AGENDA

Regional Transportation Council
Thursday, November 5, 2026
North Central Texas Council of Governments

11:00 am - 12:00 pm **RTC Transit Vision Subcommittee Meeting**

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

Invocation by Jill Jester, Councilmember, City of Denton
Pledge to the United States and Texas Flags

1:00 – 1:10 1. **Opportunity for Public Comment on Today's Agenda**

☑ Information Minutes: 10

Item Summary: Members of the public may comment on any item(s) on today's agenda at this time. If speaking, please complete a Speaker Request Card available at the meeting and provide it to the designated staff person. A maximum of three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.

Background: N/A

1:10 – 1:15 2. **Approval of October 8, 2026, Minutes**

☑ Action ☐ Possible Action ☐ Information Minutes: 5

Presenter: Stephen Mason, RTC Chair

Item Summary: Approval of the October 8, 2026, meeting minutes contained in Electronic Item 2 will be requested.

Background: N/A

1:15 – 1:20 3. **Consent Agenda**

☑ Action ☐ Possible Action ☐ Information Minutes: 5

3.1. **World Cup Financial Support Account Reconciliation and Closeout**

Presenter: Dawn Dalrymple, NCTCOG

Item Summary: Staff requests Regional Transportation Council (RTC) approval of expected final costs for support of the 2026 Fédération Internationale de Football Association (FIFA) World Cup and release of unexpended RTC Local and Regional Toll

Revenue (RTR) contingency funds per reconciliation of previously committed funding.

Background: The RTC approved $17.3 million in RTC Local funds and $3.3 million in RTR funds to support transportation-related activities for the World Cup. Some expenses were later able to be covered with federal funds, creating a contingency of RTC Local and RTR funds. As transit and other support needs were adjusted in the months leading up to the games, RTC approved new activities which were funded through the contingency. Staff identified the most appropriate account to fund each effort and are reporting back to the RTC the final commitment of funds and reconciliation of final costs incurred. Staff will continue to work with the North Texas FIFA World Cup Organizing Committee to recover a portion of the funds expended through the Texas Major Events Reimbursement Program. Details are included in Electronic Item 3.1. Unexpended RTC Local and RTR funds will be returned to the appropriate accounts. Federally funded efforts will continue to be monitored and reported through updates to the Transportation Improvement Program.

Performance Measure(s) Addressed: Administrative, Transit

3.2. **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program**

Presenter: Jason Brown, NCTCOG

Item Summary: Staff requests for approval of the funding for Estes Electric Inc., through the North Texas Diesel Emissions Reduction Project 2024 Call for Projects (CFP) utilizing Environmental Protection Agency (EPA) funds.

Background: The North Central Texas Council of Governments opened the North Texas Diesel Emissions Reduction Project 2024 CFP through an EPA National Clean Diesel Funding Assistance Program award. The CFP funds replacement vehicles for on-road diesel vehicles and engines, nonroad diesel equipment, diesel transport

refrigeration unit trailers, diesel drayage trucks, locomotive engines, and locomotive shore power installation in North Central Texas. During round seven of the CFP, Estes Electric's application for one nonroad trencher was received before the CFP deadline of September 11, 2026. Electronic Item 3.2.1 provides an overview of the call for projects and staff recommendations. Electronic Item 3.2.2 provides detailed project listings. This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan.

Performance Measure(s) Addressed: Air Quality

3.3. **Decision Focused Assessment and High-Resolution Mapping of PM2.5 in North Central Texas**

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will request approval to enter into an agreement for $94,000 with the University of Texas at Arlington (UTA) to conduct a decision-focused assessment and high-resolution mapping of fine particulate matter (PM2.5) in North Central Texas. Results will support in-house development of a regional PM2.5 conceptual model under the Texas Commission on Environmental Quality (TCEQ) Rider 7 Local Air Quality Planning Grant – PM2.5.

Background: Existing monitoring provides valuable information on PM2.5 concentrations in North Central Texas, but its spatial coverage is limited. Additional analysis is needed to characterize conditions across the region and better understand where and when concentrations are elevated. Conceptual models bring together available information to explain regional pollution patterns, potential sources, and the conditions that influence them. North Central Texas Council of Governments (NCTCOG) is developing a regional PM2.5 conceptual model to evaluate current conditions, identify contributing factors, and inform future air quality planning. TCEQ administers PM2.5 funding under Rider 7 of its legislative appropriation, and contracts with

NCTCOG, for local air quality planning activities that can assist the region maintain attainment of the National Ambient Air Quality Standards. The proposed UTA assessment and high-resolution mapping will compliment NCTCOG's in-house PM2.5 modeling and analysis by providing a more detailed picture of PM2.5 conditions across the region. Staff proposes using Rider 7 grant funds for UTA's technical work. More details can be found in Electronic Item 3.3.

Performance Measure(s) Addressed: Air Quality

3.4. **Strategic Partnership Update for the Southern Dallas County Inland Port**

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request a modification to the scope of a February 8, 2024, Regional Transportation Council (RTC) action that awarded funds to facilitate the establishment of a local government corporation for the Southern Dallas County Inland Port.

Background: The RTC previously awarded $1,800,000 as part of the 2024 Strategic Transportation Funding Program to support efforts to establish a Local Government Corporation (LGC) in the Southern Dallas County Inland Port area to advance economic development, housing, and transportation needs within the area and to identify a future sustainable funding stream to support their work. The LGC has been established by Dallas County but has not been able to advance the establishment of a financing plan. Staff met with interested parties to discuss regional coordination in South Dallas County and discussed how best to move transportation investments forward and to better deliver infrastructure and transportation improvements in the area. To create greater efficiencies, staff requests to utilize the existing funds to partner directly with Dallas County Transportation and Public Works to coordinate transportation needs for Southern Dallas County Inland Port. No new

funds are needed for this update. Electronic Item 3.4 contains additional information.

Performance Measure(s) Addressed: Administrative

3.5. **US 75 Updated Freeway Signs for Congressman Johnson**

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request approximately $25,000 in Regional Transportation Council (RTC) Local funds to replace two freeway signs supporting US Congressman Sam Johnson currently on US 75. Fifty percent of the cost will be paid by military service veterans and the rest by the RTC. Congressman Self has authorized legislation for this recognition.

Background: The updated signs will read, "US Congressman and Prisoner of War Sam Johnson Memorial Highway." Funds will be collected by the North Central Texas Council of Governments and transmitted to the Texas Department of Transportation when legislation is approved. The total cost is anticipated to be less than $50,000.

Performance Measure(s) Addressed: Administrative

1:20 – 1:35 4. **Orientation to Agenda/Director of Transportation Report**

☐ Action ☐ Possible Action ☑ Information Minutes: 15

Presenter: Michael Morris, NCTCOG

1. Tri-Party Agreement, Regional Transportation Council (RTC) Bylaws, and Next Steps for RTC Metropolitan Planning Organization Director
2. Monthly Costs of North Central Texas Council of Governments Outside Legal Assistance (Electronic Item 4.1)
3. Regional Transportation Council Member Orientation/Funding Workshop – Three Virtual Optional Meeting Dates:
   - November 6, 2026, 3:00-4:00 pm
   - November 20, 2026, 10:00-11:00 am
   - December 3, 2026, 10:30-11:30 am
4. Regional Transportation Council/Regional Organization Legislative Priorities Lunch Meeting – November 12, 2026, 12:00-1:30 pm

5. Initiation of Regional Transportation Council Financial Statements and Audit as a Result of the Tri-Party Agreement (Electronic Item 4.2)
6. High-Speed Rail Follow Up – October 30, 2026
7. Collin County Sherriff's Office Speed Enforcement
8. Walk/Bike/Roll to School Day Follow Up – Commissioner Webb (Electronic Item 4.3)
9. County Thoroughfare Plans/Right Away Preservation/Texas Department of Transportation
10. West/East Equity Update (Electronic Item 4.4)
11. Local Clean Air Project Spotlight (Electronic Item 4.5)
12. 2026 Ozone Season Update (Electronic Item 4.6)
13. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
14. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
15. September – October Public Comments Report (Electronic Item 4.7)
16. November Public Meeting Notice (Electronic Item 4.8)
17. Recent News Articles September (Electronic Item 4.9)
18. Recent Correspondence (Electronic Item 4.10)
19. Recent Press Releases (Electronic Item 4.11)

1:35 – 1:55 5. **First Reading of the Regional Transportation Council New Draft Bylaws**

☐ Action ☐ Possible Action ☑ Information Minutes: 20

Presenters: Chair Steve Babick, Mayor, City of Carrollton, and Dan Kessler, NCTCOG

Item Summary: Proposed revisions to the Regional Transportation Council (RTC) Bylaws and Operating Procedures will be presented for a first reading.

Background: The RTC Bylaws and Operating Procedures have been reviewed to identify updates needed to reflect current RTC membership, governance practices, and regional transportation planning responsibilities. Proposed revisions address RTC membership and representation, member appointments and qualifications, officer and committee structure, meeting and voting procedures, and other administrative and organizational provisions. Electronic Item 5.1 contains the proposed revisions and Electronic Item 5.2 includes a final version of the RTC Bylaws and Operating Procedures. Electronic Item 5.3 includes recommended membership clusters and Electronic Item 5.4 contains representation maps.

Electronic Item 5.5 contains a presentation summarizing the proposed changes. The proposed revisions are being presented for a first reading. In accordance with the RTC Bylaws, changes must be presented at one regularly scheduled meeting and voted on at the following regularly scheduled meeting. RTC action on the proposed revisions is anticipated at the December meeting.

Performance Measure(s) Addressed: Administrative

1:55 – 2:05 6. **Possible Development of a High-Impact Industrial Development Task Force**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Johnson County Judge Christopher Boedeker has requested assistance from the North Central Texas Council of Governments (NCTCOG) Executive Board regarding high impact industrial development. The Executive Board will take this item up in November. The Regional Transportation Council may be asked to assist. If so, staff will propose action in December.

Background: At its October 22, 2026, meeting, the NCTCOG Executive Board was introduced to this request. Electronic Item 6 contains additional correspondence. Staff will present best practices that are intended to assist local governments in responding to recent development pressures for task force consideration.

Staff work may include:

1.) Identification of concerns and evaluation of impacts.
2.) Identification of practical mitigation strategies (e.g., technology)
3.) Development of an opportunity-cost evaluation framework
4.) Determination of who should implement and how (levels of authority)
5.) Evaluation of public safety needs related to Fire and Emergency Services for Counties

Performance Measure(s) Addressed: Administrative

2:05 – 2:15 7. **Integrated Transportation and Stormwater Infrastructure Study – Progress Update and Initial Recommendations**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

Presenters: Sue Alvarez and Jeff Neal, NCTCOG

Item Summary: Staff will provide an update on the Integrated Transportation and Stormwater Infrastructure (TSI) Study, covering portions of Dallas, Denton, Ellis, Hood, Johnson, Parker, Tarrant, and Wise counties.

Background: Initiated in 2023, the $10 million TSI Study is a proactive and comprehensive planning effort among multiple public/private partners directed at mitigating flood risks to development and infrastructure, as typical patterns of urbanization in growing areas upstream of Dallas and Fort Worth may exacerbate runoff due to greater impervious surface coverage and reduced valley storage. With the TSI Study set to conclude at year's end, staff from the Transportation and Environment & Development departments will provide a brief overview, highlight some initial project/strategy recommendations, describe the importance of funding and policy considerations in improving flood mitigation, and explain next steps toward implementation and expansion. More details are given in Electronic Item 7.

Performance Measure(s) Addressed: Roadway, Safety

2:15 – 2:25 8. **Access North Texas 2026 Update**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff will provide information on the 2026 Access North Texas Update, including a brief overview of outreach efforts and a summary of developed regional goals and strategies. The plan outlines strategies to address transit needs and serves as a guide to improve access to work, medical appointments, education, and the community during the next four years.

Background: Access North Texas is the regional public transportation coordination plan for the North Central Texas region. The purpose of the Access North Texas plan is to identify the public transportation needs of older adults, individuals with disabilities, individuals with limited financial resources, and others with transportation challenges. The plan also specifies strategies to address identified transit needs, eliminate gaps in service, and avoid

duplication of transit services. Additionally, regional projects funded through the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program must align with strategies in this locally developed plan. Since Spring 2024, staff have coordinated with a wide range of stakeholders, transit users, and other members of the public to document these transportation needs and develop strategies to better serve these populations with public transportation. Federal guidelines require this region to update the plan every four years, and the previous plan was adopted by the Regional Transportation Council in 2022. The draft 2026 Access North Texas plan document was made available October 2026 at www.accessnorthtexas.org for public input.

Performance Measure(s) Addressed: Administrative, Transit

2:25 – 2:35 9. **Project Status Report: Metropolitan Planning Organization Milestone Policy Round 2, Fiscal Year 2026 and Fiscal Year 2027 Project Tracking Updates**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will provide a status report on the Fiscal Year (FY) 2026 and FY2027 Project Tracking and Metropolitan Planning Organization (MPO) Milestone Policy Round 2 projects.

Background: The Milestone Policy was adopted by the Regional Transportation Council (RTC) to focus on projects that have been funded for more than 10 years and have not gone to construction. By highlighting these projects, the policy creates agency accountability to implement projects in a timely manner. Staff coordinates with implementing agencies to assess project risk until they go to construction. Similarly, the annual project tracking effort focuses on projects slated for implementation in the current fiscal year. Projects are monitored early, allowing staff to highlight potential problems that could lead to delays, which enables the RTC to take corrective action to avoid building up carryover balances in federal funding categories. Milestone Policy status updates can be found in Electronic Item 9.1. FY2026 Project Tracking status updates can be found in Electronic Item 9.2. FY2027 Project Tracking status updates can be found in

Electronic Item 9.3. A summary of the status reports can be found in Electronic Item 9.4. Entities with projects delayed four or more years from their originally proposed start dates will be highlighted at the meeting.

Performance Measure(s) Addressed: Roadway, Transit

2:35 – 2:45 10. **Dallas Rail Crossing Analysis**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

Presenter: Michael Johnson, NCTCOG

Item Summary: Staff will provide an overview of the Dallas Rail Crossing Analysis which includes an evaluation of all public at-grade crossings within the city of Dallas. Staff will also discuss both quantitative and qualitative information that was collected for the Dallas crossings.

Background: The Dallas Rail Crossing Analysis includes an evaluation of all 211 public at-grade crossings in the city of Dallas. The evaluation includes a breakdown of crossings that are high, medium, and low priority and recommendations on safety improvements at certain crossings based on data collected. Quantitative data collected on the Dallas crossings include information such as Speed, Daily Train Count, Incidents after 2015, Fatalities after 2015, Average Annual Daily Traffic, Railroad, and Subdivision; this information comes directly from the Federal Railroad Administration. Qualitative data collected on Dallas crossings includes safety information such as Pavement Markings, Quiet Zones, Crossbucks, Active Warning Devices, Number of Lanes, and Medians/Supplemental Safety Measures; this information comes directly from first-hand observations via site visits. Electronic Item 10 provides more information.

Performance Measure(s) Addressed: Goods Movement, Transit

2:45 – 2:55 11. **Texas Department of Transportation Texas Electric Vehicle Infrastructure Plan Results**

☐ Action ☐ Possible Action ☑ Information Minutes: 10

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will provide an update on the results of the Texas Department of Transportation's (TxDOT) implementation of the Texas Electric Vehicle Infrastructure Plan.

Background: TxDOT developed the Texas Electric Vehicle Infrastructure Plan to create a statewide network of

electric vehicle charging stations using National Electric Vehicle Infrastructure Formula Program funding. In January of 2026, TxDOT received certification from the Federal Highway Administration that the designated alternative fuel corridor highways in Texas are "fully built out" through Phase I of the plan, enabling TxDOT to proceed to Phase II. As part of Phase II, TxDOT requested Metropolitan Planning Organizations (MPOs) provide input on charger type and location for additional grant funding rounds. Staff received approval on the methodology to select charger type and location at the March 2026 Regional Transportation Council (RTC) meeting and shared the final recommendations at the May 2026 RTC meeting. TxDOT has completed awards for Phase II and awarded 97 locations in the MPO area. Electronic Item 11 provides details on the award results.

Performance Measure(s) Addressed: Air Quality

12. **Progress Reports**
☐ Action ☐ Possible Action ☑ Information
Item Summary: Progress Reports are provided in the items below.

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

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

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

15. **Next Meeting:** The next meeting of the Regional Transportation Council will be held at **1:00 pm, Thursday, December 10, 2026**.

Adjournment

MINUTES

Regional Transportation Council
Thursday, October 8, 2026

The Regional Transportation Council (RTC) met on Thursday, October 8, 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, Randall Bryant, Jeffrey Bush (representing Ceason Clemens), Bill Cox, Theresa Daniel, Pat Deen, Andy Eads, Carlos Flores, T.J. Gilmore, Brianne Goetz (representing Curtis Bergthold), Raul Gonzalez, Darrell Hale, Clay Lewis Jenkins, Ron Jensen, Jill Jester, Pete Kamp (representing Mojy Haddad), Stephen Mason, Cesar Molina, Ed Moore, Jesse Moreno, Deborah Peoples, Matthew Porter, Vidal Quintanilla (representing John Muns), Manny Ramirez, Paul Ridley, Jim Ross, William 'Bill' Roth (representing Kathy Stewart), David Salazar, John Stacy (representing Garry Smith), Randy Stinson, Jeremy Tompkins, and William Tsao.

