**$ -**	**$ -**	**$ 646,053**	**531,201**	**$ 3,948,106**	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; FRISCO MTP POLICY BUNDLE TDCS

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - MCKINNEY-FRISCO UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5310	PURCHASE OF SERVICE - FRISCO DEMAND RESPONSE	CAPITAL	$ 269,272	$ -	$ -	$ -	53,855	$ 269,272	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5310	PROJECT ADMINISTRATION	CAPITAL	$ 161,563	$ -	$ -	$ -	32,313	$ 161,563	ADD PROJECT TO TIP/STIP (TDC [MPO])
				$ 430,835	**$ -**	**$ -**	**$ -**	**86,168**	**$ 430,835**	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; FRISCO MTP POLICY BUNDLE TDCS

Fort Worth Transportation Authority (Trinity Metro)
Programs of Projects

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5307	PREVENTIVE MAINTENANCE	CAPITAL	$ 20,393,585	$ -	$ -	$ 5,098,397	-	$ 25,491,982	ADD PROJECT TO TIP/STIP
2027	5307	BUS ROLLING STOCK	CAPITAL	$ 10,000,000	$ -	$ -	$ 1,764,706	-	$ 11,764,706	ADD PROJECT TO TIP/STIP; 15% MATCH DUE TO ADA ACCESSIBILITY
2027	5307	ADA PARATRANSIT SERVICE	CAPITAL	$ 3,377,064	$ -	$ -	$ 844,266	-	$ 4,221,330	ADD PROJECT TO TIP/STIP
				$ 33,770,649	**$ -**	**$ -**	**$ 7,707,369**	**-**	**$ 41,478,018**	

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5310	PURCHASE OF SERVICE - TCTS	CAPITAL	$ 866,000	$ -	$ -	$ -	173,200	$ 866,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
				$ 866,000	**$ -**	**$ -**	**$ -**	**173,200**	**$ 866,000**	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; SMALL TRANSIT PROVIDER TDCs

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5337 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5337	PREVENTIVE MAINTENANCE	CAPITAL	$ 6,683,265	$ -	$ -	$ 1,670,817	-	$ 8,354,082	ADD PROJECT TO TIP/STIP
				$ 6,683,265	**$ -**	**$ -**	**$ 1,670,817**	**-**	**$ 8,354,082**	

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5339 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5339	BUS ROLLING STOCK	CAPITAL	$ 2,928,010	$ -	$ -	$ 516,708	-	$ 3,444,718	ADD PROJECT TO TIP/STIP; 15% MATCH DUE TO ADA ACCESSIBILITY
				$ 2,928,010	**$ -**	**$ -**	**$ 516,708**	**-**	**$ 3,444,718**	

North Central Texas Council of Governments
Programs of Projects

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA
ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2027	5307	BUS ROLLING STOCK	CAPITAL	$ 1,000,000	$ -	$ -	$ -	150,000	$ 1,000,000
2027	5307	PROJECT ADMINISTRATION	CAPITAL	$ 973,764	$ -	$ -	$ -	194,753	$ 973,764
2027	5307	GENERAL PLANNING	PLANNING	$ 650,000	$ -	$ -	$ -	130,000	$ 650,000
2027	5307	MOBILITY MANAGEMENT	CAPITAL	$ 973,764	$ -	$ -	$ -	194,753	$ 973,764
				$ 3,597,528	**$ -**	**$ -**	**$ -**	**669,506**	**$ 3,597,528**

CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5307	BUS ROLLING STOCK	CAPITAL	$ 2,685,041	$ -	$ -	$ -	402,757	$ 2,685,041	INCREASE FUNDING; 15% MATCH DUE TO ADA ACCESSIBILITY (TDC [MPO])
2027	5307	PROJECT ADMINISTRATION	CAPITAL	$ 197,028	$ -	$ -	$ -	39,406	$ 197,028	DECREASE FUNDING (TDC [MPO])
2027	5307	GENERAL PLANNING	PLANNING	$ 650,000	$ -	$ -	$ -	130,000	$ 650,000	NO CHANGE
2027	5307	MOBILITY MANAGEMENT	CAPITAL	$ 1,773,254	$ -	$ -	$ -	354,651	$ 1,773,254	INCREASE FUNDING (TDC [MPO])
				$ 5,305,323	**$ -**	**$ -**	**$ -**	**926,814**	**$ 5,305,323**	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; SMALL TRANSIT PROVIDER TDCs

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA
ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2027	5310	PROGRAM ADMINISTRATION	CAPITAL	$ 606,278	$ -	$ -	$ -	-	$ 606,278
				$ 606,278	**$ -**	**$ -**	**$ -**	**-**	**$ 606,278**

CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5310	PROGRAM ADMINISTRATION	CAPITAL	$ 637,052	$ -	$ -	$ -	-	$ 637,052	INCREASE FUNDING; PROGRAM ADMINISTRATION PROJECTS REQUIRE NO MATCHING FUNDS
				$ 637,052	**$ -**	**$ -**	**$ -**	**-**	**$ 637,052**	

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5339 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA
ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2027	5339	BUS ROLLING STOCK	CAPITAL	$ 681,933	$ -	$ -	$ -	102,290	$ 681,933
2027	5339	PROJECT ADMINISTRATION	CAPITAL	$ 127,861	$ -	$ -	$ -	25,573	$ 127,861
				$ 809,794	**$ -**	**$ -**	**$ -**	**127,863**	**$ 809,794**

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5339 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA (continued)
CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2028	5339	BUS ROLLING STOCK	CAPITAL	$ 712,540	$ -	$ -	$ -	106,881	$ 712,540	INCREASE FUNDING; 15% MATCH DUE TO ADA ACCESSIBILITY (TDC [MPO]); DELAY TO 2028
2028	5339	PROJECT ADMINISTRATION	CAPITAL	$ 133,600	$ -	$ -	$ -	26,720	$ 133,600	INCREASE FUNDING (TDC [MPO]); DELAY TO 2028
				$ 846,140	**$ -**	**$ -**	**$ -**	**133,601**	**$ 846,140**	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; SMALL TRANSIT PROVIDER TDCs

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DENTON-LEWISVILLE UZA
ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2027	5307	PROJECT ADMINISTRATION	CAPITAL	$ 90,038	$ -	$ -	$ -	18,008	$ 90,038
2027	5307	MOBILITY MANAGEMENT	CAPITAL	$ 90,038	$ -	$ -	$ -	18,008	$ 108,046
				$ 180,076	**$ -**	**$ -**	**$ -**	**36,016**	**$ 198,084**

CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5307	PROJECT ADMINISTRATION	CAPITAL	$ -	$ -	$ -	$ -	-	$ -	DELETE PROJECT
2027	5307	MOBILITY MANAGEMENT	CAPITAL	$ 177,538	$ -	$ -	$ -	35,508	$ 177,538	INCREASE FUNDING (TDC [MPO])
				$ 177,538	**$ -**	**$ -**	**$ -**	**35,508**	**$ 177,538**	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; SMALL TRANSIT PROVIDER TDCs

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DENTON-LEWISVILLE UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5310	PROGRAM ADMINISTRATION	CAPITAL	$ 47,796	$ -	$ -	$ -	-	$ 47,796	ADD PROJECT TO TIP/STIP; PROGRAM ADMINISTRATION PROJECTS REQUIRE NO MATCHING FUNDS
				$ 47,796	**$ -**	**$ -**	**$ -**	**-**	**$ 47,796**	

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - MCKINNEY-FRISCO UZA
ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2027	5307	PROJECT ADMINISTRATION	CAPITAL	$ 46,784	$ -	$ -	$ -	9,357	$ 46,784
2027	5307	MOBILITY MANAGEMENT	CAPITAL	$ 46,784	$ -	$ -	$ -	9,357	$ 56,141
				$ 93,568	**$ -**	**$ -**	**$ -**	**18,714**	**$ 102,925**

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - MCKINNEY-FRISCO UZA (continued)
CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5307	PROJECT ADMINISTRATION	CAPITAL	$ -	$ -	$ -	$ -	-	$ -	DELETE PROJECT
2027	5307	MOBILITY MANAGEMENT	CAPITAL	$ 95,911	$ -	$ -	$ -	19,183	$ 95,911	INCREASE FUNDING (TDC [MPO])
				$ 95,911	**$ -**	**$ -**	**$ -**	**19,183**	**$ 95,911**	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; SMALL TRANSIT PROVIDER TDCs

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - MCKINNEY-FRISCO UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5310	PROGRAM ADMINISTRATION	CAPITAL	$ 47,870	$ -	$ -	$ -	-	$ 47,870	ADD PROJECT TO TIP/STIP; PROGRAM ADMINISTRATION PROJECTS REQUIRE NO MATCHING FUNDS
				$ 47,870	**$ -**	**$ -**	**$ -**	**-**	**$ 47,870**	