Others present at the meeting were: Rama, Abjel-Jager, Amany Abu-Hijih, Vickie Alexander, Afnan Ali, Susan Alvarez, Jake Anderson, Jason Arkill, Micah Baker, Berrien Barks, Carli Baylor, Emily Beckham, Paul Bennett, Natalie Bettger, Hetal Bhatt, Jon Blackman, Alberta Blair, Jason Brown, Ian Bryant, Doug Burnett, Kyle Butler, Farhan Butt, Daniel Byrd, Katherine Cadena, Jasmyn Carter, Paul Cristina, Clarence Daugherty, Don Dillard, Rebecca Diviney, Emily Dryden, Tom Flaherty, Andrew Fortune, Eric Gallt, Gypsy Gavia, Shala Geer-Smith, Bobby Gomez, Vanoy Harris, Tony Hartzel, Millie Hayes, Yanoy Hua, Joel James, Sidney Kelly, Dan Kessler, Gus Khankarli, Amsal Khimani, Ken Kirkpatrick, Alicia Kreh, Dan Lamers, David Leinnger, Eron Linn, Dee Long, Paul Luedtke, Derek Malena, Chad Marbut, Alberto Mares, Nick Matos, Malcolm Mayhew, Daniel McCullough, Monte Mercer, Arash Mirzaei, Kenna Mitchell, Travis Mitchell, Anthony Moffa, Eric Morris, Michael Morris, Faith Morse, Jeff Neal, Mark Nelson, Jackie Nolasco, James Novak, Amir Omar, Darla Payberah, Michael Peters, Caleb Polster, John Polster, Kelly Porter, James Powell, Vercie Pruitt-Jenkins, Mithlesh Reody, Eddie Reyes, Randy Richardson, Teale Robinson, Suzi Rumohr, Marc Sandhu, Bhavya Seelanletiehomcks, Kay Shelton, Claude Spivey, Toni Stehling, Vivek Thimmavajjhala, Lauren Trimble, Elisa Villnave, Duncan Webb, and Brian Wilson.

The invocation was provided by Deborah Peoples, Councilmember, City of Fort Worth, and the pledges were recited to the United States and Texas flags.

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. Philip Kingston spoke on the McKinney/Cole Ave Two-Way Conversion.

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

   A motion was made to approve the September 11, 2026, meeting minutes as submitted in Electronic Item 2. Paul Ridley (M); Deborah Peoples (S). The motion passed unanimously.

3. **Consent Agenda**

   3.1. **Merit Increase for Michael Morris – December 2024 to December 2025**: Regional Transportation Council (RTC) approval of consideration of a one-time

lump-sum merit payment for the Metropolitan Planning Organization Director, Michael Morris was requested. The recommendation approved by the RTC will be provided to North Central Texas Council of Governments (NCTCOG) staff for implementation consistent with the NCTCOG Wage and Salary Policy.

3.2. **North Texas Zero Emissions Vehicle Project**: Regional Transportation Council approval of an update to the North Texas Zero Emission Vehicles Call for Projects requirements, and to enter into an agreement to provide first responder training on zero-emission vehicles incidents was requested.

3.3. **Fiscal Years 2024-2026 Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation Competitive Grant Program**: Regional Transportation Council approval of candidate projects to be submitted for the Fiscal Years 2024-2026 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Competitive Grant Program was requested, with applications due to the United States Department of Transportation by October 9, 2026.

3.4. **North Central Texas Council of Governments 60th Anniversary Policy Officials and Staff Celebrations**: Regional Transportation Council (RTC) approval of the use of up to $25,000 in RTC Local funds to support a portion of the costs associated with the 60th anniversary of the North Central Texas Council of Governments was requested. RTC Local funding returned from Fédération Internationale de Football Association support activities will be used for this recognition.

A motion was made to approve Items 3.1, 3.2, 3.3, and 3.4 on the Consent Agenda. Matthew Porter (M); Daniel Alemán (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report**: Michael Morris briefly highlighted items 1 through 13.

    1. Status Report on Metropolitan Planning Organization Revolver Funds and Regional Transportation Council Local Pool
    2. Monthly Costs of North Central Texas Council of Governments Outside Legal Assistance
    3. New Regional Transportation Council Member Orientation/Funding Workshop – Three Optional Meeting Dates
    4. November 12, 2026, Regional Transportation Council Meeting Rescheduled to November 5, 2026 (No North Central Texas Council of Governments 60th Anniversary Celebration at This Time)
    5. 2026 North Texas Regional Leadership Award – Elected Official Leadership – Victoria Johnson, City of Burleson
    6. Proposed Transportation Legislative Partnerships
    7. Naval Air Station Joint Reserve Base – Wings Over Cowtown – April 2027 (Overview provided by Dan Kessler)
    8. Three-Party Agreement, Regional Transportation Council (RTC) Bylaws Revision Subcommittee and Next Steps for RTC Metropolitan Planning Organization Director
    9. High-Speed Rail Follow Up – October 2026
    10. Dallas Area Rapid Transit $70 Million Light Rail Replacement
    11. Interstate Highway 635 East Phase Three $1.7 Billion (Managed Lanes)

12. Interstate Highway 820/State Highway 183 P-3 Freeway and Managed Lanes $450 Million
13. The Importance of Independent Air Quality Analysis
14. Safe Routes to School Training Workshop
15. Resilient Electric Vehicle Charging Plan Stakeholder Invitation
16. 2026 Ozone Season Update
17. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
18. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
19. August–September Public Comments Report
20. September Public Meeting Minutes
21. Recent News Articles September
22. Recent Correspondence
23. Recent Press Releases

5. **2027 Regional Transportation Council Legislative Policy Program for the 90th Texas Legislature**: Rebekah Gongora presented the 2027 Regional Transportation Council Legislative Policy Program for the 90th Texas Legislature.

   A motion was made for approval of the 2027 Regional Transportation Council (RTC) Legislative Policy Program for the 90th Texas Legislature, bringing regional transportation organizations together to identify a set of shared top policy priorities, and keeping all major bullets, striking all sub-bullets, and moving "Support legislation to restructure the Dallas Area Rapid Transit Board of Directors as agreed to by Dallas Area Rapid Transit's Service Area Cities," to the first bullet under Legislation to Actively Pursue. The motion also includes the RTC's support of a statewide effort to quantify the transportation needs of the State as an added fifth bullet to the program. Steve Babick (M); Manny Ramirez (S). Deborah Peoples opposed. The motion passed.

6. **Request to Use Regional Transportation Council Local Funds for Air Quality**: Chris Klaus requested Regional Transportation Council (RTC) approval to use RTC Local funds that will establish modeling capabilities, acquire necessary resources, and provide technical training to support future air quality analyses related to transportation planning, air quality conformity, and emissions reduction efforts. In addition, staff also requested to use RTC Local funds to cover administrative costs related to emissions modeling for the Texas Commission on Environmental Quality Rider 7 Local Air Quality Planning Grant — fine particulate matter (PM2.5).

   A motion was made to approve an additional $365,000 of Regional Transportation Council (RTC) Local funds to continue establishing and supporting the in-house modeling infrastructure and training; $180,000 previously approved (for a combined total $545,000); $55,000 of RTC Local funds for Texas Commission on Environmental Quality Rider 7 PM2.5 in-house conceptual modeling; unused funds will be returned to the RTC Local account; along with amending the Transportation Improvement Program and updating other administrative and/or planning documents as needed to incorporate the funds. Andy Eads (M); Matthew Porter (S). The motion passed unanimously.

7. **Regional Bicycle Safety Action Plan**: Kevin Kokes provided an overview on 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 was also provided and action requested.

A motion was made to adopt the Regional Bicycle Safety Action Plan and 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). The motion also directed staff to incorporate the recommendations of the Regional Bicycle Safety Action Plan into future metropolitan transportation plans. Raul Gonzalez (M); Paul Ridley (S). The motion passed unanimously.

8. **2027 Transportation Alternatives Call for Projects for the North Central Texas Region (Pedestrian and Bicycle Facilities Plus)**: Kevin Kokes requested Regional Transportation Council approval to open the 2027 Transportation Alternatives Call for Projects for the North Central Texas region, including eligibility, criteria, and schedule.

   A motion was made to approve elements related to program rules, eligible activities, eligible project areas, schedule, funding, and use of Transportation Development Credits for the 2027 Transportation Alternatives Call for Projects for the North Central Texas region. Jesse Moreno (M); Theresa Daniel (S). The motion passed unanimously.

9. **Organization Identity and Naming Convention**: Amanda Wilson briefed the Council on a request from the Regional Transportation Council Bylaws Revision Subcommittee to select an organization identity and naming convention for the Metropolitan Planning Organization (MPO) Policy Board and MPO Staff in light of the 2026 MPO Agreement, the Operating Agreement, and the Settlement Agreement.

   A motion was made to approve selecting Regional Transportation Council (RTC) as the organization identity with a tagline of North Central Texas Metropolitan Planning Organization to complete the naming convention; directing the RTC Bylaws Revision Subcommittee to incorporate this naming convention into the RTC Bylaws; directing staff to effectuate organization identity changes in all external communications, website address, e-mail addresses, documents, agendas, and other appropriate places upon full execution of the Tri-Party Agreement and approval of the updated RTC Bylaws; along with administratively amending the Transportation Improvement Program (TIP)/Statewide TIP and updating any administrative and/or planning documents as needed to incorporate the new organization identity and naming convention, at the appropriate time. Additionally, legal counsel was requested to verify the trademark and Intellectual Property rules to ensure that the chosen name can be used. Andy Eads (M); Ed Moore (S). William Roth opposed. The motion passed.

10. **Status Report on Commercial Vehicle Compliance**: Jason Brown and Officer Derek Malena provided information on regional Commercial Vehicle Enforcement (CVE) efforts, including observations from recently attended CVE events and future activities. Michael Morris thanked Officer Malena and Jason for their presentations and noted that the RTC is focused on reducing fatalities. Staff will bring back information to the Regional Transportation Council to possibly partner with the Legislature on a safety program for Commercial Vehicle Enforcement.

11. **Integrated Transportation and Stormwater Infrastructure Study – Progress Update and Initial Recommendations**: This item was not presented due to time constraints.

12. **Access North Texas 2026 Update**: 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, November 5, 2026.

Meeting adjourned at 3:15 pm.

World Cup Financial Support Account Reconciliation and Closeout
Regional Toll Revenue Funding

Total RTR Funds Approved	$3,300,000

Event Support Initiatives	Partner	Previously Approved	Obligation	Cost*	Difference
GoPass Application	Dallas Area Rapid Transit	$250,000	$150,000	-$130,000	$120,000
MATA Fleet Preparation	McKinney Avenue Transit Authority	$800,000	$800,000	-$800,000	$0
Bus Hub Operations and Rideshare Materials	North Texas FIFA World Cup Organizing Committee	$2,250,000	$1,700,000	-$1,665,856	$515,394
Rideshare Lot Operations	Parking Systems of America		$55,000	-$68,750	
		$3,300,000	**$2,705,000**	**-$2,664,606**	**$635,394**

* Some expenses have been estimated and/or activities are continuing. Final balance to return to RTR accounts will be determined following final reconciliation and closeout of RTR grants.

Anticipated Balance to Return to RTR Accounts	$635,394

ELECTRONIC ITEM 3.1

World Cup Financial Support Account Reconciliation and Closeout

RTC Local Funding

Total RTC Local Funds Approved	$17,375,000

Event Support Initiatives	Partner	Previously Approved	Obligation	Cost*	Difference
Traffic Management Planning	Kimley Horn & Associates	$1,000,000	$1,000,000	-$1,000,000	$0
"Kick Your Commute" Marketing Campaign	Media Vendors	$350,000	$350,000	-$191,980	$158,020
911 Translation Services	NCT911	$200,000	$200,000	-$200,000	$0
Bus Bridge	Trinity Metro & DART	$5,000,000	$0	$0	$5,000,000
Transit Passes	DART	$3,000,000	$3,000,000	-$568,174	$2,431,826
Sunday TRE Plus Incremental Fuel Charge		$0	$700,000	-$700,000	-$700,000
Lot H Improvements	City of Arlington	$3,800,000	$3,800,000	-$3,200,416	$599,584
Technology Lot		$0	$125,000	-$125,000	-$125,000
Wayfinding	North Texas FIFA World Cup Organizing Committee	$0	$2,330,000	-$1,306,371	-$1,306,371
Bus Shuttles		$3,600,000	$3,600,000	**-$3,510,000^**	$90,000
Concrete Barriers for Pedestrian Lane	Pegasus Link Constructors	$0	$115,000	-$95,736	-$95,736
Fort Worth Statler Roads Closures	City of Fort Worth	$0	$10,000	-$10,000	-$10,000
Rideshare Lot D	Ballpark Partners	$0	$93,102	-$93,102	-$93,102
FIFA Coordination and Celebration	RTC Staff and vendors	$425,000	$425,000	-$129,200	$295,800
		$17,375,000	**$15,748,102**	**-$10,429,979**	**$6,245,021**

^Pursuing through Texas Major Events Reimbursement Program	$3,510,000
Anticipated Balance to Return to RTC Local Pool	$9,755,021**

* Some expenses have been estimated. Final balance to return to the RTC Local pool will be determined following final reconciliation of all accounts.

** $25,000 of this balance approved for NCTCOG 60th Anniversary Celebrations (10/8/2026 RTC Action)

REQUESTED ACTION – World Cup Financial Support Account Reconciliation and Closeout

RTC approval of:

- Transportation activities to support the World Cup and updated funding to reflect amounts and sources consistent with expenditures
- Release of unexpended RTC Local and RTR contingency funds
- Continuing coordination with the North Texas FIFA World Cup Organizing Committee to recover some funds through the Texas Major Events Reimbursement Program
- 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 World Cup Support Initiatives.

RTC Action Item – November 5, 2026



NCTCOG PRESENTATION

Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program

Regional Transportation Council

November 5, 2026

Jason Brown, Program Manager

ELECTRONIC ITEM 3.2.1

Funding and Applicant Eligibility

Funding Source: Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program	
Call for Projects	North Texas Diesel Emissions Reduction Project 2024 – Opened December 16, 2024; Round 7 Deadline September 11, 2026
Project Types	Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Install Locomotive Shore Power and Other Idle Reduction Technologies
Remaining Funds Available for Round 7	$100,072
Applicants	Private Fleets and Companies; Public Entities such as Municipalities and Airports
Geographic Area	10-County Nonattainment Area*, Area of Air Toxics Concern**
Clean Fleet Policy	Must Adopt RTC Clean Fleet Policy or Similar

* Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.
** Dallas, Denton and Tarrant counties; Source: 2022-2023 DERA Priority County List

Summary of Application Requesting Funds

North Texas Diesel Emissions Reduction Project 2024 Call for Projects*							
Applicant	Activities Requested	Applicant Eligible	Activities Eligible	EPA Funds Requested	Award Status	Recommend	
						Activities	EPA Funds
Estes Electric Inc.	1	Yes	Yes	$19,000	Full – 25%	1	$19,000
Activity: Nonroad Construction Trencher; 25% Funding Level Eligible							
Approximate Remaining Funding for Round 8 Call for Projects							$81,072

*Refer to Electronic Item 3.2.2 for More Details.

Examples of Project





Photo Source: Estes Electric Inc. Price Quote

Project Eligibility

North Texas Diesel Emissions Reduction Project 2024 Call for Projects

Eligible Activities	Funding Threshold		
Replace Onroad Diesel Vehicles and Engines*	**Replacement Type**	**Vehicles/ Equipment**	**Engines**
• GVWR: 16,001 and Up; • EMY: Older - 2009 (Also EMY 2010 - Newer if Replacing with Zero Emission); • Must Operate > 7,000 Miles/Year during 24 Months Prior to Application	New is Zero Emission Powered:	45%	60%
	New is CARB Certified Low-NO_X Powered:	35%	50%
	New is EPA Certified Diesel Powered:	25%	40%
Replace Nonroad Diesel Equipment*	New is Zero Emission Powered:	45%	60%
• Must Operate > 500 Hours/Year during 24 Months Prior to Application; • Eligible Tiers Vary	New is CARB Certified Low-NO_X Powered:	35%	50%
	New is EPA Certified Diesel Powered:	**25%**	40%

*All old vehicles/engines/equipment must be scrapped; other model years eligible on case-by-case basis.
California Air Resources Board (CARB); Engine Model Year (EMY); Gross Vehicle Weight Rating (GVWR)

Eligibility and Scoring Criteria

North Texas Diesel Emissions Reduction Project 2024 Call for Projects			Applicant
Characteristics	**Rebate Program** Purpose: Reduces administrative burden as compared to a subgrant program.		**Estes Electric Inc.**
	Competitive Application Process Purpose: Choose the best activities for our region.		
Eligibility	**Operates in Required Geographic Area**		✓
	Clean Fleet Policy Adoption Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy		✓
Scoring	**Criteria**	**Total Available**	**Total Met**
	Cost Per Ton NO_X Emissions Reduced Purpose: Maximize Emissions Reductions	65	57
	Rebate Recipient Oversight Purpose: Balance Project Benefits with Administrative Burden	25	25
	Priority Project Location Purpose: Preference to Projects Operating in Priority Areas	5	3
	Project Resilience and Workforce Development Purpose: Preference with Ability to Protect Funded Investments, Training	5	5

Schedule

Milestone	Estimated Timeframe
STTC Action to Recommend Rebate	October 23, 2026
RTC Action to Recommend Rebate	November 5, 2026
Executive Board Agreement Authorization	November 19, 2026
Next Interim Application Deadline (Rolling 90–day deadline until all funds awarded or until project implementation deadline)	December 11, 2026
Project Implementation Deadline	June 30, 2028

Requested Action – Air Quality Funding Recommendations Related to EPA National Clean Diesel Funding

RTC approval of:

- Recommended Rebate Award
  - $19,000 (full rebate award of EPA funding) to Estes Electric Inc. to replace one nonroad diesel trencher with one new nonroad diesel trencher
- Continuing the Call for Projects until Funds are Exhausted
- 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 change

RTC Action Item – November 5, 2026

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North Texas Diesel Emissions Reduction Project 2024 Call For Projects

Awarded Project - North Texas Diesel Emissions Reduction Project 2024 (Round 7; June 12 - September 11, 2026)

Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2021 or Newer)			Maximum Allowed Funding Level	Recommended Project Amounts			NO_x Benefits		Scoring Criteria					Other Environmental Benefits			
		Type	Class/Equipment	Engine Model Year	Fuel Type	Avg Annual Fuel Usage (gal)	Avg Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Rebate Amount	Total Rebate Award	Local Match	NOx Tons Reduced Over 6 Years*	Cost Per Ton of NO_x Reduced	Score: Cost Per Ton NO_x Reduced (Max 65 Points)	Score: Rebate Recipient Oversight (Max 25 Points)	Score: Priority Project Location (Max 5 Points)	Score: Resilience & Workforce Development (Max 5 Points)	Total Score (Max 100 Points)	PM2.5 Reduced Over 6 Years*	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO_2 Reduced Over 6 Years*
Estes Electric	1	Nonroad	Construction Trencher	1993	Diesel	1,495	N/A	1,340	2025	Diesel	$76,000	25%	$19,000	$19,000	$57,000	0.76	$25,062	57	25	3	5	89.9	0.27	0.39	1.83	0

No Applications Received During Round 4 through Round 6

Awarded Project - North Texas Diesel Emissions Reduction Project 2024 (Round 3; June 14 - September 12, 2025)

Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2021 or Newer)			Maximum Allowed Funding Level	Recommended Project Amounts			NO_x Benefits		Scoring Criteria					Other Environmental Benefits			
		Type	Class/Equipment	Engine Model Year	Fuel Type	Avg Annual Fuel Usage (gal)	Avg Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Rebate Amount	Total Rebate Award	Local Match	NOx Tons Reduced Over 6 Years*	Cost Per Ton of NO_x Reduced	Score: Cost Per Ton NO_x Reduced (Max 65 Points)	Score: Rebate Recipient Oversight (Max 25 Points)	Score: Priority Project Location (Max 5 Points)	Score: Resilience & Workforce Development (Max 5 Points)	Total Score (Max 100 Points)	PM2.5 Reduced Over 6 Years*	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO_2 Reduced Over 6 Years*
Waste Management	1	Onroad	Class 8 Refuse Hauler	2012	Diesel	6,502	19,507	N/A	2025	Low-NOx CNG	$308,416	35%	$107,946	$107,946	$200,470	0.29	$370,416	12	25	5	5	47.2	0.00	0.01	0.26	104
Waste Management	2	Onroad	Class 8 Refuse Hauler	2014	Diesel	10,298	30,896	N/A	2025	Low-NOx CNG	$392,420	35%	$137,347	$137,347	$255,073	0.31	$441,084	11	25	5	5	46.2	0.00	0.00	0.11	164
Waste Management	3	Onroad	Class 8 Refuse Hauler	2011	Diesel	10,078	30,235	N/A	2025	Low-NOx CNG	$308,416	35%	$107,946	$107,946	$200,470	0.47	$230,878	35	25	5	5	69.5	0.00	0.02	0.34	108
Waste Management	4	Onroad	Class 8 Refuse Hauler	2012	Diesel	6,508	19,525	N/A	2025	Low-NOx CNG	$308,416	35%	$107,946	$107,946	$200,470	0.29	$370,218	13	25	5	5	48.2	0.00	0.01	0.26	2

Awarded Project - North Texas Diesel Emissions Reduction Project 2024 (Round 2; March 15 - June 13, 2025)

Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2021 or Newer)			Maximum Allowed Funding Level	Recommended Project Amounts			NO_x Benefits		Scoring Criteria					Other Environmental Benefits			
		Type	Class/Equipment	Engine Model Year	Fuel Type	Avg Annual Fuel Usage (gal)	Avg Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Rebate Amount	Total Rebate Award	Local Match	NOx Tons Reduced Over 6 Years*	Cost Per Ton of NO_x Reduced	Score: Cost Per Ton NO_x Reduced (Max 65 Points)	Score: Rebate Recipient Oversight (Max 25 Points)	Score: Priority Project Location (Max 5 Points)	Score: Resilience & Workforce Development (Max 5 Points)	Total Score (Max 100 Points)	PM2.5 Reduced Over 6 Years*	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO_2 Reduced Over 6 Years*
DFW International Airport	1	Nonroad^	Class 8 Shuttle Bus	2009	Diesel	1,638	N/A	3,650	2025	Electric	$745,000	45%	$335,250	$335,250	$409,750	1.62	$207,215	42	18.5	5	5	70.1	0.01	0.08	0.35	111
Delta Air Lines	10	Nonroad	Ground Support Equipment	1996-2011	Diesel	4,354	N/A	800	2025	Electric	$843,170	45%	$379,426	$379,426	$463,744	13.85	$27,404	58	24.0	5	5	91.9	1.62	1.49	8.49	2,939

Awarded Project - North Texas Diesel Emissions Reduction Project 2024 (Round 1; December 16, 2024 - March 14, 2025)

Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2021 or Newer)			Maximum Allowed Funding Level	Recommended Project Amounts			NO_x Benefits		Scoring Criteria					Other Environmental Benefits			
		Type	Class/Equipment	Engine Model Year	Fuel Type	Avg Annual Fuel Usage (gal)	Avg Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Rebate Amount	Total Rebate Award	Local Match	NOx Tons Reduced Over 6 Years*	Cost Per Ton of NO_x Reduced	Score: Cost Per Ton NO_x Reduced (Max 65 Points)	Score: Rebate Recipient Oversight (Max 25 Points)	Score: Priority Project Location (Max 5 Points)	Score: Resilience & Workforce Development (Max 5 Points)	Total Score (Max 100 Points)	PM2.5 Reduced Over 6 Years*	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO_2 Reduced Over 6 Years*
PACCAR Leasing Company	1	Onroad	s 8 - Short Haul Combination	2015	Diesel	3,000	21,212	N/A	2024	Electric	$800,037	45%	$360,017	$360,017	$440,020	0.60	$596,421	11	24.5	5	5	45.5	0.00	0.01	0.27	203
Total Projects											$800,037			$360,017	$440,020	2.49	$320,519									

Round 1 Funds Available for Call for Projects	**$1,635,949**
Round 1 Funds Awarded	**$360,017**
Balance Available for CFP Round 2	**$1,275,932**
Round 2 Funds Awarded	**$714,676**
Balance Available for CFP Round 3	**$561,256**
Round 3 Funds Awarded	**$461,184**
Balance Available for CFP Round 4-Round 7	**$100,072**
Round 7 Funds Awarded	**$19,000**
Balance Available for CFP Round 8	**$81,072**

EPA = Environmental Protection Agency
NO_x = Nitrogen Oxides; PM2. 5= Particulate Matter Less Than 2.5 Micrometers; HC = Hydrocarbons; CO = Carbon Monoxide; CO_2 = Carbon Dioxide
B5 = 5% Biodiesel blend; B20 = 20% Biodiesel blend; ULSD = Ultra-Low Sulfur Diesel; CNG = Compressed Natural Gas

*Emissions Impacts Quantified Using EPA Diesel Emissions Quantifier (DEQ)
**The Federal Highway Administration (FHWA) produced cost effectiveness tables for projects funded by Congestion Mitigation Air Quality funds. The values used in the tiers reference data related to the low, median, and high cost-effectiveness projects for nitrogen oxide emissions reduction. See https://www.fhwa.dot.gov/environment/air_quality/cmaq/reference/cost_effectiveness_tables/.

^Per EPA approval, project is a clear example where non-road requirements applies for eligibility since the shuttle bus does not leave the terminal premises

Cost Effectiveness Tiers Based On Data Produced By FHWA**	Point Scale for Cost per Ton Tier
Tier 1 < $20,000	64
Tier 2 $20,001 - $90,999	55
Tier 3 $91,000 - $168,000	50
Tier 4 $168,001 - $248,999	40
Tier 5 $249,000 - $367,000	30
Tier 6 > $367,001	10

Priority Project Location Criteria	Points
Ozone 2008 and/or 2015 standard nonattainment area	1
Area of air toxics concern	1
Areas of freight-oriented development	1
Areas in which poverty levels and minority populations are above regional percentages	2
Or	
Areas in which poverty levels are above regional percentages only or Areas in which minority populations are above regional percentages only	1

Source: NCTCOG, Prepared for November 5, 2026, RTC Meeting.

ELECTRONIC ITEM 3.2.2



Decision Focused Assessment and High-Resolution Mapping of $PM_{2.5}$ in North Central Texas

Chris Klaus | Regional Transportation Council

11.5.2026

ELECTRONIC ITEM 3.3

Rider 7 $PM_{2.5}$ Regional Air Quality Planning Grant

Administering agency: The Texas Commission on Environmental Quality

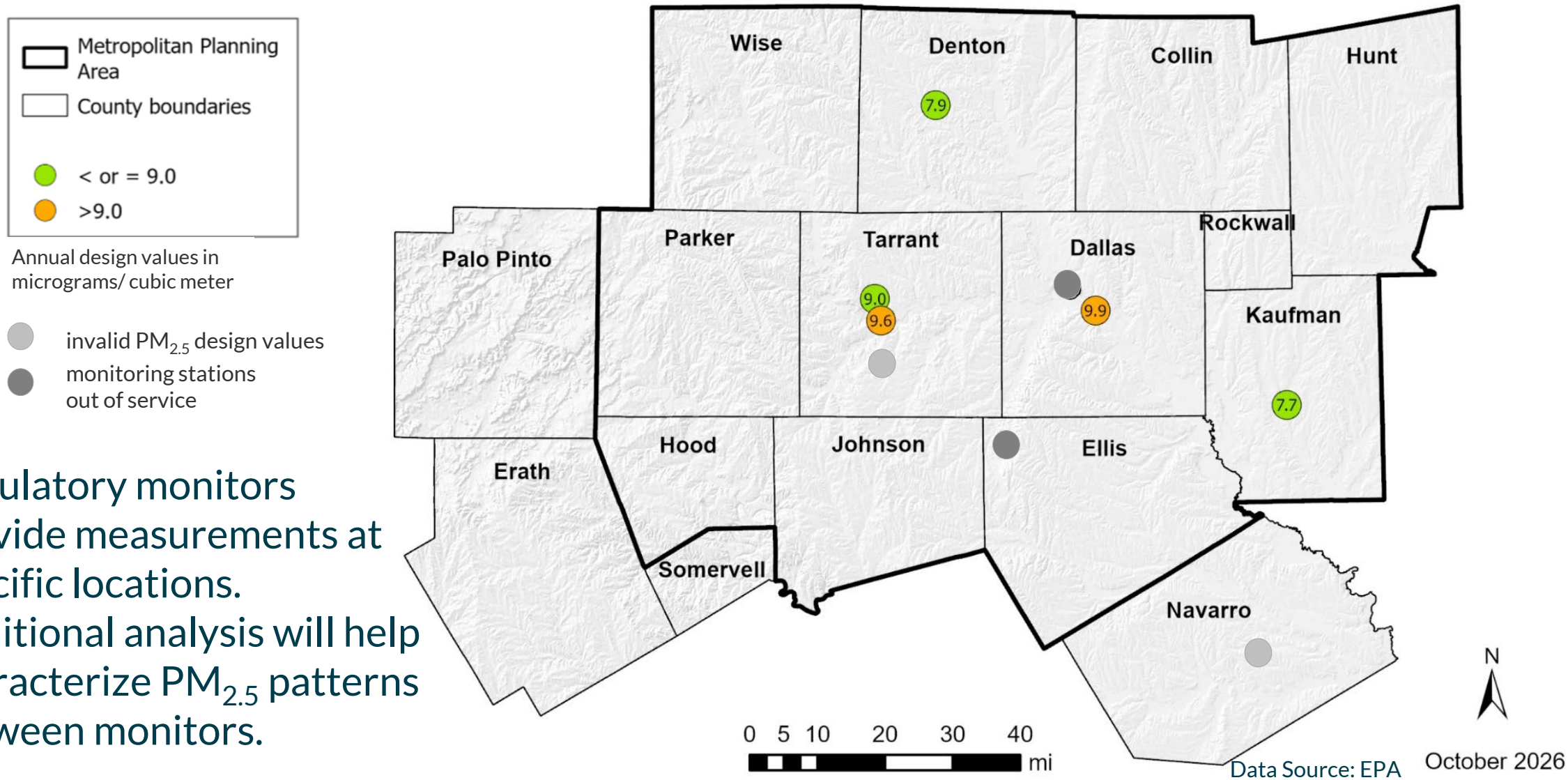
Purpose of funding: Supports local air quality planning activities

Eligible areas: DFW Metropolitan Planning Area and Navarro County

Activities must benefit the State Implementation Plan (SIP).

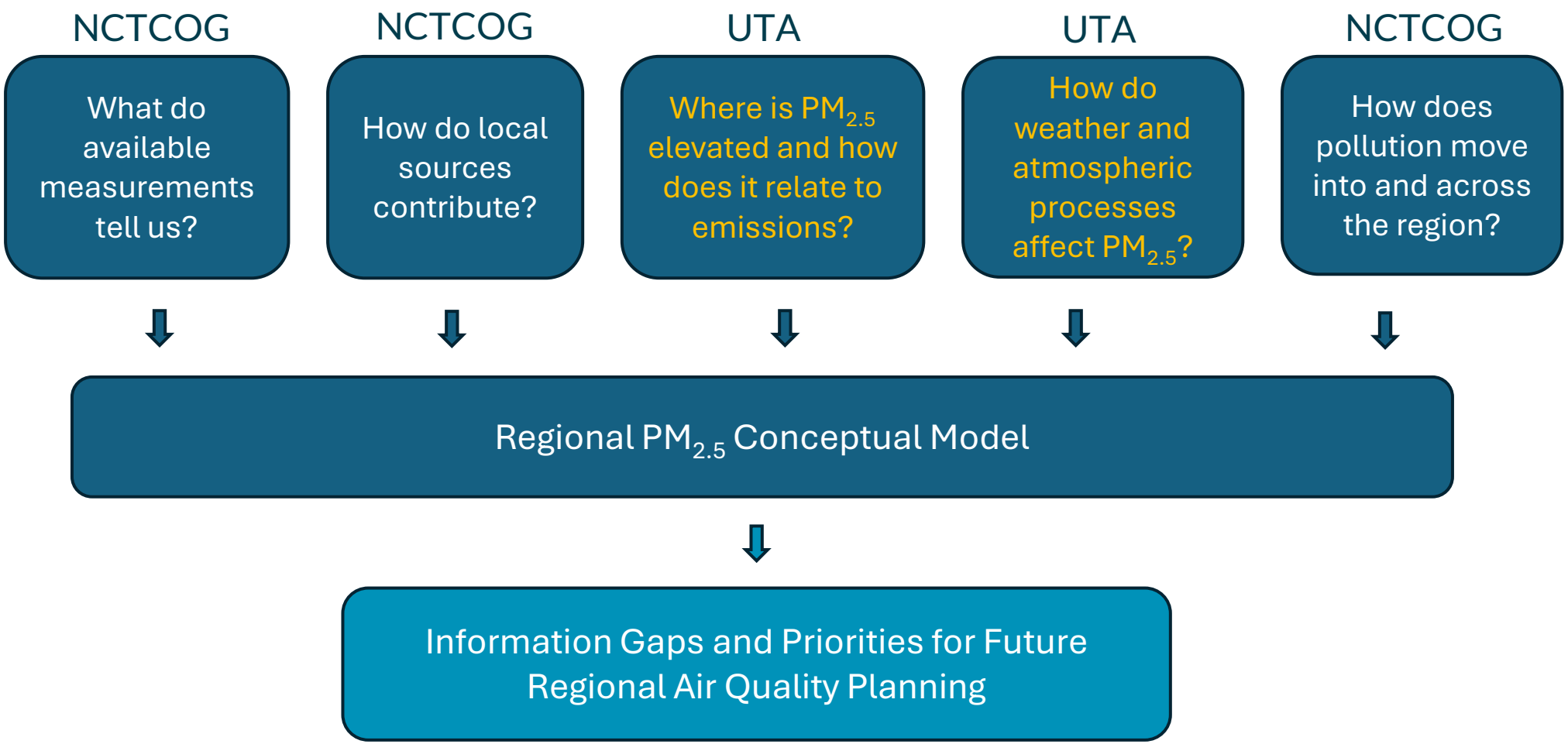
- Continuation of **monitoring** activities from previous biennium
- Installation of 4 additional $PM_{2.5}$ monitors in Collin, Denton, Tarrant, and Wise Counties
- **Development of a Conceptual Model** of $PM_{2.5}$ pollution for the region

Fine Particulate Matter Design Values 2023 - 2025



Regulatory monitors provide measurements at specific locations. Additional analysis will help characterize $PM_{2.5}$ patterns between monitors.

Conceptual Model – Regional Assessment



Supports regional air quality planning and activities that benefit the State Implementation Plan

How the Results will Guide Regional Planning

- Develop the regional $PM_{2.5}$ conceptual model using findings from this biennium.
- Identify areas with elevated $PM_{2.5}$ concentrations and substantial emissions to assess how closely their spatial patterns align.
- Identify areas with limited monitoring coverage or gaps in information needed to understand regional $PM_{2.5}$ conditions.
- Identify significant $PM_{2.5}$ emission sources impacting monitors.
- Identify reasonable and actionable strategies to lower emissions, remain in attainment, and improving health impacts.

Requested Action

Support the Development of a Regional $PM_{2.5}$ Conceptual Model

Approve an agreement with the University of Texas at Arlington, not to exceed $94,000 in TCEQ Rider 7 $PM_{2.5}$ funds, to assess and map regional $PM_{2.5}$ conditions in support of NCTCOG's regional $PM_{2.5}$ conceptual model and future air quality planning.