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5339 FUNDS - MCKINNEY-FRISCO UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5339	BUS ROLLING STOCK	CAPITAL	$ 550,441	$ -	$ -	$ -	82,567	$ 550,441	ADD PROJECT TO TIP/STIP; 15% MATCH DUE TO ADA ACCESSIBILITY (TDC [MPO])
				$ 550,441	**$ -**	**$ -**	**$ -**	**82,567**	**$ 550,441**	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; SMALL TRANSIT PROVIDER TDCs

FY2025 PROGRAM OF PROJECTS - TRANSIT SECTION 5339 FUNDS - MCKINNEY-FRISCO UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5339	BUS ROLLING STOCK	CAPITAL	$ 512,850	$ -	$ -	$ -	76,928	$ 512,850	ADD PROJECT TO TIP/STIP; 15% MATCH DUE TO ADA ACCESSIBILITY (TDC [MPO])
				$ 512,850	**$ -**	**$ -**	**$ -**	**76,928**	**$ 512,850**	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; SMALL TRANSIT PROVIDER TDCs

FY2024 PROGRAM OF PROJECTS - TRANSIT SECTION 5339 FUNDS - MCKINNEY-FRISCO UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5339	BUS ROLLING STOCK	CAPITAL	$ 463,874	$ -	$ -	$ -	69,582	$ 463,874	ADD PROJECT TO TIP/STIP; 15% MATCH DUE TO ADA ACCESSIBILITY (TDC [MPO])
				$ 463,874	**$ -**	**$ -**	**$ -**	**69,582**	**$ 463,874**	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; SMALL TRANSIT PROVIDER TDCs

Northeast Transportation Services
Programs of Projects

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5307	CAPITAL COST OF CONTRACTING	CAPITAL	$ 320,000	$ -	$ -	$ -	64,000	$ 320,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5307	OPERATING	OPERATING	$ -	$ -	$ -	$ 1,630,000	-	$ 1,630,000	ADD PROJECT TO TIP/STIP; LOCAL CONTRIBUTION FOR OPERATING ASSOCIATED WITH CAPITAL COST OF CONTRACTING
				$ 320,000	**$ -**	**$ -**	**$ 1,630,000**	**64,000**	**$ 1,950,000**	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; SMALL TRANSIT PROVIDER TDCs

Public Transit Services
Programs of Projects

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2027	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	$ 121,470	$ -	$ -	$ 121,470	-	$ 242,940
				$ 121,470	**$ -**	**$ -**	**$ 121,470**	**-**	**$ 242,940**

CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2028	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	$ 92,728	$ -	$ -	$ 92,728	-	$ 185,456	DECREASE FUNDING; DELAY TO 2028
2027	5307	PROJECT ADMINISTRATION	CAPITAL	$ 40,000	$ -	$ -	$ -	8,000	$ 40,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5307	PREVENTIVE MAINTENANCE	CAPITAL	$ 259,273	$ -	$ -	$ -	51,855	$ 259,273	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5307	ACQUISITION OF SOFTWARE	CAPITAL	$ 57,500	$ -	$ -	$ -	11,500	$ 57,500	ADD PROJECT TO TIP/STIP (TDC [MPO])
				$ 449,501	**$ -**	**$ -**	**$ 92,728**	**71,355**	**$ 542,229**	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; SMALL TRANSIT PROVIDER TDCs

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5310	MOBILITY MANAGEMENT	CAPITAL	$ 116,723	$ -	$ -	$ -	23,345	$ 116,723	ADD PROJECT TO TIP/STIP (TDC [MPO])
				$ 116,723	**$ -**	**$ -**	**$ -**	**23,345**	**$ 116,723**	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; SMALL TRANSIT PROVIDER TDCs

Special Programs for Aging Needs (Span)
Programs of Projects

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA
ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2027	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	$ 545,864	$ -	$ -	$ 545,864	-	$ 1,091,728
				$ 545,864	**$ -**	**$ -**	**$ 545,864**	**-**	**$ 1,091,728**

CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	$ -	$ -	$ -	$ -	-	$ -	DELETE PROJECT
2027	5307	PROJECT ADMINISTRATION	CAPITAL	$ 300,000	$ -	$ -	$ -	60,000	$ 300,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5307	PREVENTIVE MAINTENANCE	CAPITAL	$ 300,000	$ -	$ -	$ -	60,000	$ 300,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5307	MOBILITY MANAGEMENT	CAPITAL	$ 300,000	$ -	$ -	$ -	60,000	$ 300,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5307	ACQUISITION OF SOFTWARE	CAPITAL	$ 100,000	$ -	$ -	$ -	20,000	$ 100,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5307	ACQUISITION OF HARDWARE	CAPITAL	$ 100,000	$ -	$ -	$ -	20,000	$ 100,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5307	ACQUISITION OF SIGNAGE	CAPITAL	$ 20,000	$ -	$ -	$ -	4,000	$ 20,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5307	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	CAPITAL	$ 100,000	$ -	$ -	$ -	20,000	$ 100,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
				$ 1,220,000	**$ -**	**$ -**	**$ -**	**244,000**	**$ 1,220,000**	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; SMALL TRANSIT PROVIDER TDCs

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5310	PURCHASE OF SERVICE - DENTON COUNTY	CAPITAL	$ 1,012,026	$ -	$ -	$ -	202,406	$ 1,012,026	ADD PROJECT TO TIP/STIP (TDC [MPO])
				$ 1,012,026	**$ -**	**$ -**	**$ -**	**202,406**	**$ 1,012,026**	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; SMALL TRANSIT PROVIDER TDCs

STAR Transit
Programs of Projects

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA
ORIGINAL FUNDED AMOUNT:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST
2027	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	$ 1,752,565	$ -	$ -	$ 1,752,565	-	$ 3,505,130
				$ 1,752,565	**$ -**	**$ -**	**$ 1,752,565**	**-**	**$ 3,505,130**

CURRENT REQUEST:

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2028	5307	OPERATING ASSISTANCE (SPECIAL RULE)	OPERATING	$ 1,400,000	$ -	$ -	$ 1,400,000	-	$ 2,800,000	DECREASE FUNDING; DELAY TO 2028
2027	5307	PROJECT ADMINISTRATION	CAPITAL	$ 450,000	$ -	$ -	$ -	90,000	$ 450,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5307	PREVENTIVE MAINTENANCE	CAPITAL	$ 675,000	$ -	$ -	$ -	135,000	$ 675,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5307	MOBILITY MANAGEMENT	CAPITAL	$ 500,000	$ -	$ -	$ -	100,000	$ 500,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
2027	5307	ACQUISITION OF SOFTWARE	CAPITAL	$ 600,000	$ -	$ -	$ -	120,000	$ 600,000	ADD PROJECT TO TIP/STIP (TDC [MPO])
				$ 3,625,000	**$ -**	**$ -**	**$ 1,400,000**	**445,000**	**$ 5,025,000**	

NOTE: TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; SMALL TRANSIT PROVIDER TDCs

FY2026 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	REGIONAL SHARE	LOCAL SHARE	TDC AWARDED	TOTAL COST	CHANGE
2027	5310	PURCHASE OF SERVICE - MESQUITE	CAPITAL	$ 768,142	$ -	$ -	$ 192,036	-	$ 960,178	ADD PROJECT TO TIP/STIP
2027	5310	PURCHASE OF SERVICE - CEDAR HILL	CAPITAL	$ 150,000	$ -	$ -	$ 37,500	-	$ 187,500	ADD PROJECT TO TIP/STIP
2027	5310	PURCHASE OF SERVICE - DUNCANVILLE	CAPITAL	$ 150,000	$ -	$ -	$ 37,500	-	$ 187,500	ADD PROJECT TO TIP/STIP
2027	5310	PURCHASE OF SERVICE - DESOTO	CAPITAL	$ 150,000	$ -	$ -	$ 37,500	-	$ 187,500	ADD PROJECT TO TIP/STIP
2027	5310	PURCHASE OF SERVICE - KAUFMAN	CAPITAL	$ 150,000	$ -	$ -	$ 37,500	-	$ 187,500	ADD PROJECT TO TIP/STIP
				$ 1,368,142	**$ -**	**$ -**	**$ 342,036**	**-**	**$ 1,710,178**	



North Central Texas Council of Governments

Regional Rail Crossing Inventory

Regional Transportation Council

September 10, 2026

Jeff Hathcock, Program Manager

ELECTRONIC ITEM 11

Railroad Crossing Inventory Background

- At-grade rail crossings are a major concern across the region and NCTCOG continues to recognize rail safety as a crucial issue needing to be addressed within our region.
- Staff consistently reviews all public at-grade crossings within the region.
- Staff have also completed two full in-depth analyses; the city of Fort Worth was completed in 2023, and the city of Dallas was completed in August 2025.
- Staff will continue completing analysis to help understand and prioritize rail crossings for potential improvements.
- The goal of all current and future analysis is to improve safety and reduce congestion at railroad crossings across our region.