RTC Action Item – November 5, 2026

For more Information



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Next Steps for the Dallas County Inland Port Area: Need for Integrated Partnerships

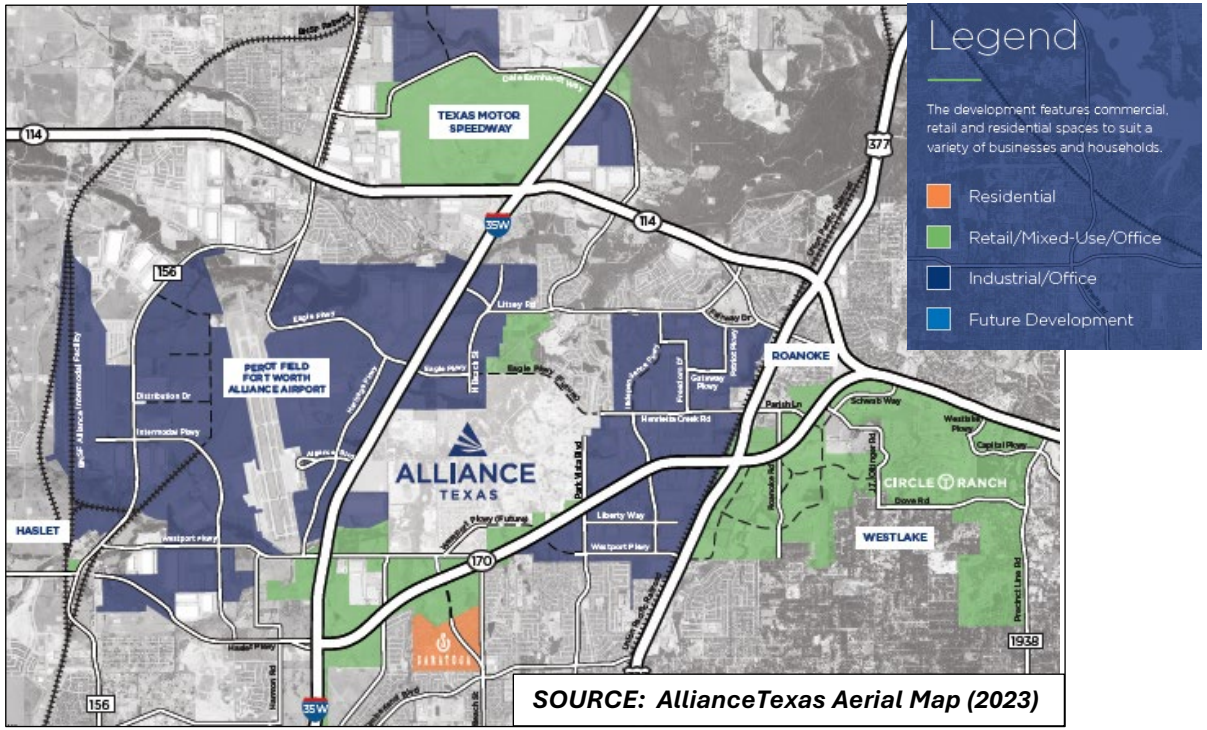
- Michael Morris, P.E.
- Sarah Standifer
- Ceason Clemens, P.E.
- Albert Blair, P.E.
- Caroline Mays, ACIP

OCTOBER 21, 2026

ELECTRONIC ITEM 3.4

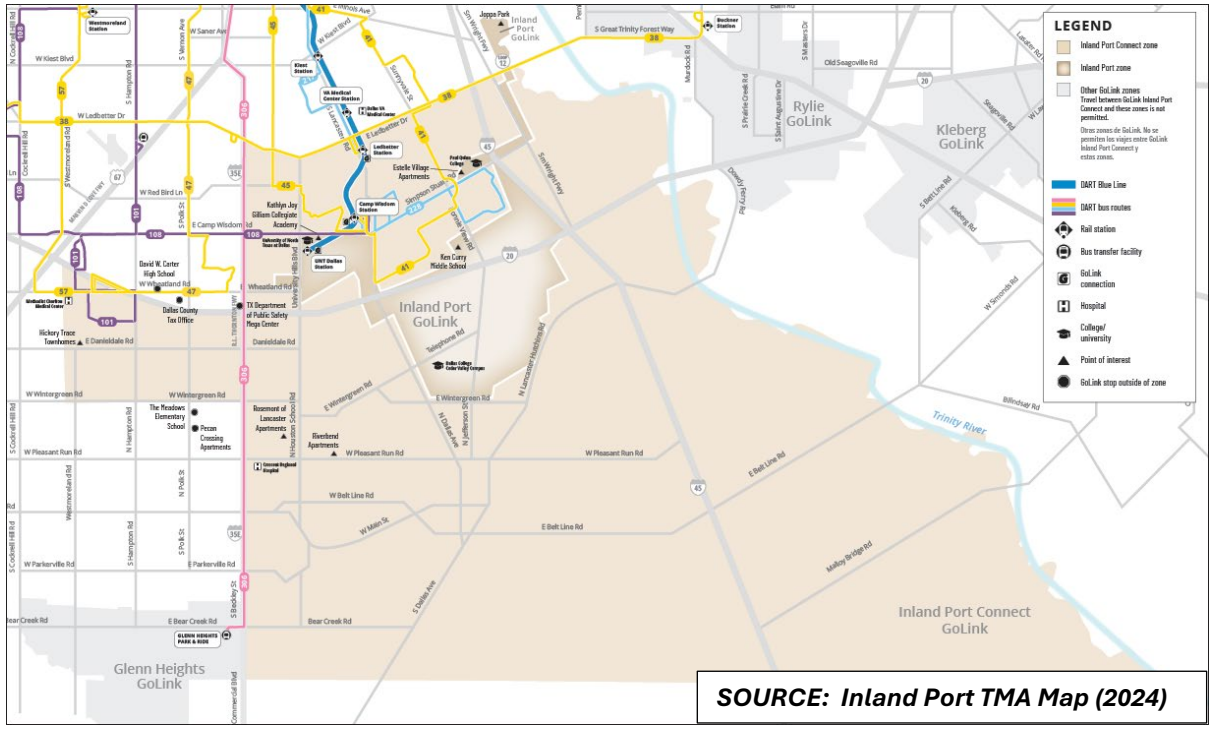
Similarities & Differences

AllianceTexas vs. Dallas County Inland Port



SOURCE: AllianceTexas Aerial Map (2023)

- 27,000 acres in portions of Denton/Tarrant Counties
- Argyle, Corral City, Denton, Fort Worth, Haslet, Justin, Northlake, Roanoke, & Westlake
- BNSF Alliance Intermodal Facility
- Perot Field *(AFW)* – Two concrete runways *(~11,000' x 150')*
- 66,000 jobs generated from nearly 600 companies – 2024
- Extensive new mixed-use/residential developments
- Managed through Hillwood Corporation

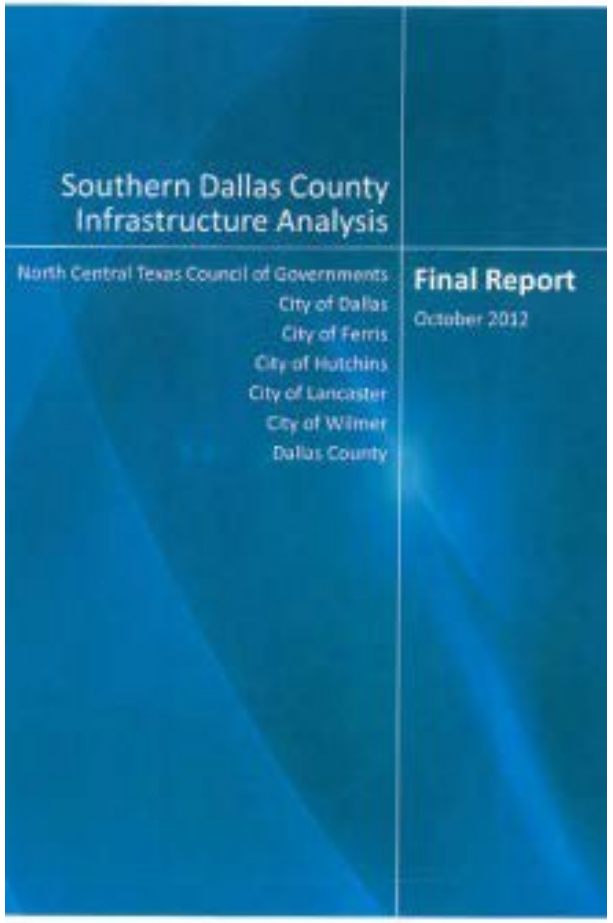


SOURCE: Inland Port TMA Map (2024)

- 76,000 acres in southeastern Dallas County
- Dallas, DeSoto, Hutchins, Lancaster, & Wilmer
- Union Pacific Dallas Intermodal Terminal, plus access to BNSF & Kansas City Southern rail corridors
- Lancaster Airport – One asphalt runway *(~6,500' x 100')*
- Over 35,000 jobs via 110 major employers – 2023
- New mixed-use/residential areas limited but growing
- Managed via multiple economic development agencies

INITIAL DALLAS COUNTY PLANNING IN THE INLAND PORT

- 2012 NCTCOG study of the area's infrastructure helped drive improvements over the past decade







Status Report on Legal Expenses

REGIONAL TRANSPORTATION COUNCIL

November 5, 2026

ELECTRONIC ITEM 4.1

Status Report on External Legal Costs

External Legal Support	Firm	Expenses	
		Month	Amount
Engagement #1 – Governance	Gibson, Dunn, Crutcher	April	$165,155
		May	$281,432
		June	$125,738
		July	$130,888
		August	$45,000
		September	$0
		TOTAL Engagement #1	**$748,213**

NCTCOG Governance Legal Expenses – Approximately $265,000

Status Report on External Legal Costs

External Legal Support	Firm	Expenses	
		Month	Amount
Engagement #2 – Ongoing Support for RTC Policy and Programs	Taylor, Adkins, Olson, Sralla, Elam	April	$1,278
		May	$0
		June	$0
		July	$821
		August	$365
		September	TBD
		TOTAL Engagement #2	**$2,464**
Engagement #3 - Texas Open Meetings Act and meeting procedures	Taylor, Adkins, Olson, Sralla, Elam	April	$731
		May	$6,009
		June	$1,034
		July	$0
		August	$2,098
		September	TBD
		TOTAL Engagement #3	**$9,873**

Cumulative Total All Engagements Through August - $760,550

Status Report on Internal Legal Costs to the RTC

Month (2026)	Total Hours	Ken	James
January	112.50	68.00	44.50
February	136.50	76.00	60.50
March	164.50	89.50	75.00
April	53.00	26.00	27.00
May	55.50	31.50	24.00
June	26.50	21.50	5.00
July	19.50	14.50	5.00
August	35.50	31.50	4.00
September	18.00	14.00	4.00
Total	621.50	372.50	249.00
Total Cost for Eight Months for Two Attorneys $118,474			
2025 Comparison (January –August)	**1532.00**	**865.00**	**667.00**
Total Cost for Eight Months in 2025 $275,950			

Key Takeaways

Internal support hours decreased by 911 hours compared to January - September 2025

Internal support costs decreased by approx. $157,476 compared to Jan- September 2025

No comparable increase in external legal costs in Engagement 2 and 3

Approximate $145,139 ($275,950 - $118,474 - $2,464 - $9,873) of costs savings for General Counsel and RTC meeting support costs to RTC

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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 Members DATE: October 28, 2026

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

SUBJECT: FY 2026 Annual Transportation Department Financial Statements and Audit

The North Central Texas Council of Governments (NCTCOG), acting as the fiscal agent for the RTC, will develop separate and distinct FY 2026 Transportation financial statements. The financial statements will be audited by the NCTCOG's independent audit firm, Patillo, Brown, & Hill, LLP and should be ready for Regional Transportation Council (RTC) review in the spring of 2027.

As part of the annual audit, Patillo, Brown & Hill, LLP will be sending you an e-mail containing a questionnaire for completion, specifically from Silvia Garcia (silvia.garcia@pbhcpa.com). The questionnaire is designed to help the auditors in assessing the overall risk to the Transportation financial statements, as well as identifying any significant related party transactions.

The questionnaire provided to you by Patillo, Brown & Hill, LLP will include instructions for the submission of your answers as well as answering any of your related questions. Please answer all the questions. If the answer to any question is "yes," please explain in the space provided.

This audit is a positive step because it provides independent financial statements for the RTC as the Metropolitan Planning Organization. I appreciate NCTCOG, as the fiscal agent, for performing this function for RTC and request that you engage with the external auditors. Please communicate to Toni Stehling at tstehling@nctcog.org when you've completed the questionnaire. It is important to make sure the RTC members' voices are heard in relation to the annual audit.

Michael Morris, P.E.

cc: Monte Mercer, Interim Executive Director, NCTCOG
Randy Richardson, Director of Administration, NCTCOG

NCTCOG Walk & Roll to School Day Promotion

WRTSD 2026 was Wednesday, October 7

1,014 Signed Student Safety Pledges Submitted





903 Giveaways Items Provided Per Winning School



32 Schools Received Banners

18 Schools Won Drawing for Safety-Themed Giveaways & Banners



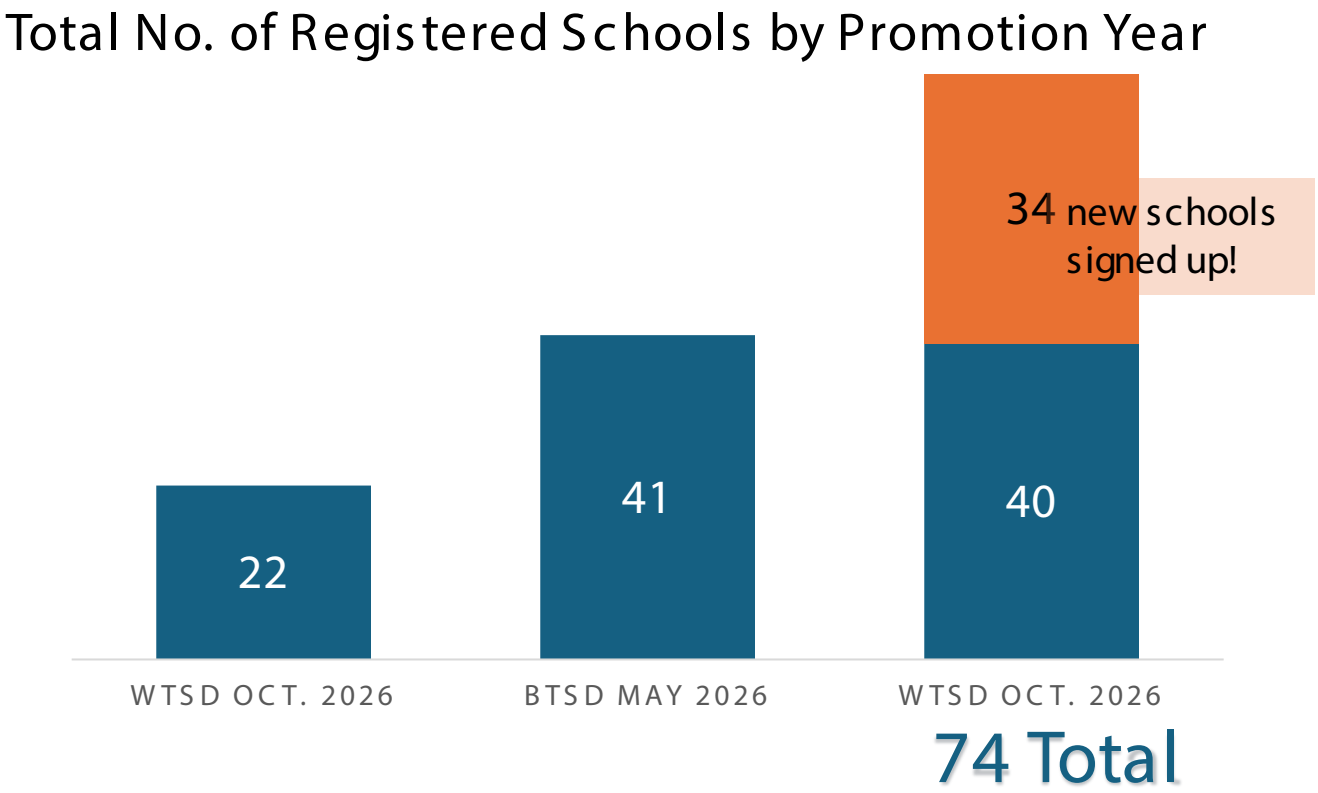


3 Students Won Scooter/Helmet

Photos provided by Norwood Elementary and Haun Elementary.

ELECTRONIC ITEM 4.3

NCTCOG Walk & Roll to School Day Promotion





Commissioner Duncan Webb, Wells Elementary students and staff, and RJ the crossing guard celebrating Walk & Roll to School Day 2026. Photo by Plano ISD.