Courtesy of NCTCOG

Rail Crossing Analysis

The Process

1) Identify all public at-grade crossings in the region
2) Update the Rail Crossing Database with quantitative and qualitative information about each crossing
3) Identify priority rail crossings for recommended improvements



Courtesy of NCTCOG

Maintaining the Database

Quantitative information included in the database (from FRA)

- Number of Vehicles a Day: Average Annual Daily Traffic (AADT).
- Trains per Day: Number of trains that pass through the crossing each day.
- Train Speed: Speed of the train when it passes through the crossing.
- Crossing Incidents: Number of accidents at the crossing from 2015 to 2025 (10 years).

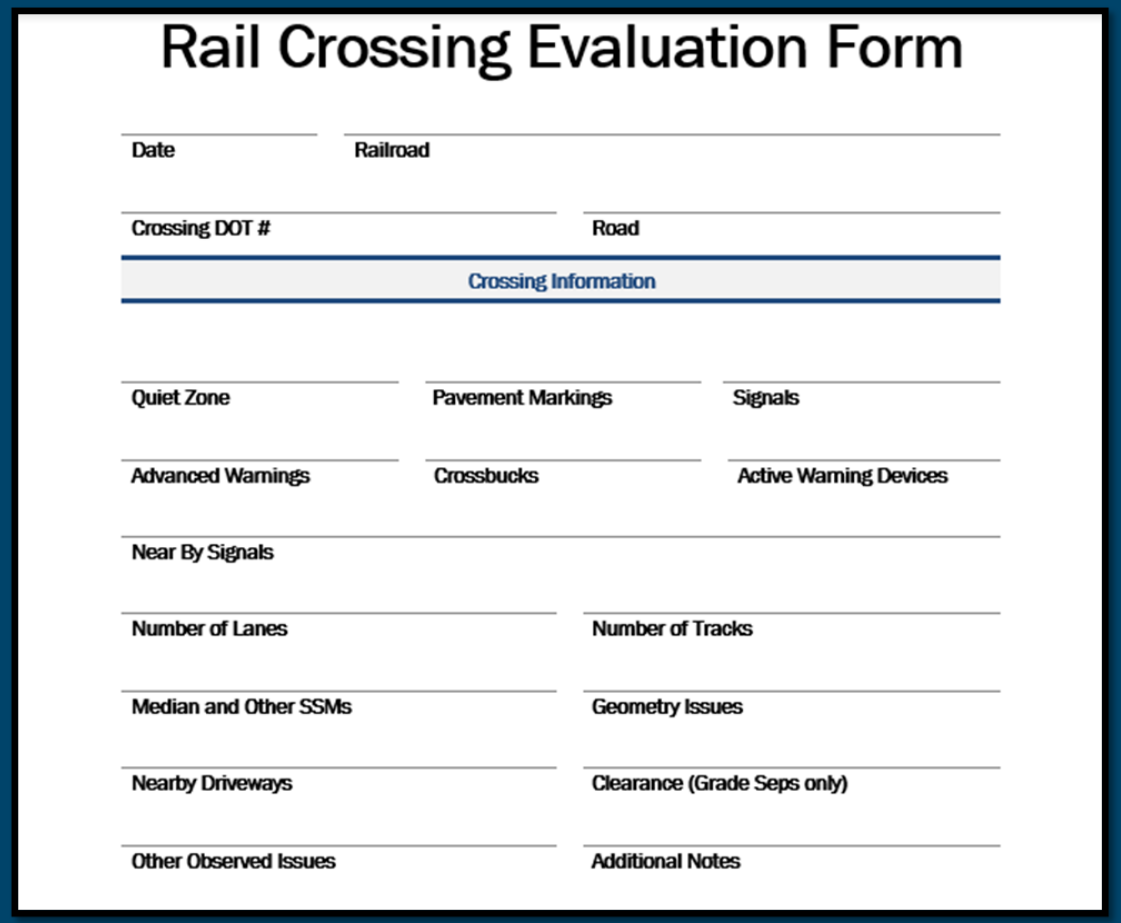


Courtesy of NCTCOG

Maintaining the Database

Qualitative information included in the database (from FRA and is verified via site visits)

- Active Warning Devices: Includes gates and lights that activate when a train approaches the crossing.
- Static Warning Devices: Includes pavement marking and standard signage such as crossbucks.
- Supplemental Safety Measures: Includes medians, supplemental signage, etc.
- Observed Conditions: Includes geometry issues and number of roadway lanes, etc.



Rail Crossing Evaluation Form

Date | Railroad

Crossing DOT # | Road

Crossing Information

Quiet Zone | Pavement Markings | Signals

Advanced Warnings | Crossbucks | Active Warning Devices

Near By Signals

Number of Lanes | Number of Tracks

Median and Other SSMs | Geometry Issues

Nearby Driveways | Clearance (Grade Seps only)

Other Observed Issues | Additional Notes

Courtesy of NCTCOG

Regional Rail Crossing Inventory Database

Counties in the database:

- Dallas
- Tarrant
- Denton
- Collin
- Johnson
- Ellis
- Hunt
- Hood
- Kaufman
- Parker
- Rockwall
- Wise

Regional Rail Crossing Inventory Database

County	City	Street	US DOT Number	Railroad	Subdivsion	Speed	Train Count	Incident after 2015	Fatality after 2015	AADT	QZ	Pavement Markings
Collin	Wylie	Spring Creek Pkwy	022364L	CPKC	Greenville	59	11	0	0	2385	24 Hour	No
Collin	Wylie	Westgate Way	330967H	CPKC	Alliance	35	2	0	0	4383	24 Hour	Yes
Collin	Wylie	Springwell Pkwy	331279Y	CPKC	Alliance	35	2	1	0	11286	24 Hour	Yes
Collin	Wylie	Country Club Road	789648L	CPKC	Alliance	35	2	0	0	6468	24 Hour	Yes
Collin	Wylie	Oak Street	789650M	CPKC	Greenville	59	4	0	0	1420	24 Hour	No
Collin	Wylie	W Marble Street	789651U	CPKC	Greenville	59	4	0	0	872	24 Hour	No

Courtesy of NCTCOG

Total of 1543 public at-grade crossings within the 12 counties

Priority Methodology

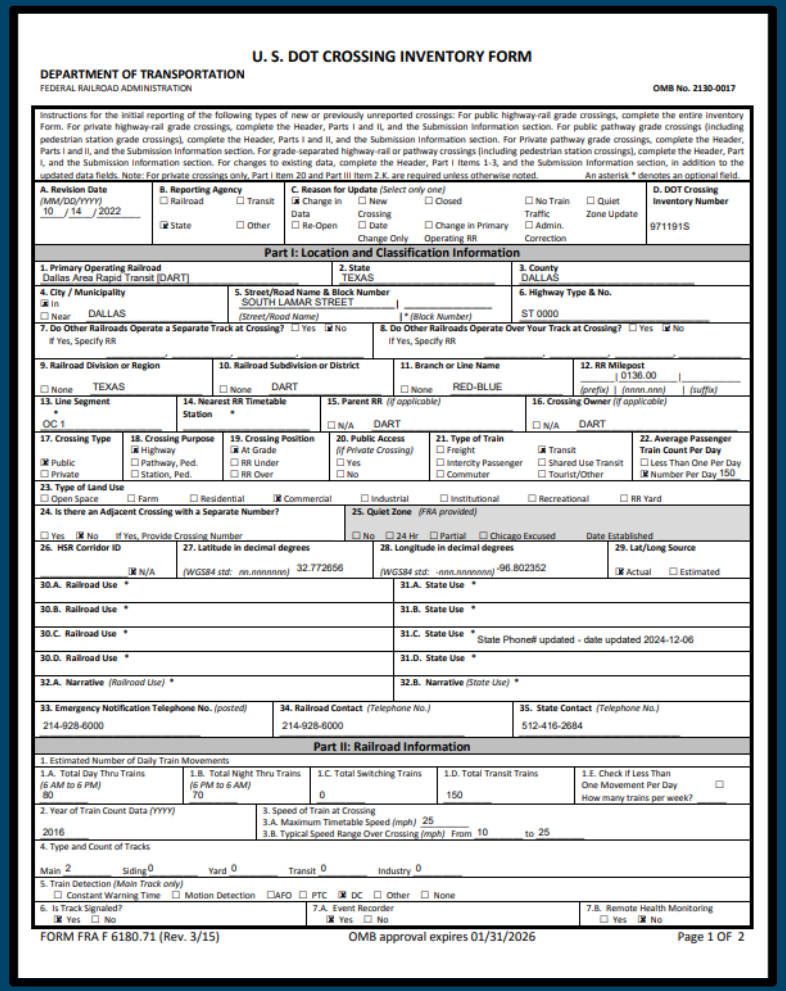
Formula Based Scoring

Crossings are scored on quantitative factors that relate to safety and traffic volumes. Crossings are then classified into priority levels.

- **High Priority**: High traffic volumes and incidents
- **Medium Priority**: Mixed conditions
- **Low Priority**: Lower traffic volumes and incidents

Freight Rail vs. Passenger Rail Separation

Freight rail and passenger rail will be separated due to operational differences.



U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
10 / 14 / 2022	☐ Railroad ☐ Transit ☒ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	971191S

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
Dallas Area Rapid Transit [DART]	TEXAS	DALLAS

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near DALLAS	SOUTH LAMAR STREET / * (Block Number)	ST 0000

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No	8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR	If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None TEXAS	☐ None DART	☐ None RED-BLUE	0136.00 (prefix) | (nnnn.nnn) | (suffix)

13. Line Segment	14. Nearest RR Timetable Station *	15. Parent RR (If applicable)	16. Crossing Owner (If applicable)
OC 1		☐ N/A DART	☐ N/A DART

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (If Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☐ Freight ☐ Intercity Passenger ☐ Commuter ☒ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☒ Number Per Day 150

23. Type of Land Use							
☐ Open Space	☐ Farm	☐ Residential	☒ Commercial	☐ Industrial	☐ Institutional	☐ Recreational	☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☐ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnn) 32.772656	(WGS84 std: -nnn.nnnnnn) -96.802352	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use * State Phone# updated - date updated 2024-12-06
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
214-928-6000	214-928-6000	512-416-2684

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
80	70	0	150	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2016	3.A. Maximum Timetable Speed (mph) 25 3.B. Typical Speed Range Over Crossing (mph) From 10 to 25

4. Type and Count of Tracks

Main 2 Siding 0 Yard 0 Transit 0 Industry 0

5. Train Detection (Main Track only)

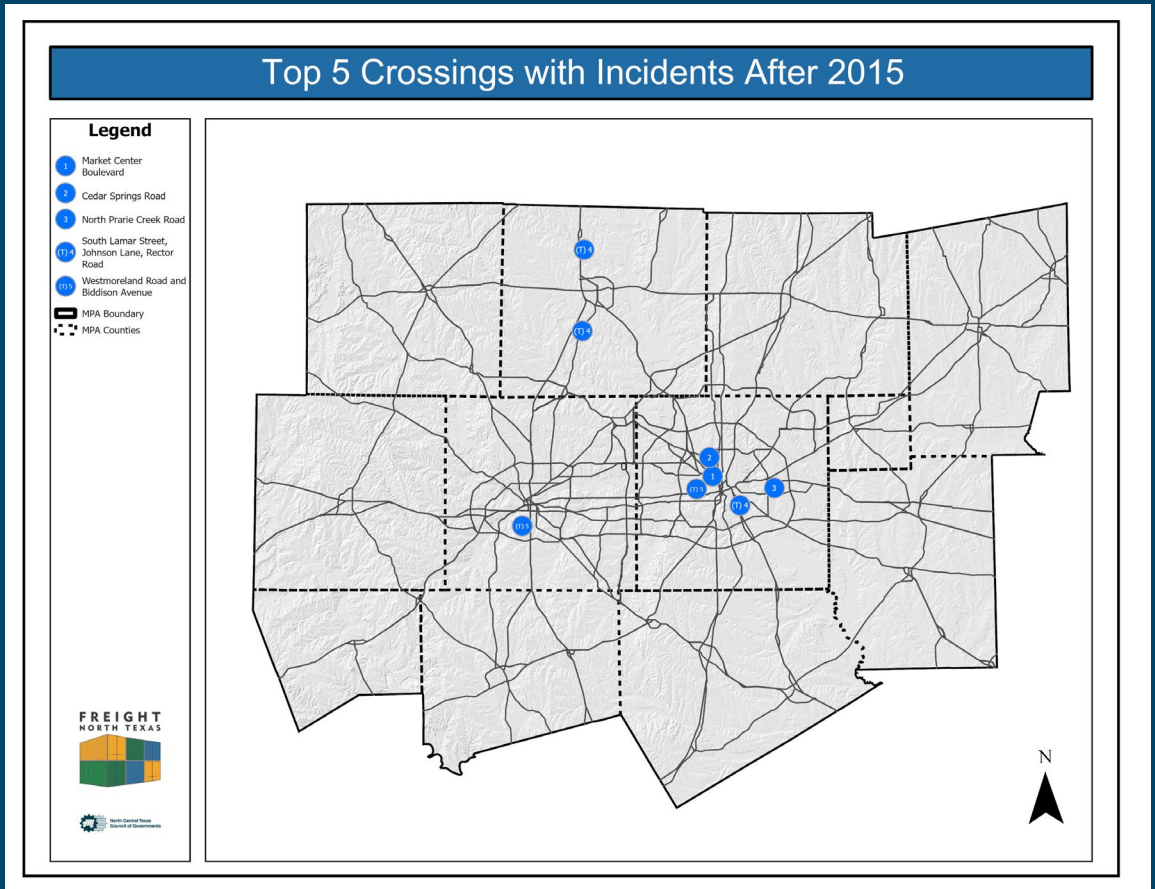
☐ Constant Warning Time ☐ Motion Detection ☐ AFO ☐ PTC ☒ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☒ Yes ☐ No	☒ Yes ☐ No	☐ Yes ☒ No

FORM FRA F 6180.71 (Rev. 3/15) OMB approval expires 01/31/2026 Page 1 OF 2

Courtesy of FRA

Top 5 Crossings with Incidents After 2015



Street Name	City	Incident Count	Railroad
1. Market Center Boulevard	Dallas	9	TRE
2. Cedar Springs Road	Dallas	8	DGNO
3. North Prairie Creek Road	Dallas	7	UP
(T) 4. South Lamar Street	Dallas	5	UP
(T) 4. Johnson Lane	Denton	5	UP
(T) 4. Rector Road	Sanger	5	BNSF
(T) 5. Westmoreland Road	Dallas	4	UP
(T) 5. Biddison Avenue	Fort Worth	4	BNSF

Next Steps

Ongoing Priorities:

- Continue analysis for cities/counties within the NCTCOG region
- Support targeted crossing improvements based on priority rankings in accordance with the Metropolitan Transportation Plan and 10-year Plan
- Coordinate with cities, counties, TxDOT, and railroads on site specific improvements
- Monitor implementation of recommended safety measures
- Assist in discussions to reduce blocked crossings
- Maintain focus on safety, efficiency, and reliability improvements



Courtesy of NCTCOG

CONTACT US

Jeff Hathcock
Program Manager
jhathcock@nctcog.org | 817-608-2354

Savannah Briscoe
Transportation Planner
sbriscoe@nctcog.org | 817- 608-2347

Mike Johnson
Principal Transportation Planner
mjohnson@nctcog.org | 817-695-9160

Valerie Alvarado
Transportation Planner
valvarado@nctcog.org | 817-640-4428

Bryce McMeans
Transportation Planner
bmcmeans@nctcog.org | 817-695-9128

2027 Regional Transportation Council Legislative Program - *90th Texas Legislature*

Legislation to Actively Pursue

- Identify and pursue additional revenue for all modes of transportation
  - Prioritize funding opportunities for on-system thoroughfares
  - Return approximately $90 million in air quality user fees to counties for Local Initiatives Projects
  - Reconsider of current uses of transportation funding
- Ensure fair-share allocation of funds for roadway capacity improvements to metropolitan regions and allow the use of Public-Private Partnerships
- Support innovative funding methods to expand rail and transit options within the region
  - Require expenditure of a portion of the Texas Mobility Fund for regional commuter rail and Class I railroad improvements
  - Support dedicated funding for public transportation and rail through a budget rider
  - Create a sales tax revenue pilot project to support Transit 2.0

Legislation to Actively Pursue with Others

- Provide tools to aid transit agencies in supporting transit-oriented development (TOD) and/or funding to supplement TOD financing/public-private partnerships while allowing for cities to maintain the lead and local control in development decisions
- Improve the safety of the statewide transportation system for all users; reduce aggressive driving, eliminate driving under the influence, enforce seat belts, advance bystander training into statewide drivers' education courses, and establish a framework for the regulation and enforcement of high-powered electric mobility devices
- Use technology to improve safety; advance automated speed enforcement with technology-assisted law enforcement, and modernize messaging in construction zones
- Provide counties and cities with expanded tools for land use control to preserve future transportation corridors and safety needs