Overview of Actions Affecting Western/Eastern Funding Shares

($ in Millions, as of November 2026)

IIJA

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
	Cumulative West-East Equity Share Prior to IIJA (SAFETEA-LU Through FAST Act)	**$2,099.93**	**$5,578.79**	**27.35%**	**72.65%**
Aug-22	Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (US 75 in Collin County, Spur 399 in Collin County, IH 30 in Dallas County, US 80 in Dallas County, and IH 35W in Denton County) and in the West (IH 20 in Tarrant County) as approved in the 2023 Unified Transportation Program (UTP)	$100.00	$473.81	$100.00	$473.81
Aug-22	Category 12 Strategic Priority funding for projects as part of the Southeast Connector Category 2/Category 12 Funding Exchange, which allowed part of the SE Connector project to advance, benefiting the Western subregion	$468.00	$0.00	$568.00	$473.81
Oct-22	Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (IH 30 in Rockwall County and IH 30 in Hunt County) to cover cost overruns at letting	$0.00	$34.76	$568.00	$508.57
Jul-23	Move Category 12 Strategic Priority funding for projects as part of the Southeast Connector Category 2/12 Funding Exchange (US 380 in Collin County and IH 35E in Denton County) from the West to the East to reflect where the funding actually was awarded (accounting for this separately in Category 2 tracking)	-$468.00	$468.00	$100.00	$976.57
Jul-23	Category 12 Texas Clear Lanes funding for a project in the East (IH 30 in Rockwall County) to cover cost overrun at letting	$0.00	$28.44	$100.00	$1,005.01
Aug-23	Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (US 75, Spur 399, and US 380 in Collin County, IH 30 and US 80 in Dallas County, IH 35 and IH 35E in Denton County, and IH 30 in Hunt County) and West (SH 199, SH 360, and US 287 in Tarrant County) as approved in the 2024 UTP	$318.00	$539.59	$418.00	$1,544.60
Oct-23	Transportation Alternatives (TA) Set-Aside funding for projects in the East (City of Dallas, Dallas Area Rapid Transit, City of Denton, City of Farmers Branch, City of Greenville, and City of Quinlan) and West (City of Colleyville, City of Keller, City of Weatherford) awarded through the TA Set-Aside Calls for Projects as approved by the Texas Transportation Commission in October 2023 (Minute Order #116575)	$1.56	$43.76	$419.56	$1,588.36
Jul-24	Category 12 funding for projects in the East (US 80 and IH 635/US 80 interchange in Dallas County) to cover cost overruns at letting	$0.00	$60.98	$419.56	$1,649.34
Aug-24	Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (Spur 399, US 380) as approved in the 2025 UTP	$0.00	$654.27	$419.56	$2,303.61

Notes:

1 Red text indicates changes since last report

2 Slight variances in funding totals may occur due to rounding

Overview of Actions Affecting Western/Eastern Funding Shares

($ in Millions, as of November 2026)

IIJA

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Aug-25	Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (IH 345 and US 80 in Dallas County) and West (IH 20 in Tarrant County) as approved in the 2026 UTP	$100.00	$280.60	$519.56	$2,584.21
Oct-25	North Texas MOVES - FY2020 BUILD Grant Local Match Partnership and Regional Toll Revenue (RTR) Reclassifications [(1.) $15M of Texas Mobility Funds to fulfill the non-federal match on the Western Subregion BUILD Grant in return for removing Category 2 funds on a project and replacing it with STBG funds (2.) $27M reduction in Denton 121 RTR account, with $17M going to the Western subregion (West Set Aside 121 RTR account) and $10M staying in the Eastern subregion (East Set Aside 121 account) (3.) $10M shifted from the Eastern subregion (Dallas 122 RTR account) to the Western subregion (West Set Aside 122 account)]	$42.00	-$27.00	$561.56	$2,557.21
Nov-25	Transportation Alternatives (TA) Set-Aside funding for projects in the East (Midtown Dallas Inc., Dallas Area Rapid Transit, City of Balch Springs, City of Dallas, and City of Farmersville) and West (City of Azle, Town of Pantego, and City of Willow Park) awarded through the 2025 State TA Set-Aside Calls for Projects as approved by the Texas Transportation Commission in November 2025 (Minute Order #117073)	$1.78	$57.94	$563.35	$2,615.15
Jan-26	Additional funding from the North Texas Electric Vehicle Infrastructure Call for Projects awarded to the Western subregion as approved by the RTC	$0.74	-$0.74	$564.09	$2,614.41
May-26	Reallocation of TA Set-Aside funding from the Western subregion to the Eastern subregion (previously transferred to FTA for DART to construct the Grapevine section of the Cotton Belt Trail Corridor, but will now be utilized in the East) as approved by RTC in May 2026	-$1.92	$1.92	$562.16	$2,616.33
Aug-26	Additional Surface Transportation Block Grant (STBG) funding from the Technology Project Identification (TPI) Call for Projects awarded to the Western subregion as approved by RTC in August 2026	$0.82	-$0.82	$562.99	$2,615.51
Aug-26	Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (IH 345 in Dallas County & IH 35W in Denton County) and West (IH 35W in Tarrant County) as approved in the 2027 UTP	$100.00	$284.93	$662.99	$2,900.44
Updated IIJA Equity Percentage Share as of November 2026[2]		**$662.99**	**$2,900.44**	**18.61%**	**81.39%**
Cumulative West-East Equity Share (SAFETEA-LU Through IIJA)		**$2,762.92**	**$8,479.22**	**24.58%**	**75.42%**
RTC Approved Target Shares				**31%**	**69%**

Notes:

1 Red text indicates changes since last report

2 Slight variances in funding totals may occur due to rounding



Local Clean Air Project Spotlight

2026 Dallas-Fort Worth National Drive Electric Month

Elizabeth Sin

Regional Transportation Council

11/5/2026

ELECTRONIC ITEM 4.5

2026 National Drive Electric Month Overview

Providing an opportunity for electric vehicle (EV) education in a brand- neutral, no-sale environment

Date: Saturday, September 12, 2026
Location: Electric Avenue – Located at Downtown Denton Square as part of Denton Arts and Auto Festival

Visitors to Electric Avenue: ~1,400
Exhibitors: 12
Static EVs: 15

Electric Avenue was a collaboration between Dallas-Fort Worth Clean Cities and the Denton Downtown Foundation

For more information go to:
www.dfwcleancities.org/national-drive-electric-month







Photo Source: NCTCOG

2026 NDEM Exhibitors

Exhibitors: 12

EV Community Groups/Owner:
- North Texas Electric Auto Association
- North Texas Rivian Club

EV Exhibitors:
- Bill Utter Ford
- Honda of Denton
- Industrial Power Truck
- Hexagon Purus
- Hino Trucks
- Tesla

Local Governments:
- City of Denton

Other:
- EV Tech
- Geovitics
- Texas Best Solar LLC
- North Texas Clean Energy Group





Photo Source: NCTCOG

15 EVs Displayed

- Chevrolet BrightDrop 600
- Chevrolet Volt
- Ford Lightning
- Ford Mustang Mach-E
- Hino L6e
- Honda Prologue
- Ioniq 5
- Lucid Air
- Mitsubishi Outlander PHEV
- Rivian R1T
- Tern Day Tractor
- Tesla Cybertruck
- Tesla Model Y
- Toyota BZ EV
- Volkswagen ID. Buzz

Contact Us

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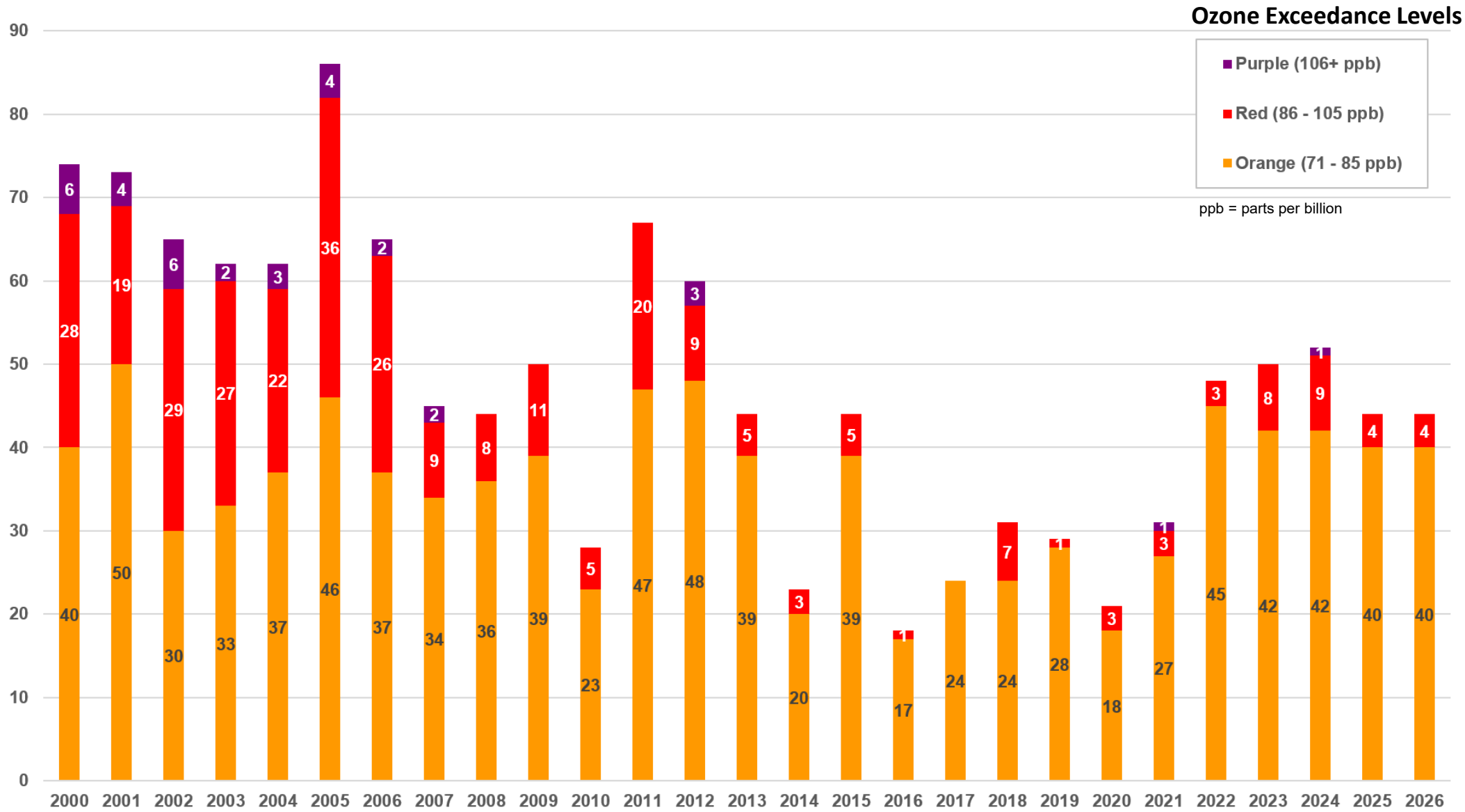
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8-hour Ozone NAAQS Historical Trends

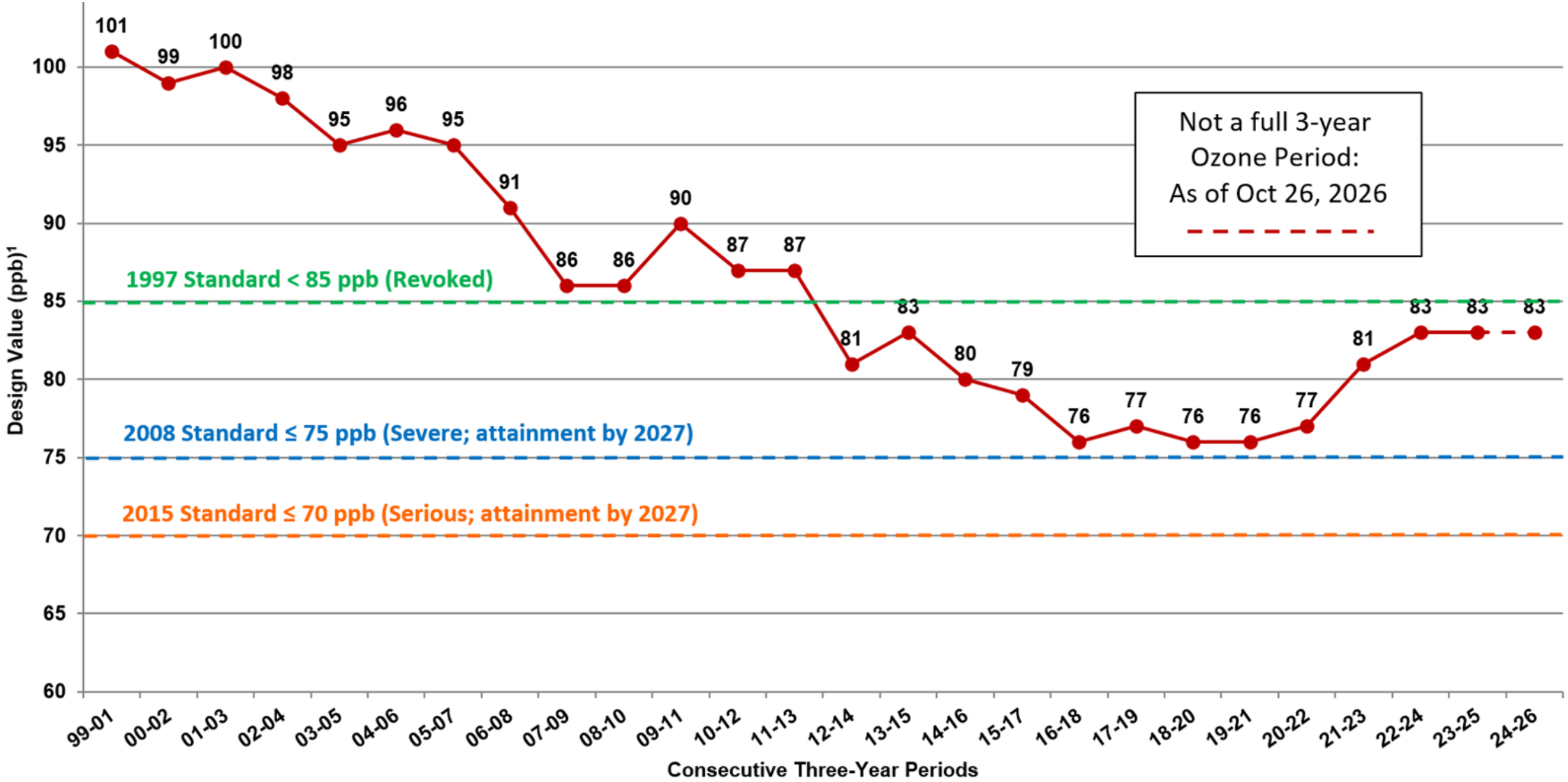
Based on ≤ 70 ppb (2015 Standard) – as of October 26, 2026



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 4.6

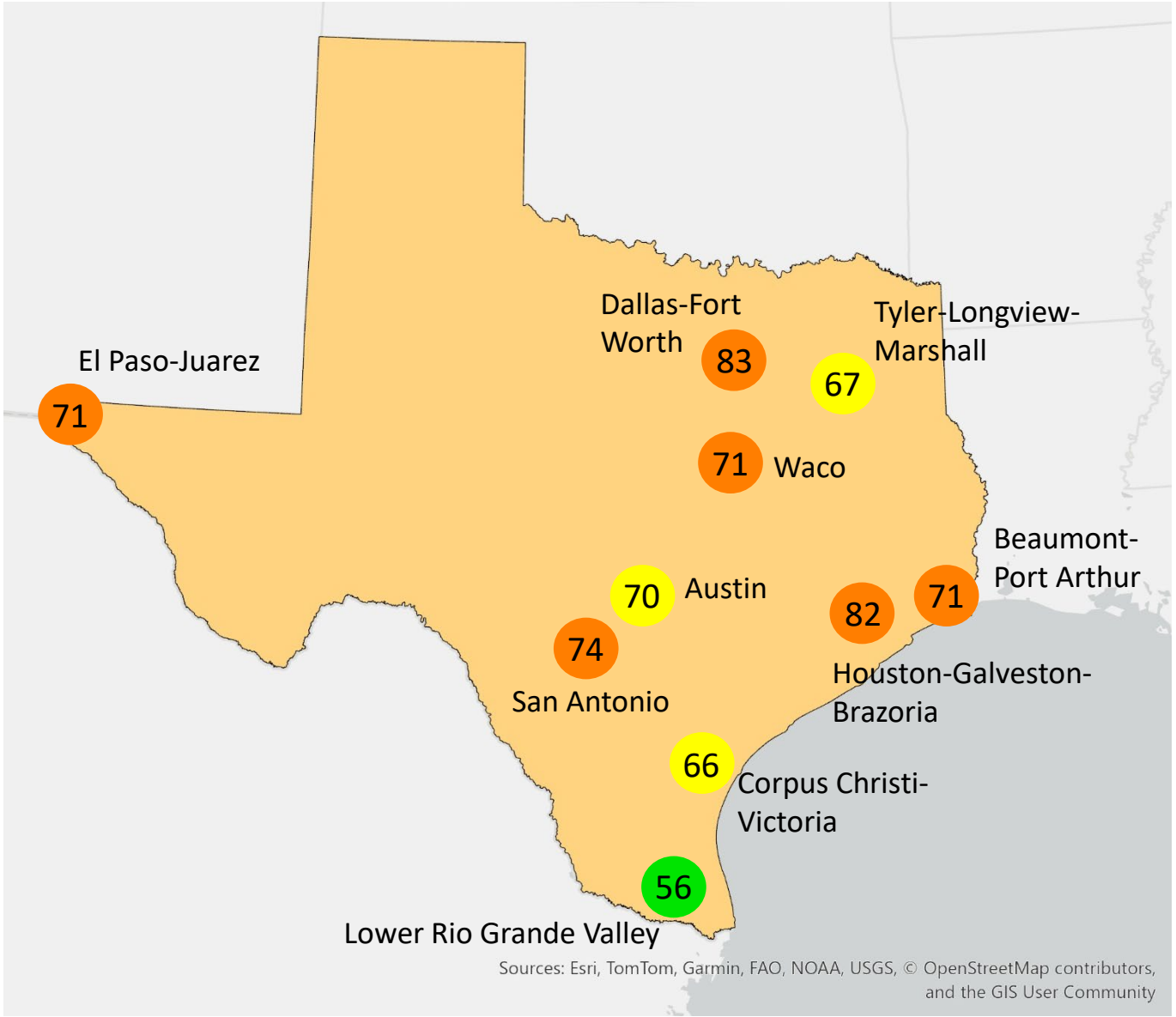
8-hour Ozone NAAQS Historical Trends



[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 October 26, 2026

Source: TCEQ

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

For more Information:

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Program Manager

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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 Sunday, Sept. 20 through Monday, Oct. 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 37 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.