Provide Testimony Upon Request

- Support use of Public-Private Partnerships for roadway and transit projects, and tolled managed lanes through a Metropolitan Planning Organization (MPO)/local decision-making process
- Encourage measures that improve bicycle and pedestrian safety
- Oppose legislation to increase freight truck weight limits above current law
- Retain eminent domain authority in current statute
- Support system reliability, congestion relief, and trip reduction strategies
- Support high-speed rail development in Texas
- Support the continued collaboration between local governments, the military, the State, and FAA to advance compatible land use, infrastructure, and the safe operations of unmanned aircraft (UAS)
- Support funding, planning, and implementation efforts to advance airport modernization, Advanced Air Mobility, UAS integration, and related infrastructure
- Support legislation that improves air quality, including enhancing the emissions inspection/maintenance program, reducing heavy-duty truck idling, ending vehicle emissions inspection fraud, supporting tire disposal programs, and encouraging truck stop electrification
- Modernize and increase flexibility in the Local Initiative Projects through a limited program focused on transportation and air quality improvements
- Protect and modernize the Texas Emissions Reduction Plan (TERP) Trust Fund; preserve its revenue for TERP purposes and innovative air quality improvement strategies, including the purchase of heavy-duty zero emission vehicles such as hydrogen fuel cell and battery electric vehicles, transit vehicles, and associated infrastructure
- Support policies that preserve open space needed for flood mitigation
- Support funding for roadway channel crossings and flood early warning systems in flash flood-prone communities

DRAFT

Regional Transportation Council Attendance Roster
September 2025 - August 2026

RTC MEMBER	Entity	9/11/25	10/9/25	11/13/25	12/11/25	1/8/26	2/12/26	3/12/26	4/9/26	4/30/26	5/14/26	6/11/26	7/9/26	8/13/26
Daniel Alemán Jr (01/22)	Mesquite	P	P	P	P	P	P	E(R)	E(R)	P	P	P	N/A	P
Bruce Arfsten (07/23)	Addison	P	P	P	E(R)	P	P	P	P	E(R)	P	P	N/A	P
Steve Babick (06/22)	Carrollton	P	P	P	P	P	P	E(R)	P	P	P	P	N/A	P
Rick Bailey (07/22)	Johnson County	P	P	P	P	P	P	P	P	P	P	P	N/A	P
Elizabeth M. Beck (08/21)	Fort Worth	A	A	P	P	P	P	P	P	P	P	P	N/A	P
Curtis Bergthold (07/25)	Richland Hills	P	P	P	P	P	P	P	P	P	P	P	N/A	P
Alan Blaylock (03/23)	Fort Worth	P	P	P	P	P	E(R)	P	P	P	E(R)	A	N/A	P
Lorie Blair (10/25)	Dallas	--	P	P	P	E(R)	P	A	P	P	P	P	N/A	P
Randall Bryant (11/25)	DART	--	--	P	P	P	P	P	P	P	P	E	N/A	E(R)
Ceason Clemens (10/22)	TxDOT, Dallas	P	E(R)	P	P	P	E(R)	P	E(R)	P	E(R)	P	N/A	P
Bill Cox (07/25)	McKinney	E(R)	P	P	P	P	E(R)	P	P	P	E	E	N/A	P
Michael Crain (06/22)	Fort Worth	E	P	A	P	P	P	P	P	P	P	P	N/A	P
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	N/A	P
Jeff Davis (11/19)	Trinity Metro	P	E	P	P	P	P	P	A	A	P	P	N/A	P
Pat Deen (07/24)	Parker	P	P	P	P	A	P	E	P	E	P	P	N/A	E
Andy Eads (1/09)	Denton County	P	E	P	P	P	P	P	E	P	P	P	N/A	P
Michael Evans (2/23)	Mansfield	P	P	P	P	P	E	P	P	P	E	P	N/A	A(R)
Carlos Flores (07/25)	Fort Worth	E	P	P	P	P	P	P	P	P	P	P	N/A	E
T.J. Gilmore (06/25)	Lewisville	P	P	P	P	P	P	P	E	P	P	P	N/A	P
Raul H. Gonzalez (09/21)	Arlington	E(R)	P	P	P	P	P	P	P	P	P	P	N/A	P
Mojy Haddad (10/14)	NTTA	A	P	P	P	P	P	P	E	P	P	P	N/A	P
Darrell Hale (04/26)	Collin County	--	--	--	--	--	--	--	--	P	P	P	N/A	P
Angela Hunt (02/26)	DFW Airport	--	--	--	--	--	P	P	P	P	P	A	N/A	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	P	P	E(R)	P	E(R)	P	P	P	N/A	P
Ron Jensen (06/13)	Grand Prairie	P	E(R)	P	E(R)	P	E(R)	P	P	P	P	E(R)	N/A	E
Jill Jester (08/24)	Denton	P	E	P	P	P	E(R)	P	P	P	P	P	N/A	P
Matt Krause (01/25)	Tarrant County	P	E	E(R)	P	P	P	P	P	P	E	P	N/A	E
Stephen Mason (05/24)	Cedar Hill	P	P	P	P	P	P	P	P	P	P	P	N/A	P
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	A(R)	A(R)	P	P	P	N/A	A
Cesar Molina (08/24)	DCTA	P	P	P	P	P	P	P	P	P	E	P	N/A	P
Ed Moore (07/22)	Garland	P	P	P	P	P	P	P	P	P	P	E	N/A	P
Jesse Moreno (07/24)	City of Dallas	P	A	P	E(R)	P	P	E	P	E(R)	P	E	N/A	P
Matthew Porter (07/24)	Wylie	P	P	P	P	P	E(R)	P	P	E(R)	P	P	N/A	P
John Muns (6/23)	Plano	P	P	P	P	P	P	P	E(R)	P	P	P	N/A	P
Manny Ramirez (1/23)	Tarrant County	A	P	E	E	E	P	P	E	P	P	P	N/A	E
Paul Ridley (10/25)	Dallas	--	P	P	P	P	P	P	A	P	P	P	N/A	P

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service)

ELECTRONIC ITEM 13.1

Regional Transportation Council Attendance Roster
September 2025 - August 2026

RTC MEMBER	Entity	9/11/25	10/9/25	11/13/25	12/11/25	1/8/26	2/12/26	3/12/26	4/9/26	4/30/26	5/14/26	6/11/26	7/9/26	8/13/26
Jim R. Ross (07/21)	Arlington	P	P	P	P	P	P	P	P	P	P	P	N/A	P
David Salazar (10/22)	TxDOT, FW	E(R)	P	P	P	P	P	E(R)	E(R)	P	P	P	N/A	P
Garry Smith (08/26)	Hunt County	--	--	--	--	--	--	--	--	--	--	--	--	P
Kathy Stewart (10/25)	Dallas	--	A(R)	P	P	P	P	P	P	P	P	P	N/A	P
Randy Stinson (05/26)	Ellis County	--	--	--	--	--	--	--	--	--	P	P	N/A	P
Burt Thakur (08/25)	Frisco	P	P	P	P	P	P	P	P	P	P	P	N/A	P
Jeremy Tompkins (10/19)	Euless	P	P	P	P	P	P	P	E(R)	P	P	P	N/A	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	E	P	P	P	P	N/A	P
Dennis Webb (08/25)	Irving	P	P	E	E	P	E	P	P	P	P	P	N/A	E

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
August 2025 - August 2026

STTC MEMBERS	Entity	08/22/25	09/26/25	10/24/25	12/04/25	01/23/26	02/27/26	03/27/26	04/24/26	05/22/26	6/26/26	7/24/26	8/28/26
Rifat Alam	Lancaster	*	P	P	A	*	P	P	P	*	N/A	P	A
Ahmed Alqaisi	DeSoto	--	--	P	P	*	R	P	P	*	N/A	P	P
Marah Aqqad	Bedford	*	P	P	P	*	R	P	P	*	N/A	P	E
Joe Atwood	Hood County	*	R	P	P	*	P	P	A	*	N/A	P	P
Melissa Baker	Irving	*	P	P	P	*	R	A	E	*	N/A	R	P
James Bell	Grand Prairie	*	P	P	P	*	P	P	P	*	N/A	P	P
Nathan Benditz	Irving	--	--	--	P	*	P	P	P	*	N/A	P	P
David Boski	Grand Prairie	*	P	P	P	*	P	P	P	*	N/A	P	R
Brett Bourgeois	Lewisville	--	--	--	--	*	R	P	P	*	N/A	P	R
Erika Bridges	Rockwall County	--	--	--	--	--	--	--	--	*	N/A	R	P
Tanya Brooks	DART	*	P	R	P	*	P	P	P	*	N/A	R	P
Matt Bryant	City of Duncaville	*	A	A	A	*	A	A	A	*	N/A	A	P
Daniel Burnham	Arlington	*	P	P	P	*	P	P	P	*	N/A	P	P
Jeffrey Bush	TxDOT Dallas	*	P	P	P	*	A	P	P	*	N/A	P	P
Farhan Butt	Denton	*	P	P	P	*	P	P	P	*	N/A	P	P
Bryan Cabrera	Mesquite	*	A	A	A	*	P	A	A	*	N/A	P	P
Brenda Callaway	Kaufman County	--	--	--	--	--	--	--	--	--	N/A	P	P
Travis Campbell	TxDOT - Dallas	*	P	P	P	*	P	P	P	*	N/A	P	P
Aaron Ceder	Dallas County	*	P	E	P	*	A	A	E	*	N/A	P	A
John Cordary, Jr.	TxDOT FW	*	R	P	P	*	P	P	P	*	N/A	P	A
Tara Crawford	Trinity Metro	*	A	P	A	*	P	P	P	*	N/A	A	P
Clarence Daugherty	Collin County	*	P	P	A	*	P	P	R	*	N/A	P	P
Chad Davis	Wise County	*	A	A	A	*	A	P	P	*	N/A	P	E
Taylor Derden	Mansfield	*	P	P	E	*	A	P	P	*	N/A	P	P
Pritam Deshmukh	Southlake	--	--	--	--	--	--	--	--	--	N/A	P	P
Becky Diviney	Town of Addison	*	P	P	P	*	P	P	P	*	N/A	R	P
Matthew DuBois	Frisco	--	--	--	--	--	--	--	--	--	N/A	P	A
Phil Dupler	FWTA	*	P	P	P	*	P	P	A	*	N/A	P	P
Eric Fladager	Fort Worth	*	P	P	P	*	A	P	A	*	N/A	A	P
Chris Flanigan	Allen	*	P	P	P	*	P	P	P	*	N/A	P	P
Austin Frith	DCTA	*	A	P	P	*	P	P	P	*	N/A	A	P
James Gaertner	Waxahachie	--	--	--	--	--	--	P	P	*	N/A	P	A
Gary Graham	McKinney	*	P	P	P	*	R	R	P	*	N/A	P	P
Rajnish Gupta	Fort Worth	--	--	--	--	--	--	--	P	*	N/A	P	P
Michael Haithcock	TxDOT - Fort Worth	--	--	P	P	*	P	P	A	*	N/A	P	P
Tom Hammons	Carrollton	*	A	P	A	*	P	P	P	*	N/A	P	P
Namoo Han	Garland	*	P	A	P	*	P	A	A	*	N/A	P	A
Craig Hancock	NTTA	*	P	P	P	*	P	A	P	*	N/A	P	P
Chris Harris	Greenville	*	P	P	P	*	P	P	P	*	N/A	P	P
Ron Hartline	The Colony	*	A	R	R	*	A	A	A	*	N/A	R	R
Sophia Harvey	Dallas	*	P	A	A	*	P	P	P	*	N/A	R	A
Daniel Herrig	Richardson	--	--	--	--	--	--	--	--	--	--	--	P

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)
-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

ELECTRONIC ITEM 13.2

Surface Transportation Technical Committee Attendance Roster
August 2025 - August 2026

STTC MEMBERS	Entity	08/22/25	09/26/25	10/24/25	12/04/25	01/23/26	02/27/26	03/27/26	04/24/26	05/22/26	6/26/26	7/24/26	8/28/26
Matthew Hotelling	Flower Mound	*	A	A	P	*	P	P	P	*	N/A	P	P
Jeremy Hutt	Cleburne	*	R	P	P	*	P	P	P	*	N/A	P	P
Thuan Huynh	McKinney	*	P	P	R	*	P	A	P	*	N/A	P	P
Joseph Jackson	Tarrant County	*	P	P	P	*	P	P	P	*	N/A	P	E
Joel James	NTTA	*	A	P	P	*	P	P	P	*	N/A	P	P
Major L. Jones	Euless	*	R	P	P	*	E	R	A	*	N/A	P	P
Wilson Kakembo	Midlothian	--	--	A	P	*	P	P	A	*	N/A	A	A
Gus Khankarli	Dallas	*	P	P	P	*	P	P	P	*	N/A	P	P
Alonzo Liñán	Keller	*	A	A	A	*	A	A	A	*	N/A	A	A
Eron Linn	DART	*	P	E	P	*	P	P	A	*	N/A	P	P
Clay Lipscomb	Plano	*	P	R	P	*	P	P	R	*	N/A	P	A
Paul Luedtke	Garland	*	A	P	A	*	A	P	P	*	N/A	A	P
Stanford Lynch	Hunt County	*	P	R	P	*	R	P	A	*	N/A	R	R
Auro Majumdar	Dallas	--	P	P	P	*	P	P	P	*	N/A	A	P
Chad Marbut	Weatherford	*	P	P	P	*	P	P	P	*	N/A	R	P
Alberto Mares	Ellis County	*	P	A	P	*	P	P	P	*	N/A	P	P
Dillon Maroney	Tarrant County	--	--	--	--	--	--	P	P	*	N/A	P	E
John Mears	Mesquite	*	A	P	P	*	P	P	P	*	N/A	A	A
Brian Moen	Frisco	*	A	A	P	*	P	P	P	*	N/A	P	P
Mark Nelson	Richardson	*	P	P	P	*	P	P	P	*	N/A	P	E
Alfredo Ortiz	Dallas	*	P	P	P	*	P	A	A	*	N/A	P	
Cintia Ortiz	Parker County	*	A	A	A	*	A	A	A	*	N/A	A	A
Joyce Palmer	Arlington	--	--	--	--	*	P	P	P	*	N/A	P	P
John Polster	Denton County	*	P	P	P	*	P	P	P	*	N/A	P	P
Kelly Porter	Fort Worth	*	E	E	P	*	P	P	E	*	N/A	P	P
Minesha Reese	Dallas County	*	P	P	E	*	P	E	P	*	N/A	P	A
Elizabeth Reynolds	Grapevine	*	P	P	A	*	P	P	P	*	N/A	A	E
Greg Royster	DFW Int. Airport	*	P	P	P	*	P	R	A	*	N/A	P	P
Robert Sauceda	Hurst	--	--	--	--	--	--	--	--	--	N/A	P	P
Brian Shewski	Plano	*	R	P	P	*	R	P	P	*	N/A	P	P
Jason Shroyer	Little Elm	*	A	A	A	*	A	A	P	*	N/A	P	P
Ray Silva-Reyes	Farmers Branch	*	R	P	P	*	A	A	A	*	N/A	A	A
Chelsea St. Louis	Fort Worth	*	P	A	P	*	P	P	A	*	N/A	P	P
Aaron Tainter	Coppell	*	R	P	P	*	P	P	P	*	N/A	A	E
Sarah Thomas	TCEQ	--	--	--	--	--	--	--	--	--	--	--	A
Errick Thompson	Burleson	*	E	P	P	*	P	P	P	*	N/A	A	P
Caleb Thornhill	Plano	*	A	P	A	*	A	A	R	*	N/A	A	R
Jennifer VanderLaan	Johnson County	*	E	P	P	*	P	P	P	*	N/A	E	E
Gregory Van	Haltom City	*	P	R	R	*	P	P	P	*	N/A	P	P
Daniel Vedral	Irving	*	P	P	A	*	E	E	P	*	N/A	A	R
Caroline Waggoner	North Richland	*	A	P	A	*	P	P	A	*	N/A	A	A
Tommy Weir	Wylie	--	--	--	--	--	--	--	P	*	N/A	A	P

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster
August 2025 - August 2026

STTC MEMBERS	Entity	08/22/25	09/26/25	10/24/25	12/04/25	01/23/26	02/27/26	03/27/26	04/24/26	05/22/26	6/26/26	7/24/26	8/28/26
Jana Wentzel	Dallas	--	P	P	P	*	P	P	P	*	N/A	P	P
Robert Woodbury	Cedar Hill	*	P	P	P	*	P	P	P	*	N/A	P	P
Larry Wright	Colleyville	*	P	P	P	*	P	P	P	*	N/A	P	P

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)
-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

MEETING SUMMARY

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
Friday, July 24, 2026

The Surface Transportation Technical Committee (STTC) met on Friday, July 24, 2026, 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: Rifat Alam, Ahmed Alqaisi, Marah Aqqad, Joe Atwood, James Bell, Nathan Benditz, David Boski, Daniel Burnham, Jeffrey Bush, Farhan Butt, Bryan Cabrera, Brenda Callaway, Travis Campbell, Aaron Cedar, John Cordary Jr., Clarence Daugherty, Chad Davis, Pritam Deshmukh, Matthew DuBois, Phil Dupler, Chris Flanigan, James Gaertner, Gary Graham, Ricardo Gonzalez (representing Stanford Lynch), Rajnish Gupta, Michael Haithcok, Tom Hammons, Namoo Han, Craig Hancock, Chris Harris, Allen Harts (representing Major L. Jones), Matthew Hotelling, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Joel James, Gus Khankarli, Matt Leppla (representing Chad Marbut), Eron Linn, Clay Lipscomb, Brian McNuelty (representing Ron Hartline), Alberto Mares, Dillon Maroney, Brian Moen, Mark Nelson, Alfredo Ortiz, Tim Palermo (representing Tanya Brooks), Joyce Palmer, Caleb Polster (representing Erika Bridges), John Polster, Kelly Porter, Minesha Reese, Greg Royster, Robert Sauceda, Sirwan Shahooei (representing Brett Bourgeois), Brian Shewski, Chelsea St. Louis, Eric Steitle (representing Sophia Harvey), Gregory Van Nieuwenhuize, Stephanie Wagner (representing Melissa Baker), Todd Weinheimer (representing Becky Diviney), Jana Wentzel, Robert Woodbury, and Larry Wright.