Alternative Fuels and Energy

LinkedIn –

1. We're still buzzing with excitement from the Dallas-Fort Worth National Drive Electric Month (DFW NDEM), which was held on September 12, 2026, at Electric Avenue. ⚡ This year, the past intersected with the future for the 2026 DFW NDEM event, with attendees being able to view classic cars at the main Arts and Auto show, and electric cars on Electric Avenue! This year, we welcomed over 1,400 visitors to Electric Avenue, who were able to:
- Check out various electric vehicle (EV) models,
- Connect with EV owners,
- Learn about EVs, charging, and sustainability from our 12 exhibitors,
- Take a ride in a Tesla Model Y,
- Learn about the benefits of driving electric!

Check the comments below for the attendee survey, event webpage, and ways to stay connected! A special thank you to our collaborators, exhibitors, and sponsors: Bill Utter Ford; City of Denton; Downtown Denton Foundation; EV Tech, Inc; Geovitics; Hexagon Purus; Hino Trucks; Honda of Denton; Industrial Power Truck & Equipment; Lone Star Rivian Club; North Texas Clean Energy Group (NTxCEG); North Texas Electric Auto Association (NTEAA); Tesla; and Texas Best Solar
- **Reposted by NCTCOG Transportation Department**



Thanks for having us! We enjoyed being part of Electric Avenue and the opportunity to showcase the latest in electric commercial truck technology. - **Industrial Power Truck & Equipment**

2. This year's National Drive Electric Month is a wrap! We had a great time celebrating in DFW at the Electric Avenue event at the Denton Arts and Auto Festival. We're so thankful to everyone who participated. If you missed it this year or just can't wait, be sure to check our website at the link below to learn more and follow us on social media to learn about future events. - **NCTCOG Transportation Department**



Count me in next year! - **Pamela B.**

<u>Bicycle/Pedestrian/Sustainable Development</u>

<u>Facebook –</u>

1. There are many great reasons to walk to school! Join us on Walk & Roll to School Day on October 7 and let's get moving! For details, see the link below. #WalkToSchoolDay #WalkAndRollToSchoolDay #SafeRoutesToSchool - **NCTCOG Transportation Department**



Why is it just for one day if it's so great? And why target the youngest of the young, why not promote walking and biking to high schoolers? And how about yourselves, NCTCOG Transportation Department, why not showcase sometime how you all lead by example? - **Rob Dentremont**

2. Walk & Roll to School Day is a great opportunity to fuel positive change, like fostering safer and more walkable routes to school. Join us this Wednesday, October 7, and make an impact on your community! Find out more at the link below! - **NCTCOG Transportation Department**

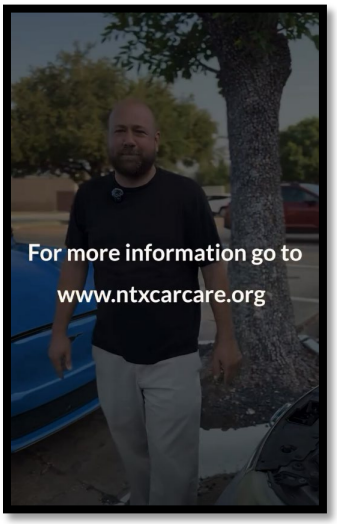


Wow. At high schools too, or just for elementary school children. Until they can drive just like all the grown-ups. How about Walk, Bike, Roll, DART or even Carpool to work, NCTCOG Transportation Department? Lead by example rather than by "Do As I Say, Not As I Do." - **Rob Dentremont**

Safety

Facebook –

1. October is car care month! This month we'll be sharing common myths, best practices, and preventive maintenance for taking care of your vehicle and making the roads safer for everyone. Learn more at the link below. - **NCTCOG Transportation Department**



It's also Week Without Driving Month. - **Rob Dentremont**

Transit

Facebook –

1. October's Topic of the Month takes you on a tour of the region via passenger rail. Throughout the month, we'll dive into the history of regional rail, how it has changed the way North Texans travel and why it continues to play a role in moving North Texas into the future. For more information, see the link in our comments below! - **NCTCOG Transportation Department**



Hey, that's us! 👋 - **Denton County Transportation Authority (DCTA)**

2. Skip the traffic and let regional rail do the driving! Hop on TEXRail or DART's Silver or Orange Lines if you need to catch a flight out of DFW Airport. Need to get around Denton? Climb aboard the A-train. And the Trinity Railway Express will shuttle you from downtown Fort Worth to downtown Dallas, and back again. North Texas' interconnected rail network makes getting around

North Texas simpler than ever. Read October's #TopicOfTheMonth to learn about how regional transit agencies are working together to keep our fast-growing region moving at the link below! - **NCTCOG Transportation Department**



Love DART. Why do people choose to waste hours of their lives in cars? **- Nancy Corley**

How much is fee from Plano to DFW? **- Jm Contreras**

I'm in Cedar Hill. Where & how to connect without a car or money. **- Fan Medina**

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

Instagram –

1. Skip the traffic and let regional rail do the driving! Hop on TEXRail or DART's Silver or Orange Lines if you need to catch a flight out of DFW Airport. Need to get around Denton? Climb aboard the A-train. And the Trinity Railway Express will shuttle you from downtown Fort Worth to downtown Dallas, and back again. North Texas' interconnected rail network makes getting around North Texas simpler than ever. Read October's #TopicOfTheMonth to learn about how regional transit agencies are working together to keep our fast-growing region moving at the link in our bio! **- NCTCOG Transportation Department (@nctcogtrans)**



Yes. Please complete the extension of the Denton A Train to Downtown Carrollton as quickly as is practical! - **matthew.banks.3762**

LinkedIn –

1. October's Topic of the Month takes you on a tour of the region via passenger rail. Throughout the month, we'll dive into the history of regional rail, how it has changed the way North Texans travel and why it continues to play a role in moving North Texas into the future. For more information, see the link in our comments below! - **NCTCOG Transportation Department**



I don't think it's just me but I've always loved trains…I love that being able to ride very often. Daily might be overkill but that's what we are doing now. - **David del Barrio**

Email –

1. Audrey Sendejo, BEI Advanced & RID NIC

To the Members of the Regional Transportation Council:

I am writing to formally propose that the North Central Texas Council of Governments (NCTCOG), in partnership with the Denton County Transportation Authority (DCTA) and Trinity Metro, evaluate the feasibility of a new passenger rail corridor connecting the City of Denton directly to Fort Worth along the Interstate 35W (I-35W) corridor for consideration in future iterations of the region's Mobility Plan.

As the North Central Texas region continues to experience significant population and economic growth, transportation needs between Denton and Tarrant Counties continue to increase. Currently, traveling between these two major population and employment centers by public transportation can require limited commuter service, multiple agencies, and multiple transfers. A direct passenger rail connection could significantly improve regional mobility and provide a more efficient transit option between Denton County and Fort Worth.

This need is particularly significant for the University of North Texas (UNT), one of the largest universities in the Dallas-Fort Worth region. UNT currently serves more than 42,000 students, and thousands of students commute to campus rather than live in university-owned housing.

UNT's transportation system sold more than 19,000 parking permits for the 2024–25 academic year, illustrating the significant transportation demand generated by the university community.

Improving Transportation Options for Students and Expanding Educational Access

As the American Sign Language (ASL) Interpreting Studies Coordinator at UNT, I see firsthand how transportation affects students' ability to participate in educational and professional opportunities outside of Denton.

Tarrant County College's (TCC) Trinity River Campus in Fort Worth also offers interpreter education and training, creating opportunities for ASL and interpreting students from both institutions to participate in events, collaborate, and learn from one another. These opportunities can also connect students with members of the Deaf community, interpreters, and other professionals working in the field.

Many UNT students do not have access to a personal vehicle, which can make traveling from Denton to Fort Worth difficult or, in some cases, impractical. A direct passenger rail connection would give students greater access to educational events, professional development, community activities, and experiences that can help them build their skills and professional networks. This would be particularly valuable for students preparing to enter interpreting and other professions where meaningful interaction with the Deaf community and working professionals is an important part of their education.

Improved rail connectivity would also give students another transportation option for traveling to Fort Worth's Stockyards, downtown entertainment district, and other destinations, particularly during evenings and weekends. Providing a reliable alternative to driving could reduce the need for students to make these longer trips by personal vehicle and provide a safer transportation option for students.

I ask that NCTCOG, DCTA, and Trinity Metro consider conducting a formal feasibility study for this corridor based on the following strategic opportunities:

Congestion Relief on I-35W

The I-35W corridor experiences significant recurring congestion. A reliable passenger rail alternative could provide residents with another option for regional travel and potentially reduce the number of single-occupancy vehicle trips on the corridor.

Connecting Major Educational and Economic Centers

A direct connection would link downtown Denton and its major universities, including the UNT and TWU with major employment and activity centers in Tarrant County, including AllianceTexas, Texas Motor Speedway, and downtown Fort Worth. Improved transit connectivity could expand workforce, educational, and economic opportunities throughout the region.

Supporting Student Mobility and Workforce Development

UNT's large commuter population creates significant daily transportation demand in and around Denton. A direct Denton–Fort Worth rail connection would expand transportation options for

students traveling between Denton and Tarrant County for education, employment, professional development, community engagement, and other activities. It could also make it easier for students to access internships, employment opportunities, and professional networks throughout the region without requiring every student to own a vehicle.

Exploring Existing Transportation Corridors

To help control land acquisition costs and minimize environmental impacts, a feasibility study could evaluate the potential use of existing freight rail rights-of-way that parallel portions of the I-35W corridor, as well as other existing transportation infrastructure and available right-of-way.

Connecting Existing Regional Transit Networks

A direct Denton–Fort Worth connection could help bridge the current gap between the DCTA A-train system and Trinity Metro's regional rail services, including TEXRail and the Trinity Railway Express. The project could also be evaluated in the context of the region's broader effort to create a more connected and integrated public transportation network.

I recognize that a project of this scale would require substantial analysis, including ridership projections, engineering and right-of-way studies, environmental review, capital and operating costs, and coordination among multiple transportation agencies. For that reason, I believe a formal feasibility study is an appropriate first step.

I respectfully request that the proposed Denton–Fort Worth passenger rail corridor be considered for future regional transportation planning and feasibility study. I would welcome the opportunity to participate in future public comment periods and discussions regarding the transportation needs of the Denton–Fort Worth corridor.

Thank you for your time, dedication to regional infrastructure, and consideration of this proposal.
Best regards,

Response by NCTCOG Transportation Department Staff

Dear Ms. Sendejo,

Thank you for taking the time to provide your comments regarding transit between Denton and Fort Worth. We appreciate your thoughtful discussion of the mobility challenges faced by students, workers, and other travelers along the I-35W corridor.

NCTCOG recognizes the importance of improving access to educational institutions, employment centers, and community destinations throughout the region. As North Central Texas continues to grow, expanding multimodal transportation options remains a key regional planning objective.

Your comments regarding student mobility are particularly relevant to work NCTCOG has conducted through the Intermodal Transportation Hubs for Colleges and Universities Study, which included a mobility hub strategy developed specifically for the University of North Texas in Denton. The study examined transportation needs and travel patterns associated with college and university campuses and identified opportunities to improve

connections between transit services, bicycle and pedestrian networks, shared mobility services, campus circulation systems, and regional transportation networks.

The study recognized that many students, faculty, staff, and visitors rely on a combination of transportation modes, and that improving first- and last-mile connections can expand access to educational, employment, and recreational opportunities. The study's vision for mobility hubs is to create centralized locations where travelers can conveniently connect between transportation options, access travel information, and safely reach destinations both on and off campus. These mobility hub concepts are intended to strengthen regional connectivity and improve access for campus communities while supporting broader multimodal transportation goals.

With respect to the concept of a passenger rail connection between Denton and Fort Worth, the idea addresses a corridor that continues to experience growth in both population and travel demand. Improved connections between the two cities could provide additional mobility options for residents, students, and workers while supporting access to major employment and activity centers, including but not limited to the University of North Texas, Texas Woman's University, Alliance Texas, Texas Motor Speedway, and downtown Fort Worth. The presence of existing rail corridors between the two cities is one reason the concept continues to generate interest among members of the public and transportation stakeholders, as those corridors could potentially provide opportunities for future evaluation of passenger service alternatives.

NCTCOG has previously examined transportation options in this corridor, and while the concept demonstrated potential regional interest, no passenger rail project connecting Denton and Fort Worth is currently included in the region's adopted Metropolitan Transportation Plan (MTP). Earlier versions of the MTP included a rail concept in the corridor, although the concept was primarily intended to serve travel associated with Texas Motor Speedway events. NCTCOG also conducted preliminary evaluations of potential alignments and found a modest level of interest in passenger rail service between Denton and Fort Worth.

However, there are several challenges associated with implementing a new passenger rail service. New rail projects require substantial capital investment as well as extensive planning, environmental review, engineering, design, right-of-way acquisition, and construction. In addition, potential rail corridors between Denton and Fort Worth, including existing Union Pacific (UP) and BNSF Railway corridors, are currently used for freight operations, creating operational and right-of-way considerations that would need to be addressed before passenger service could be implemented. A potential alignment within or adjacent to the I-35W corridor could also be evaluated; however, right-of-way availability varies throughout the corridor and would require additional analysis. Any future consideration of such a project would require additional study, coordination among transportation providers and freight railroads, identification of funding sources, and evaluation of anticipated benefits and costs. Recent passenger rail investments elsewhere in the region have demonstrated the substantial financial commitment associated with developing new rail infrastructure. For example, DART's Silver Line required an investment exceeding $1.1 billion for the 26-mile regional rail corridor, illustrating the scale of resources necessary to implement major passenger rail projects.

In the near term, transit connections between Denton and Fort Worth are provided through existing services operated by Denton County Transportation Authority (DCTA) and Trinity Metro. These connections currently require transfers between services and operate on limited schedules, but they provide an existing transit option between the two cities. While service levels and operating priorities are determined by those agencies, continued coordination among transportation providers remains important to improving regional mobility and connectivity.

We appreciate your interest in strengthening transportation connections between Denton and Fort Worth and your engagement in the regional planning process. Your comments will be documented and shared with the appropriate planning staff as NCTCOG continues to evaluate long-term mobility needs and future transportation opportunities throughout the region.

Thank you again for your thoughtful input.

2. Jm Contreras, Citizen

What is the fee from plano TX to DFW?

Response by NCTCOG Transportation Department Staff

Hello Mr. Contreras,

Could you please provide more details regarding your inquiry? This will help me better assist you.

Letter –

1. Yangli EstherPeny, Citizen

Please see Attachment 1 for comment submitted via letter.

2. Eric Gambrell, Akin Gump Strauss Hauer & Feld LLP

Please see Attachment 2 for comment submitted via letter.

High Speed Rail

Letter –

1. Eric Gambrell, Akin Gump Strauss Hauer & Feld LLP

Please see Attachment 3 for comment submitted via letter.

2. Eric Gambrell, Akin Gump Strauss Hauer & Feld LLP

Please see Attachment 4 for comment submitted via letter.

3. Eric Gambrell, Akin Gump Strauss Hauer & Feld LLP

Please see Attachment 5 for comment submitted via letter.

Aviation

Instagram –

1. A few weeks ago, our team co-hosted the North Texas Drone Demo Day at the Henry B. Tippie National Aviation Education Center. A huge thanks to all those who attended, can't wait for the next one! Special shout out to our vendors and partners who participated: @dji, @cherokeefederal, @fusionflight, @airspacelink, @portalaircraftcompany, Amazon Air, @flytrex, @txdroneco , @tcbdrones, @wing, @ziplinedfw, @cityofarlington, @dallascityhall, @cityofdesoto, @texas_dps, @eulesspolice , @texasgamewardens, @d_fend_solutions , @dronetag_rid, @skysafe, Guardian RF, Brinc, @skydiohq, @ideaforge_tech, @paladindrones, @dallascollegetx, @pitscoed, @smudallas, @utarlington , @auvsilonestar , @lift_off_academy, @dfw.fpv, @faa, @nctcogep, @wai_ntx, @jobyaviation , AVR Competition, ARISE Competition, @illuminatestem, @drincdrones - **NCTCOG Transportation Department (@nctcogtrans)**



> We had a great time watching the kids learn and love our drone simulators! We love NCTCOG!! **– theliftoffacademy**

About NCTCOG

Facebook –

1. No transportation system is built by one organization. For 60 years, NCTCOG has worked alongside cities, counties, transit agencies and transportation partners across North Texas to plan for how our region moves. From our first long-range transportation plan, approved in 1974 and calling for $3 billion in transportation investments through 1990, to today's multimodal network – progress has always been a shared effort. It takes a region working together to keep a region moving. Today, we're spotlighting the partners who help make that possible – and the power of collaboration to shape the future of North Texas. Follow along throughout October as we celebrate 60 Years. One Region. #PartnerSpotlight #60YearsOneRegion #NCTCOG60 **- North Central Texas Council of Governments and NCTCOG Transportation Department**



Less highways, more trains - **Oscar D. Vega**

Is there a way to see a larger version of the 1990 transportation plan? - **Eddie Sigala**

Why hasn't the TRE idea expanded to other metro? Here in Texas we are disconnected from other metros and the rural areas in between by miles and miles of freeways- Train technology has advanced so much - And here's Texas refusing to double track the freight line right of ways , building new train stations, or revamping the existing ones for new passenger rail travelers. Trains could easily be doing 125 mph out on the open lines between all of major metros in the eastern side of the state (I-35 corridor, down to the Rio Grand Valley) . TXDOT did a feasibility study for the Oklahoma City to Monterey, MX 850 mile long intercity passenger rail system back in 2017 - 10 years now , and nothing - Mexico built Tren Maya in Yucatan Peninsula, a 950 mile passenger rail system in 4 years - We have to pass legislation that takes a percentage of our gas tax and funds intercity passenger rail projects in Texas and makes us eligible for the 80 percent federal funding to see the project through - It's sad that my whole life I have not been able to travel to all my places by train - We literally have the best topography for fast and safe train travel but it looks like we will never have it! **- Say what you want**

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

LinkedIn –

1. No transportation system is built by one organization. For 60 years, NCTCOG has worked alongside cities, counties, transit agencies and transportation partners across North Texas to plan for how our region moves. From our first long-range transportation plan, approved in 1974 and calling for $3 billion in transportation investments through 1990, to today's multimodal network – progress has always been a shared effort. It takes a region working together to keep a region moving. Today, we're spotlighting the partners who help make that possible – and the power of collaboration to shape the future of North Texas. Follow along throughout October as we celebrate 60 Years. One Region. #PartnerSpotlight #60YearsOneRegion #NCTCOG60 NCTCOG Transportation | Texas Department of Transportation | DART (Dallas Area Rapid Transit) | Trinity Metro | Denton County Transportation Authority | North Texas Tollway Authority **- North Central Texas Council of Governments, reposted by NCTCOG Transportation**



I wonder if today compared to the 70s has an easier or more difficult political climate for expanding multi-modal transportation. There's increased political division sure, but younger generations from what I've experienced are quite open to transit and walkability because of sustainability concerns **- Aaron Peterson**

This collaborative cross-municipality planning is truly why the Metroplex works! Great job 👏👏 **- Anthony Jump**

I love seeing the 1990 Total Transportation Plan. The significance of this plan cannot be overstated. **- Floyd (Terry) Watson**

2. DID YOU KNOW? NCTCOG was the first Council of Governments in Texas. The agency was officially formed on January 20, 1966, during a meeting at the Inn of Six Flags in Arlington – a new idea for a growing region. In October of that year, Executive Director Bill Pitstick became NCTCOG's first employee. He soon grew the team to four people. Six decades later, NCTCOG has 423 employees serving 238 member governments and nearly 9 million residents across 16 counties. As North Central Texas has grown, so has the scope of that work. Today, NCTCOG staff help plan how North Texans get around, connect job seekers and employers, support 9-1-1 and emergency preparedness, serve older adults and caregivers, strengthen criminal justice and public safety, protect air and water quality, manage solid waste, advance economic development and regional data, and much more. Behind each of these efforts is the same idea that brought local leaders together in 1966: we can accomplish more when we work together. From a staff of four to a team serving one of the nation's largest and fastest-growing regions, NCTCOG's story is ultimately one of 60 years of regional collaboration. In honor of the agency's 60th anniversary, we're spending October looking back at the people, partnerships and milestones that have helped shape North Central Texas. Follow along as we celebrate 60 Years. One Region. #DidYouKnow #60YearsOneRegion #NCTCOG60 Environment And Development at North Central Texas | NCTCOG Transportation | NCTCOG Public Works Council | North Central Texas Council of Governments Regional Police Academy | North Central Texas Emergency Communications District | NCT9-1-1 | Workforce Solutions for North Central Texas | North Central Texas Area Agency on Aging | North Central Texas Economic Development District (NCTEDD) | TXShare **- North Central Texas Council of Governments, reposted by NCTCOG Transportation**



My father, Jerry Pikulinski, was recruited by Bill Pitstick in 1972 and moved his young family of seven from Detroit metro to Arlington, TX. Dad worked through the 70's with NCTCOG. I was a 2nd generation employee with the regional 9-1-1 program 1990-1998. Thank you NCTCOG for all the memories and good work. **- Chris Pikulinski**

Looking forward to the look back as we also forward with great leadership from your current team lead by Richardson's own the Honorable Jennifer Justice. **- Mark Solomon**

Yes **- Jared Cornell**

To view more comments on this post, visit:
https://www.linkedin.com/feed/update/urn:li:activity:7513982207565144064.

9/26/2026

Members of the Regional Transportation Council
North Central Texas Council of Governments

Re: Frisco Needs Meaningful Regional Public Transportation

Dear Members of the Regional Transportation Council,

I am a 22-year old resident who recently moved to Frisco, and I am writing because I am increasingly frustrated by how difficult it is to get from Frisco to the rest of DFW region without driving.

I am aware that Frisco currently has GoZone service through DCTA, and I appreciate that the City and DCTA have invested in providing it. However, I want to be clear that I'm not asking if Frisco has any public transit at all. I'm asking if we have meaningful regional transportation. GoZone is useful for some trips, but it is fundamentally different from having a convenient regional transit connection within Frisco itself. A resident still has to first get to Plano before accessing the regional rail network.

I know this because I recently tried to use public transportation to get to a concert in downtown Dallas. I planned on drinking, so I made the responsible decision to not drive home after. I also did not want to spend an enormous amount of money on a rideshare simply to get to and from the venue.

So I tried to use public transportation.
The result was absurd.
A friend had to drive me roughly 30 minutes from Frisco to Rd DART station because there was no convenient way for me to isco to the rail system. I then had to take DART into Dallas. e everything was accounted for, the trip took roughly 2 hours, ame because it takes me that long to drive halfway to

I also looked at transit routes from Frisco itself. Depending on I would have had to pay for rideshare or walk 36 minutes op, spend an hour on the bus to reach a rail connection, then er hour on the train. That is not a realistic alternative to anyone. This also wasn't some obscure location - I was trying - Frisco to downtown Dallas.
This experience made something very clear to me: If I want to go r a concert, dinner, a night out, or anything else, I'm expected s becomes problematic when people shouldn't drive, because they drinking, because they can't drive, because they don't have car, or simply because they don't want to. In these cases, ntly offers very few practical alternatives (or none)
I understand a rail is expensive and transit tech is changing. ing RTC to decide today that Frisco must get a rail line. I un damental question: Why is a city as large and rapidly expanding as o poorly connected to the regional public transit network, and what is transportation system going to do about it?
I ask RTC to make Frisco's regional connectivity an explicit part

to the broader DFW transit network, including rail, express bus, bus rapid transit, improved connection to DART and other transportation technologies.

I also ask RTC to consider if existing transit model is actually giving us residents meaningful choices. A transportation system shouldn't merely provide a technically possible route, it should provide a reasonably practical way for residents to reach other major parts of their own metropolitan area.

Frisco's growing - people and businesses are moving here, young professionals are moving here. If regional transportation is not planned alongside this growth, we are only worsening the reality in which we are dependent on cars for everything and fostering an increasingly isolated and miserable population. Frisco's regional transit connectivity problem deserves a concrete regional planning response.

I would appreciate a written response explaining how Frisco's regional transit needs are currently being considered. This is a cry for help and call to action (mainly a cry for help).

Thank you for considering my perspective as a Frisco resident.

Sincerely,

Yangli Esther Peng

Frisco, TX

Akin Gump Strauss Hauer & Feld LLP
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Akin

ERIC GAMBRELL

October 19, 2026

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

Re: RTC-Subsidized Amtrak Heartland Flyer Lags in Last Place

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 provide you an update regarding my prior reports on the continuing low ridership of the Amtrak Heartland Flyer route between Fort Worth and Oklahoma City. You recall our reporting that Michael Morris aggressively pushed for the diversion of $3.5 million in North Texas taxpayer dollars to prop up the federally operated rail line that supports economic development in *Oklahoma*.

Please be advised (and thoughtfully consider) that, according to the "National Railroad Passenger Corporation (Amtrak) YTD March FY 2026 MONTHLY PERFORMANCE REPORT," **the Heartland Flyer came in dead last out of all of Amtrak's routes across the country in both (1) ridership and (2) gross ticket revenue**. *See* https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/monthlyperformancereports/2026/Amtrak-Monthly-Performance-Report-March-2026.pdf.

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

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ERIC GAMBRELL

September 21, 2026

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

Re: Brightline, operator of Miami-to-Orlando higher-speed rail, reportedly preparing for bankruptcy filing

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 provide you notice of media reports that Brightline, the private passenger higher-speed rail operator whose Florida routes include Miami to Orlando, "is preparing to file for Chapter 11 bankruptcy protection." *See, e.g.,* https://www.briefs.co/news/assured-guaranty-backs-brightline-s-chapter-11-restructuring/. These press articles have more specifically reported that Brightline has, in what has been characterized as a "precursor to Chapter 11 bankruptcy," "entered into a restructuring support agreement," to provide Brightline "debtor-in-possession financing" following a bankruptcy filing. *Id.; see also* https://www.insurancejournal.com/news/southeast/2026/08/31/883398.htm.

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;**
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Thank you for your attention to these important matters.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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ERIC GAMBRELL

October 5, 2026

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

Re: Brightline higher-speed passenger railroad is bankrupt

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 provide an update regarding my prior notification of the reported escalating financial distress of Brightline, the country's largest private passenger higher-speed railroad operating roughly 235 miles between Miami and Orlando.

Please be advised that Brightline has filed for bankruptcy. *See* https://www.wsj.com/pro/bankruptcy/florida-railroad-brightline-files-for-bankruptcy-to-cut-heavy-debt-burden-3f7e1c42. Media reports have pointed to a failure in ridership growth to sustain its heavy debt burden. *Id*.

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;**
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Thank you for your attention to these important matters.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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ERIC GAMBRELL

October 12, 2026

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

Re: Houston NBC-TV Investigative Report Regarding Possible Future Dallas-to-Houston High-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").

The limited purpose of this correspondence is to inform you of recent public statements made by Michael Morris to Houston media, in his capacity as Transportation Director of the North Central Texas Council of Governments. More specifically, in a recently aired investigative report by KPRC-TV (the Houston NBC television network affiliate) regarding possible future Dallas-to-Houston higher-speed rail, the following exchange occurred:

> **Morris**: "does this [federal] administration wish to do something in Texas between Dallas and Houston [regarding possible future Dallas-to-Houston high-speed rail]."
>
> **Reporter**: "But we already got that answer and it was a no."

See https://gmg-kprc-prod.cdn.arcpublishing.com/news/local/2026/09/18/texas-high-speed-rail-still-stalled-after-two-decades-of-promises/?ref=%2Fbusiness%2F2024%2F08%2F23%2Fjustice-department-accuses-realpage-of-violating-antitrust-laws-through-scheme-to-hike-rents%2F.

Of course, the reporter was exactly right. As we have previously made you aware in written correspondence, the United States Department of Transportation pulled federal funding from possible future Dallas-to-Houston high-speed rail, finding that subsidizing "this project is a waste of taxpayer funds" and would not be supported on the backs of the "American taxpayer." *See* https://railroads.dot.gov/about-fra/communications/newsroom/press-releases/us-transportation-secretary-sean-p-duffy-0.

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

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Thank you for your attention to these important matters.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

North Central Texas Council of Governments

TRANSPORTATION PUBLIC MEETING

NOVEMBER 9 | 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). Up to $55.4 million is available through NTxZEV CFP 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: www.nctcog.org/NTxZEV.

Texas Electric Vehicle Infrastructure Plan Results Phase II

The Texas Electric Vehicle Infrastructure Plan's latest application round has selected 97 locations to receive a total of $62 million in federal funding to increase Direct Current (DC) fast-charging access in North Central Texas. Staff will provide more details on the regional results and the statewide infrastructure plan.

Proposed RTC Loan to Aledo for FM 1187 Municipal Utility Relocation

The City of Aledo has requested assistance in paying for city utility relocations associated with the FM 1187 widening project under development by TxDOT in the City of Aledo. The cost is $5 million and is not eligible for federal funds. The City would like to borrow non-federal funds from the Regional Transportation Council to be repaid over a 20-year period at a 2.4% interest rate. Details of the proposal will be presented.

Regional Rail Crossing Inventory Database

The Regional Rail Crossing Inventory Database contains information on more than 1,500 public at-grade crossings in the Metropolitan Planning Area, sourced directly from the Federal Railroad Administration. Quantitative data include speed, daily train count, incidents and fatalities since 2015, and average annual daily traffic. Qualitative and safety-related data include pavement markings, quiet zones, railroad signage, number of lanes, and additional supplemental measures at crossings. Staff will be conducting site visits on every crossing within the Regional Rail Crossing Inventory Database.

RESOURCES & INFORMATION

Access North Texas

www.accessnorthtexas.org

Fiscal Year 2025 Annual Project Listings

publicinput.com/nctcogNov26

Modifications to the Fiscal Year 2026 and Fiscal Year 2027 Unified Planning Work Program

publicinput.com/nctcogNov26

Administrative Revisions to Mobility 2050: The Metropolitan Transportation Plan for North Central Texas

publicinput.com/nctcogNov26

Fiscal Years 2024-2026 PROTECT Competitive Grant Program

publicinput.com/nctcogNov26

*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/nctcogNov26 or participate via phone by dialing **855-925-2801** then code **2384**.*

@NCTCOGtrans

CLEBURNE TIMES-REVIEW

BAILEY PUSHES BACK ON ABBOTT TAX MESSAGE

By Matt Smith
October 2, 2026

Commissioner Rick Bailey pushed back this week against Gov. Greg Abbott's criticism of local government spending, arguing that state mandates, population growth and rising costs are driving much of Johnson County's increased property tax burden.

His comments followed the Johnson County Commissioners Court's recent adoption of a property tax rate of 41.7 cents per $100 of valuation for the new fiscal year, up from 38.9 cents the previous year.

County Judge Chris Boedeker said inflation and current economic conditions contributed to the increase.

"Other banner items that led to the [increase] came about because our health insurance coverage costs are going to increase by about $2 million per year," Boedeker said. "We're also anticipating decreases in our jail lease revenue numbers of about $3 million in the coming year."

Historically, the county has generated revenue by leasing jail space for inmates from other jurisdictions. As Johnson County's own inmate population has increased, however, fewer beds have been available to lease.

Bailey added that the new tax rate, like last year's, includes a 1-cent increase related to $60 million in transportation bonds approved by voters two years ago.

Bailey, who has frequently criticized what he views as attempts by state leaders to erode local control, then turned his attention to Abbott's recent property tax proposals and messaging.

"The vicious attack that our governor is putting out needs to be addressed," Bailey said. "It's basically smoke and mirrors, if you will. There's so many things in Abbott's messaging that are really deceiving to the state of Texas, and I'll call him out on it, and I plan to do so."

Bailey said his concern goes beyond a personal disagreement with the governor.

"The way the governor is calling this out all across the state and blaming local governments for higher property taxes is a lie," Bailey said. "And I'm sitting here to tell you so, and it's just wrong. To have those kind of messages with that kind of power and money and to throw this kind of nonsense out is just wrong."

Abbott has publicly argued that local governments must restrain spending as part of efforts to reduce property taxes. Under current Texas law, the voter-approval tax rate for most cities and counties generally allows for 3.5% growth in property tax revenue for operations before an election may be required.

Bailey countered that counties face numerous state-mandated expenses that must be paid with local tax dollars.

"Hidden costs such as the fact that the county has to provide funding for indigent defense and indigent healthcare," Bailey said. "That alone, ladies and gentlemen, equates to about $5 million

per year out of our local taxpayer funds that the state requires us to do but does not reimburse and send us money for. We'll get about 8% of it back is all."

Texas property tax law does recognize several state-mandated county expenses, including indigent defense, indigent health care and state criminal justice mandates, when calculating certain tax-rate limits.

Bailey also pointed to rising employee health insurance costs.

"That $2 million hit in increased insurance costs we got this year, we have to go to the local taxpayer to get that," Bailey said.

Population growth has added further pressure, Bailey said, particularly at the Johnson County Jail.

"With the jail, we used to lease out bed space to other entities, which brought in money to help offset the costs of jail operations," Bailey said. "Now, because of population growth, we have more of our local people in jail and less of that bed space to lease out. So, we've lost much of that income stream."

Bailey also criticized proposals to further restrict how much additional property tax revenue counties can collect without voter approval. The current voter-approval calculation for most cities and counties generally allows 3.5% growth in maintenance and operations revenue, subject to other provisions in state law.

"We've managed to live within those means," Bailey said. "But now the governor is calling to take counties to 0%, and it's going to be a tragedy when that happens."

Bailey also discussed a proposal that he said would require approval from three-fourths of voters to raise county tax rates.

"Which would mean the county would have to spend $150,000 to call a special election," Bailey said. "And then, who's going to vote, 'Yes, I want a tax increase?'"

Commissioners said Johnson County has historically adopted conservative budgets designed to provide public safety and other required services without unnecessary spending.

"Counties are creatures of statute," Boedeker said. "We are created by state law and we do the things that the state instructs us to do."

Bailey said limitations on local control, combined with Johnson County's lack of a county sales tax, make budgeting more difficult. Texas Comptroller records show counties may adopt certain local sales taxes for property tax relief if authorized under state law.

"So, under Abbott's proposals, when our ambulance service contract comes up for renewal, when insurance costs rise again, when we completely run out of bed space at the jail to lease, that's going to be a serious issue for counties like ours," Bailey said.

Bailey said further restrictions on county revenue could eventually force reductions in services, including public safety.

“Any reductions in service by this county would be a reduction in a necessary service,” Boedeker said. “I don’t think counties need to be on the cutting edge. But the things we do are important to maintaining a community that we all feel safe in.”

Bailey said proposals from Abbott and other state leaders to dramatically reduce or eliminate property taxes may appeal to voters but fail to account for the responsibilities placed on local governments.

“That all sounds good to voters,” Bailey said. “But they’re telling you that you’re going to be taxed out of your houses by your local government, which just isn’t true.”

He returned to that point later.