Others present at the meeting were: Vickie Alexander, Cole Baker, Braulio Bessa, Natalie Bettger, Scott Booth, Shelley Broyles, Bryan Cabrera, Katherine Cadena, Thomas Cochill, Dina Colarossi, Shawn Conrad, Brian Dell, Cody Derrick, Camille Fountain, Christie Gotti, Millie Hayes, Chris Hoff, John Hudspeth, Raj Jandhyam, Jim Jarratt, Amy Johnson, Dan Kessler, Chris Klaus, Dan Lamers, Amanda Maloch, James McLane, Alejandra Morales Arnold, Joaquin Moreno, Michael Morris, Chandra Muruhanandham, Savana Nance, Dylan Niles, Evan Paret, Donald Parker, Christopher Poe, Vercie Pruitt-Jenkins, Brian Renisch, Britnee Rosales, Jackson Rose, Sidney Sonch, Brandon Sparkman, Toni Stehling, Vivek Thimmavajjhala, Daniela Tower, Shane Tully, Juliana VandenBorn, Shashider Velugati, Chris Wartke, Amanda Wilson, Brian Wilson, and Alexander Young.

Dan Kessler introduced the following STTC officers for the 2026-2027 term: Kelly Porter, Chair, Assistant Director of Regional Planning and Innovation, City of Fort Worth; Mark Nelson, Vice Chair, Director of Transportation and Mobility, City of Richardson; and Daniel Burnham, Secretary, Assistant Director of Public Works/City Engineer, City of Arlington.

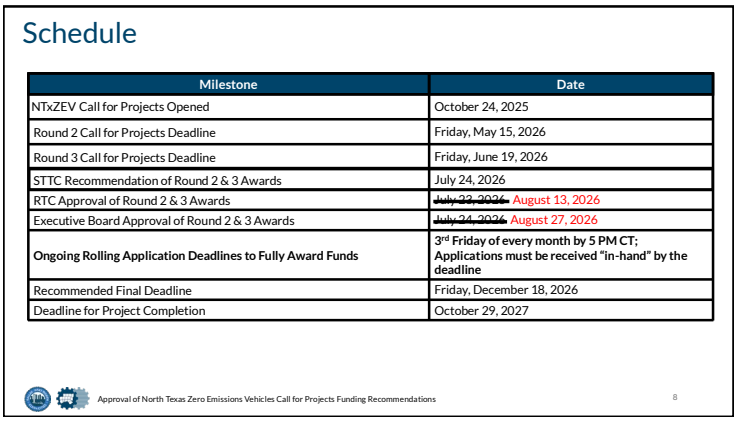
1. **Approval of the May 22, 2026, Meeting Summary**: Approval of the May 22, 2026, meeting summary contained in Electronic Item 1 was requested.

   The Meeting Summary of the May 22, 2026, meeting was approved as submitted in Electronic Item 1. Mark Nelson (M); Brian Moen (S). The motion passed unanimously.

2. **Consent Agenda**:

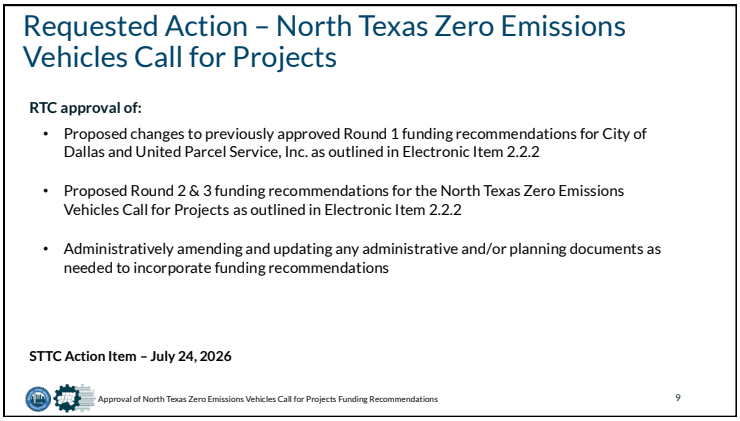
   2.2. **Approval of North Texas Zero Emissions Vehicles Call for Projects Funding Recommendations**: Item 2.2 was pulled from the Consent Agenda and presented by staff. Juliana VandenBorn provided an overview of the North Texas Zero Emissions Vehicles Call for Projects including applications received to date, scoring results, and activities recommended for funding. A recommendation of Regional Transportation

Council approval of proposed changes to previously approved funding recommendations and approval of additional funding recommendations was requested. This Consent Agenda item was pulled to present a correction to the schedule outlined in red in the slide below. The Committee approved staff's recommendations. John Polster (M); Daniel Burnham (S). The motion passed unanimously.



Schedule

Milestone	Date
NTxZEV Call for Projects Opened	October 24, 2025
Round 2 Call for Projects Deadline	Friday, May 15, 2026
Round 3 Call for Projects Deadline	Friday, June 19, 2026
STTC Recommendation of Round 2 & 3 Awards	July 24, 2026
RTC Approval of Round 2 & 3 Awards	~~July 23, 2026~~ August 13, 2026
Executive Board Approval of Round 2 & 3 Awards	~~July 24, 2026~~ August 27, 2026
Ongoing Rolling Application Deadlines to Fully Award Funds	**3rd Friday of every month by 5 PM CT; Applications must be received "in-hand" by the deadline**
Recommended Final Deadline	Friday, December 18, 2026
Deadline for Project Completion	October 29, 2027



Requested Action – North Texas Zero Emissions Vehicles Call for Projects

RTC approval of:

- Proposed changes to previously approved Round 1 funding recommendations for City of Dallas and United Parcel Service, Inc. as outlined in Electronic Item 2.2.2
- Proposed Round 2 & 3 funding recommendations for the North Texas Zero Emissions Vehicles Call for Projects as outlined in Electronic Item 2.2.2
- Administratively amending and updating any administrative and/or planning documents as needed to incorporate funding recommendations

STTC Action Item – July 24, 2026

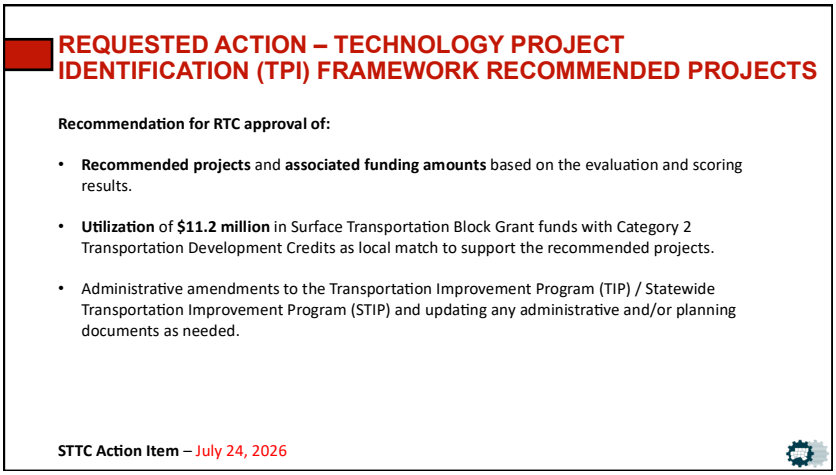
2.1. **Endorsement of 2027-2030 Transportation Improvement Program Technical Modifications**: Surface Transportation Technical Committee endorsement of the Regional Transportation Council's approval of technical modifications to the 2027-2030 Transportation Improvement Program was requested.

2.3. **US 67 at Chisholm Trail Parkway**: A recommendation for Regional Transportation Council approval of a funding partnership with the Texas Department of Transportation was requested.

The Committee approved staff's recommendations in Items 2.1 and 2.3 on the Consent Agenda. Brian Shewski (M); John Polster (S). The motion passed unanimously.

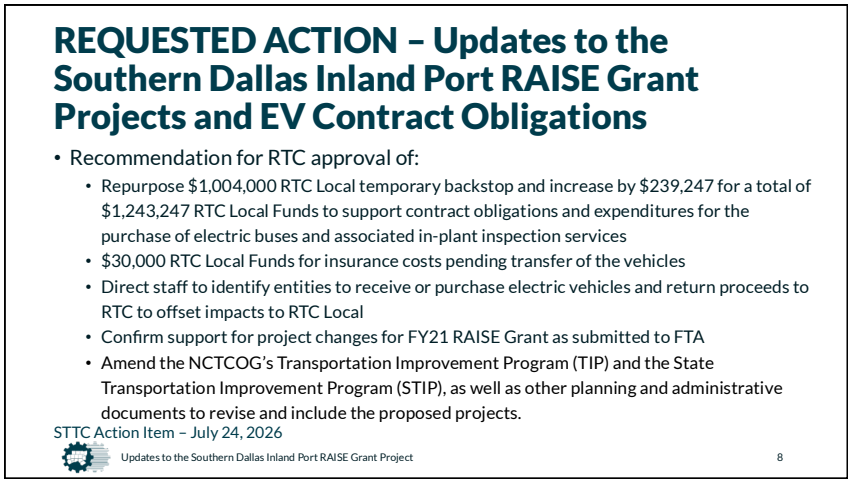
3. **Technology Project Selection**: Braulio Bessa presented the recommended projects from the 2026 Technology Project Identification Call for Projects, including proposed funding sources, and requested the Committee's recommendation for Regional Transportation Council approval.

The Committee approved staff's recommendation as illustrated below. Ahmed Alqaisi (M); Farhan Butt (S). The motion passed.



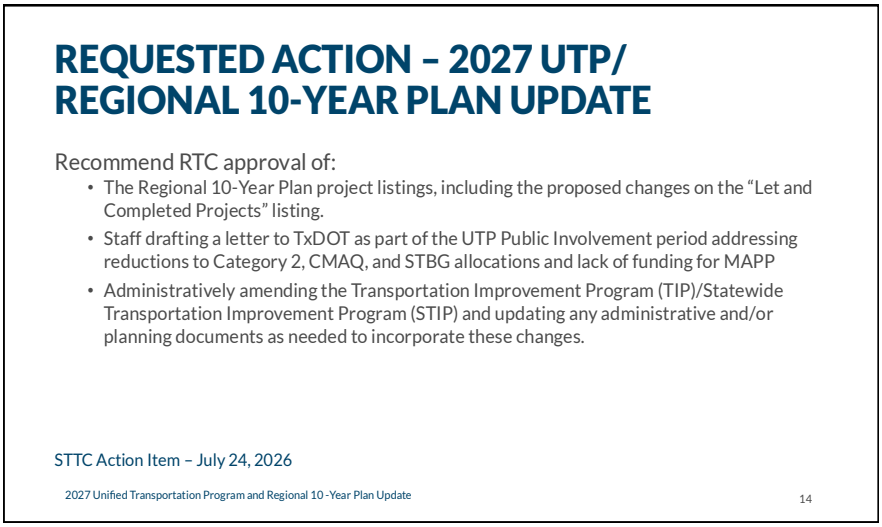
4. **Updates to the Southern Dallas Inland Port Rebuilding American Infrastructure with Sustainability and Equity Grant Project and Regional Transportation Council Local Contingency for Pre-Award Activities**: Bobby Gomez requested the Committee's recommendation for Regional Transportation Council (RTC) approval for a Local backstop for Surplus Electric Vehicles ($1,004,000) to be repurposed and increased by $239,247 (total $1,243,247) to meet contractual obligations, for staff direction to identify entities to purchase or receive these vehicles and offset the costs to RTC, and $30,000 for insurance costs due to the vehicles being titled to the North Central Texas Council of Governments.

   The Committee approved staff's recommendation as illustrated below. Gus Khankarli (M); Daniel Burnham (S). The motion passed.



5. **2027 Unified Transportation Program and Regional 10-Year Plan Update**: Brian Dell briefed the Committee on the Category 12 funds proposed for approval by the Texas Transportation Commission, and a recommendation for Regional Transportation Council action on the proposed changes for the Regional 10-Year Plan Update was requested.

   The Committee approved staff's recommendation as illustrated below. John Polster (M); Farhan Butt (S). The motion passed.



6. **Director of Transportation Report on Selected Items**: Michael Morris provided an overview of current transportation items.

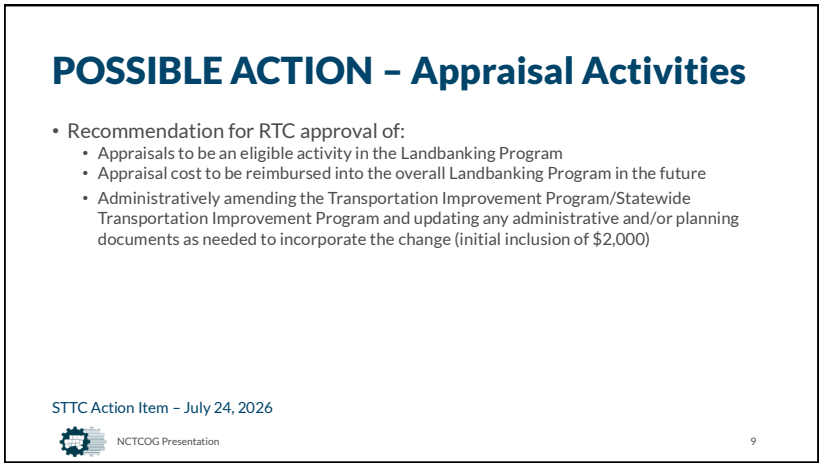
    1. Fédération Internationale de Football Association (FIFA) 2026 FIFA World Cup
    2. Status of Federal Transit Administration 2026 Triennial Review
    3. Status of Rockwall County Agreement
    4. Legislative Update – The Better Utilizing Investments to Leverage Development America 250 Act
    5. Three-Party Agreement
    6. Settlement Agreement
    7. Two-Party Agreement
    8. City of Irving Environmental Career Symposium – Friday, September 11, 2026, 1:00 – 4:00 pm

    In addition, Michael noted that information on the Metropolitan Transportation Plan Policy Bundle Round 6 Proposed Awards Breakdown was distributed to all members. He also mentioned that the Federal Transit Administration released a Notice of Funding for the Innovative Coordinated Access and Mobility Pilot Program to help connect non-emergency health care services to transportation services/trips with $12 millon available nationwide. Staff will be applying for $750,000 federal (average award around $600,000) and will be requesting $500,000 Regional Transportation Council Local for the match.

7. **2025 Regional Safety Performance Measures Report**: Camille Fountain provided an update on items included in the 2025 Regional Safety Program Performance Measures Report.

8. **North Central Texas Council of Governments Regional Transportation Council Landbanking Program Overview**: Shawn Conrad provided an overview of the North Central Texas Council of Governments Regional Transportation Council (RTC) Landbanking Program, including its history, goals, and previously funded projects. Shawn will also brief the RTC on an upcoming potential landbanking project at its next meeting.

    The Committee approved staff's recommendation as illustrated below. Dillon Maroney (M); Alberto Mares (S). The motion passed.



9. **Spatial Data Cooperative Program Overview**: Shelley Broyles and James McLane presented information on the Spatial Data Cooperative Program, an annual North Central Texas Council of Governments program through which local governments and other entities can cooperatively purchase aerial photography and related data products at cost-effective prices. Planning is underway for the 2027 cycle, and the program is currently seeking commitments from interested partners.

10. **Federal Performance Measures Update: Congestion Mitigation and Air Quality Performance and Transit Asset Management**: Jenny Narvaez and Evan Paret updated the Surface Transportation Technical Committee on federally required performance measures. Observed progress for the measures were provided as well as proposed targets for the next reporting period. The targets are set in cooperation and coordination with the Texas Department of Transportation and transit providers for Transit Asset Management measures.

11. **Fast Facts**: Staff provided brief presentations on Items 1 through 9 below:

    1. Brian Wilson – Progress North Texas (Handout)
    2. Brian Dell – Upcoming Project Selection Opportunity
    3. Braulio Bessa – Smart and Resilient Urban Mobility and Energy Integration Framework
    4. Daniel Snyder – Training Course: Public Right-of-Way Accessibility Guidelines www.nctcog.org/PROWAG26
    5. Daniela Tower – Correspondence to the Texas Commission on Environmental Quality Addressing Ozone Challenges in North Texas
    6. Daniela Tower – 2026 Ozone Season Update
    7. Juliana VandenBorn – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
    8. Juliana VandenBorn – Upcoming Dallas-Fort Worth Clean Cities Events (https://www.dfwcleancities.org/events)
    9. Written Progress Reports:
       - April–May Public Comments Report
       - July Public Meeting Flyer

12. **Other Business (Old or New):** No items were provided.

13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on August 28, 2026.***

Meeting adjourned at 3:14 p.m.