“Abbott’s saying the state is not the reason for your property tax increases,” Bailey said. “He’s saying it’s your local government, your counties and cities and their spending habits. Those spending habits he’s referring to are unfunded mandates by the state and unexpected costs. The message he’s giving is all wrong.”

Bailey closed with some of his sharpest criticism of Abbott, also referencing the governor’s position on data centers.

“It’s just like [Abbott’s] current stance on data centers, and we’ll see where he sits on that after November,” Bailey said. “I would just say our governor is lying to the people just to stay elected, and you can quote me on that.”

CITY OF ARLINGTON

ARLINGTON CELEBRATES OPENING OF NEW TRAFFIC MANAGEMENT CENTER

By Amberley Shelby
October 5, 2026



The Public Works Department held a ribbon cutting ceremony to celebrate the opening of the new Traffic Management Center located at the Municipal Office Tower.

The opening of Traffic Management Center (TMC) signifies the City's effort on managing traffic flow and conditions in the City and the continued investment in Arlington's future.

Public Work Director Keith Brooks, spoke at Wednesday's ribbon-cutting ceremony, along with Arlington Mayor Jim Ross, Chris Funches, Public Works City Traffic Engineer and Michael Morris with North Central Texas Council of Governments (NCTCOG).

The TMC has new LED screens to monitor the traffic flow condition and identify hotspots with traffic congestion throughout the City. The TMC has 10 traffic management workstations, a conference room, and a workspace for programming and troubleshooting equipment. Also, the TMC manages 380 signalized intersections and monitors 200 traffic cameras across the city.

"We want to implement smarter technology to be able to detect and predict so we can improve the traffic flow in our City," Public Works Director Keith Brooks.

The TMC has increased capacity to accommodate addition staff. The previous capacity was for 5 people and the new capacity can hold up 40 people for more coordination of major traffic incidents across the city.

“We have implemented technology in the field to be proactive, for example when a traffic signal goes into flash, the TMC receive alerts and emails so we can send staff from Field Operation to make repairs. So, we are looking to be proactive with technology,” Funches said.

The TMC staff monitors traffic and proactively manages traffic signals at intersections remotely. The key objective is to make sure residents and visitors get to their destination safely and efficiently.

The residents of Arlington will feel and see the long-term benefit on the TMC along with people who commute through the city. With the reduction of wait-time at the traffic light, reduced traffic congestion, these traffic implementations will improve air quality and safety.

The funding from the TMC was provided through Capital Bond Funds.

The next step for Traffic Engineering is implementing new technology across the city on roadways to integrate into the TMC.

“Very impressed with the team effort that was given by working together with everybody. That’s the way you get things done is to work hand-in-hand to make good stuff happen for good communities that type of good behavior is awarded by having a facility to take care of our traffic issues in the City,” Ross said.

FORT WORTH REPORT

ELECTRIC CHARGERS ARE COMING TO MEACHAM AIRPORT. HOW WILL THEY HELP ADVANCE AIR TAXIS?

By Eric Garcia
October 7, 2026



A Joby electric air taxi was photographed at Perot Field Fort Worth Alliance Airport on Sept. 10, 2026. The aircraft will fly regional routes connecting Perot Field Fort Worth Alliance Airport to Dallas Fort Worth International Airport. (Courtesy | Texas Department of Transportation)

New funding will help land air taxis at a Fort Worth airport.

Fort Worth Meacham International Airport will support electric vertical takeoff and landing aircraft, also known as air taxis, through a $92,500 award to fund charging infrastructure at the facility. The award is among $477,500 in funds provided to four North Texas airports by the Regional Transportation Council.

Transportation officials said the funding will help expand the regional network and allow North Texas airports to advance air taxis and other air mobility operations.

“We want to make sure that as eVTOL aircraft become available and operations begin to scale, our airports are ready to support them,” said Ernest Huffman, program manager for aviation planning at the Arlington-based North Central Texas Council of Governments. “This investment is about building out that regional network now.”

Denton Enterprise Airport and Granbury Regional Airport each received $92,500 awards for electric aircraft chargers while Greenville Municipal Airport landed $200,000 for its project, officials said.

The funding represents a strategic investment in the region to support the developing technology, Huffman said. The infrastructure will help support the Federal Aviation Administration's eVTOL Integration Pilot Program, the Center for Advanced Aviation Technologies at Texas A&M University-Corpus Christi and future private investment.

Texas is one of the first locations selected by the FAA to begin operations under the pilot program to establish a regional hub.

On Sept. 10, the Texas Department of Transportation introduced Project Nexus at Perot Field Fort Worth Alliance Airport as part of the pilot program testing how advanced air mobility can be integrated into the nation's transportation system.

The first phase will include testing of aircraft propulsion and automated piloting systems as operational and regulatory requirements are established to safely bring these technologies into broader use. Testing is underway in North Texas locations including the Fort Worth Stockyards, Arlington, Plano and Dallas Fort Worth International Airport.

Industry partners — including Joby Aviation, Archer Aviation, Beta Technologies Inc. and Wisk Aero — are supporting regional flights to connect Fort Worth, Dallas and other major Texas cities through the aircraft.

Roger Venables, Fort Worth's aviation director, said the funding will help Meacham airport install electric infrastructure to support the next-generation aircraft.

"The charging equipment will be installed in an operational area at Meacham capable of accommodating compatible electric vertical takeoff and landing (aircraft) and electric conventional takeoff and landing aircraft, allowing aircraft to be recharged, if needed, between flights to other airports participating in the North Texas advanced air mobility network," he said in an email to the Fort Worth Report. to

There is no schedule yet for eVTOL flights at Meacham, Venables said.

NBC DFW

DALLAS POLICE OVERTIME COSTS TOPPED $6 MILLION FOR WORLD CUP, RECORDS SHOW

By Scott Friedman, Eva Parks and Edward Ayala
October 8, 2026

New records obtained by NBC 5 Investigates show Dallas police spent more than $6.5 million dollars on overtime during the FIFA World Cup and the recent Republican midterm convention.

Now, the question is whether the federal government will pick up the entire tab or if Dallas taxpayers will have to cover some of the cost.

For nearly two months this summer, Dallas hosted the world and police worked around the clock.

Officers provided security at a fan festival at Dallas' Fair Park and the tournament's international broadcast center, and they operated motorcades, escorting team buses and visiting dignitaries.

Now comes the bill.

Through open records requests, NBC 5 Investigates obtained Dallas police overtime records showing that during the two World Cup months, the department spent a total of more than $14 million on overtime.

The records show that's about $6.6 million more than the same months last year.

When NBC 5 Investigates questioned the department about those totals, a spokesman confirmed that about $6.1 million of that total was for World Cup related overtime.

City records obtained by NBC 5 Investigates suggest the motorcades were the biggest overtime expense.

A spreadsheet shows the department's traffic unit, which runs motorcycle escorts, racked up more than $1.1 million in overtime in June and July combined — more than any other police unit.

The Dallas SWAT team came in a close second. That unit, often tasked with security and dignitary protection duties, also earned a little more than $1 million in overtime in June and July.

But records obtained by NBC 5 Investigates also show just how dramatically the department slashed overtime spending once the last World Cup goal was scored.

The records show DPD spent only about $2.4 million on overtime in the first 25 days of August. That's less than half of what the records say the department spent on overtime in August of 2025.

As NBC 5 Investigates previously reported, Dallas police Chief Daniel Comeaux said in August that he directed supervisors to scrutinize overtime spending as the department worked to close a budget gap, under pressure from City Hall. That came after the department said it overspent its overtime budget by almost $3 million in the last year.

"We're gonna really look at overtime and be financially responsible," Comeaux said at the time in an interview with NBC 5 Investigates.

Dallas Police told NBC 5 Investigates the department expects Dallas taxpayers will be paid back for World Cup overtime through a federal program for host cities.

But the North Central Texas Council of Governments tells NBC 5 Investigates it's a complex reimbursement process that takes time. The agency is helping local departments submit for reimbursement.

On top of that, there are still questions about reimbursement for the Republican midterm convention held downtown in September.

Dallas police tell NBC 5 Investigates that overtime bill topped $500,000.

There was no guarantee the city would be paid back for the convention, and the department told NBC 5 Investigates it has no additional information on that right now.

HOODLINE

DALLAS OZONE ALERT RUNS THROUGH SATURDAY AS HEAT BUILDS BEFORE LATE-WEEK STORMS

By Richard Dawson
October 10, 2026

Dallas starts Saturday under clear skies, with the temperature forecast to reach about 91 degrees before a clear night near 69. An Air Quality Alert for the Dallas-Fort Worth area remains in effect until 5:30 p.m. Saturday. The Fort Worth Star-Telegram reports that conditions are favorable for elevated ozone pollution.

An alert is not a monitor reading

The Texas Commission on Environmental Quality says it typically notifies the public a day ahead when conditions are forecast to favor high ozone. That kind of notice signals a risk; it does not, by itself, report a specific reading for Saturday. The U.S. Environmental Protection Agency explains that ground-level ozone forms when nitrogen oxides and volatile organic compounds react in sunlight, and is most likely to reach unhealthy levels on hot, sunny days in urban areas. That general pattern does not establish Saturday's measured ozone level.

People can help reduce emissions during the alert by sharing rides or combining trips, avoiding drive-through stops, and conserving energy, according to the Star-Telegram. For health precautions, Tarrant County Public Health advises children, older adults and people with lung disease to limit outdoor activity if ozone reaches Level Orange; that guidance does not mean Level Orange has been reported for Saturday.

Regional measure puts the alert in a longer-term context

The North Central Texas Council of Governments reported a DFW ozone design value of 83 parts per billion as of October 5, 2026. It is a regional measure, not a reading for Saturday's alert. The Fort Worth Report, citing NCTCOG, explains that a design value averages the fourth-worst ozone day from each year across a three-year period.

The regulatory context is also separate from the day's conditions: the EPA announced in 2024 that Dallas-Fort Worth had been reclassified from moderate to serious nonattainment under the current ozone standard, with an attainment deadline of August 3, 2027. That area-wide designation does not tell readers what any monitor recorded during Saturday's alert. As a limited historical comparison, the Fort Worth Report said on July 9, 2025, that the region had recorded seven days that year when ozone exceeded unhealthy standards for sensitive groups. That dated count is not a long-term trend or evidence about Saturday.

Heat persists before the late-week change

The main forecast shift comes after several hot, dry days: highs are expected near 92 Sunday and 91 Monday, with Tuesday reaching about 94. South winds Sunday may gust to 25 mph, and nighttime lows are forecast to climb into the mid-70s by Tuesday night. Rain chances remain near zero through Tuesday, according to NBC 5 Dallas-Fort Worth.

Thursday is the clearest rain opportunity in the forecast, with showers and thunderstorms and a 40% chance of rain. A late-week cold front is expected, though its timing remains uncertain;

cooler, drier air is forecast to follow. Friday is expected to be partly sunny with a high near 77, NBC 5 reports.

HOODLINE

NORTH TEXAS GROWTH FRAMES KEITH SELF-EVAN HUNT TEXAS RACE

By Sofia Vasquez
October 12, 2026

A Democratic challenger is squaring off against a congressman who served as Collin County judge from 2007 to 2018 as North Texas grapples with rapid growth and questions about infrastructure and data center development. Keith Self, the incumbent Republican, and Evan Hunt, his Democratic challenger, are competing for the Texas 3rd Congressional District seat in the Nov. 3 election, with rising costs, infrastructure strain and the region's data center boom featuring in the campaign.

The contrast starts with biography. According to the Herald-Banner, Self served as Collin County judge from 2007 to 2018 and holds degrees from the U.S. Military Academy and the University of Southern California. Hunt is the Democratic candidate running to represent the district, with a campaign centered on health care costs, immigration reform and public school advocacy, as NewsNation reports.

Self's legislative priorities and military background are part of his record. He opposed a $1.2 trillion omnibus, the paper reports. He has cited inflation falling from 9% to 3%, the paper reports.

Growth Pressures Collide With Washington Priorities

Hunt's pitch to voters leans hard on the strain of rapid population growth across North Texas. He argues that Washington needs to do more to address rising costs and the pressure that rapid community growth is putting on the region, according to the Herald-Banner's report. He says families are struggling with housing, health care and education costs, and he's calling for steps to make those expenses more manageable, while also arguing that roads, schools and other public services are struggling to keep pace with the population influx.

Those complaints track with regional data. North Central Texas added 203,786 residents in 2025, pushing the region's total population to 8,952,590 as of Jan. 1, according to the North Central Texas Council of Governments. Collin County led every county in the region in growth, adding 64,703 residents in 2025 alone, and the region added 42,582 multifamily housing units and 42,445 single-family homes to try to keep up. The council said the sustained growth continues to shape nearly every aspect of life in the region, from housing and transportation to infrastructure and public services.

Hunt supports federal investment in schools, health care, transportation and infrastructure.

Data Centers Draw Candidate Attention

Data centers are multiplying across North Texas alongside the housing boom. Hunt has raised concerns about data centers' use of local water and power.

The stakes behind that disagreement are substantial. At least 248 planned data centers are coming to Texas, including 86 in North Texas, according to the Texas Tribune. Ninety percent of the electricity demand represented by recent large-user interconnection requests was for data

centers, most aiming to begin operating by 2030, the Tribune reported. Researchers at the University of Texas at Austin found that data centers could account for 3% to 9% of the state's water use by 2040, up from less than 1% currently.

Technology and Surveillance

Hunt has raised concerns about artificial intelligence and surveillance.

THE DALLAS MORNING NEWS

NORTH TEXAS TRANSPORTATION LEADERS TO GATHER FOR OAK CLIFF SUMMIT

The Oct. 23 event will focus on regional mobility, public transit and state transportation priorities

By Wilborn P. Nobles III
October 12, 2026

As North Texas grows at one of the fastest rates in the country, regional transportation leaders will gather in Dallas later this month to discuss how the region can keep people and goods moving while preparing for decades of continued growth.

The Oak Cliff Chamber of Commerce will host its 2026 Transportation Summit on Oct. 23 at Methodist Dallas Medical Center's Hitt Auditorium. The event will bring together regional planners, transportation officials, business leaders and community stakeholders to examine the decisions shaping how people and goods move throughout North Texas.

This year's summit, themed as "Moving Forward: Connecting Communities, Commerce & Opportunity," will focus on regional transportation planning, transit and the relationship between infrastructure investment and economic development.

"Transportation infrastructure directly impacts how communities connect to opportunity and how businesses grow," Kiyundra Jones, president of the Oak Cliff Chamber of Commerce, said in a news release. "This summit creates an important space for leaders to discuss the investments, partnerships and policies that will shape North Texas' transportation future."

Regional transportation priorities

Cedar Hill Mayor Stephen Mason, chairman of the Regional Transportation Council, will deliver a keynote presentation on the metropolitan planning organization's vision for the Dallas-Fort Worth region. He told *The Dallas Morning News* North Texas' biggest transportation challenge is maintaining regional mobility while keeping pace with rapid population and economic growth.

"To support that growth without compromising our quality of life or economic momentum, we must build and maintain a seamless, multi-modal transportation network," Mason said in an email.

That means integrating highways, public transit, freight corridors and active transportation so people and goods can move efficiently across city and county lines.

The council serves as the region's transportation policymaking body, helping guide long-term transportation planning and investment decisions.

Randall Bryant, chairman of the Dallas Area Rapid Transit Board of Directors, will lead a session titled "A New Era in the North Texas Transit Industry." The discussion is among the summit's scheduled presentations examining the region’s transportation future.

The program will also feature a discussion about the upcoming Texas legislative session and the Texas Department of Transportation's Dallas District outlook.

Steven Alvis, a commissioner on the Texas Transportation Commission, and Ceason Clemens, district engineer for TxDOT's Dallas District, are scheduled to participate.

Ruben Landa, president of the Greater Dallas Planning Council, will serve as the summit's honorary chair and moderate the discussion involving Alvis and Clemens.

Mason said he hopes attendees leave the summit with an understanding that regional partnerships and long-term planning are essential to securing state and federal transportation funding. Coordinated investment allows North Texas communities to compete more effectively for grants while improving mobility and economic opportunity across the region, he said.

How to attend

The summit is scheduled for Friday, Oct. 23, from 8 a.m. to 1 p.m. at Methodist Dallas Medical Center's Hitt Auditorium, 221 W. Colorado Blvd. in Dallas.

Additional information and registration are available through the Oak Cliff Chamber of Commerce's website.

D MAGAZINE

THE LOOP WILL SOON CONNECT THREE DALLAS TRAILS

By Bethany Erickson
October 9, 2026



A drone shot of Creekside Park, about a mile south of the Santa Fe trailhead near White Rock Lake. D Magazine

The Loop Plaza opens this month, connecting three Dallas trails.

When completed in 2027, The Loop will create a 50-mile paved trail system connecting 39 miles of existing trails with 11 new miles.

The first phase opened three years ago, connecting the Santa Fe Trail at White Rock Lake to Far East Dallas.

In April, the second phase of the Trinity Forest Spine Trail opened, adding to the existing AT&T and Trinity Forest Trails leading to White Rock Lake.

On October 20 at 6 p.m., the Loop officials will celebrate the opening of The Loop Plaza, where three trails — the Katy Trail, the Hi Line Connector, and the Trinity Strand Trail — link up to connect Victory Park, the Design District, and West Dallas together as a public gathering space.

Organizers say the celebration will take place at the top level of the plaza at Victory Avenue and Houston Street, at the southern end of the Katy Trail.

The event will feature light bites, beverages, and a performance by the Cara Mía Theatre.

In 2023, we spoke with The Loop executive director Philip Haigh about the project's importance. You can read that below.

FORT WORTH REPORT

FLOOD DAMAGE WEST OF FORT WORTH COULD NEAR $1.2B BY 2076 WITHOUT NEW SAFEGUARDS, STUDY FINDS

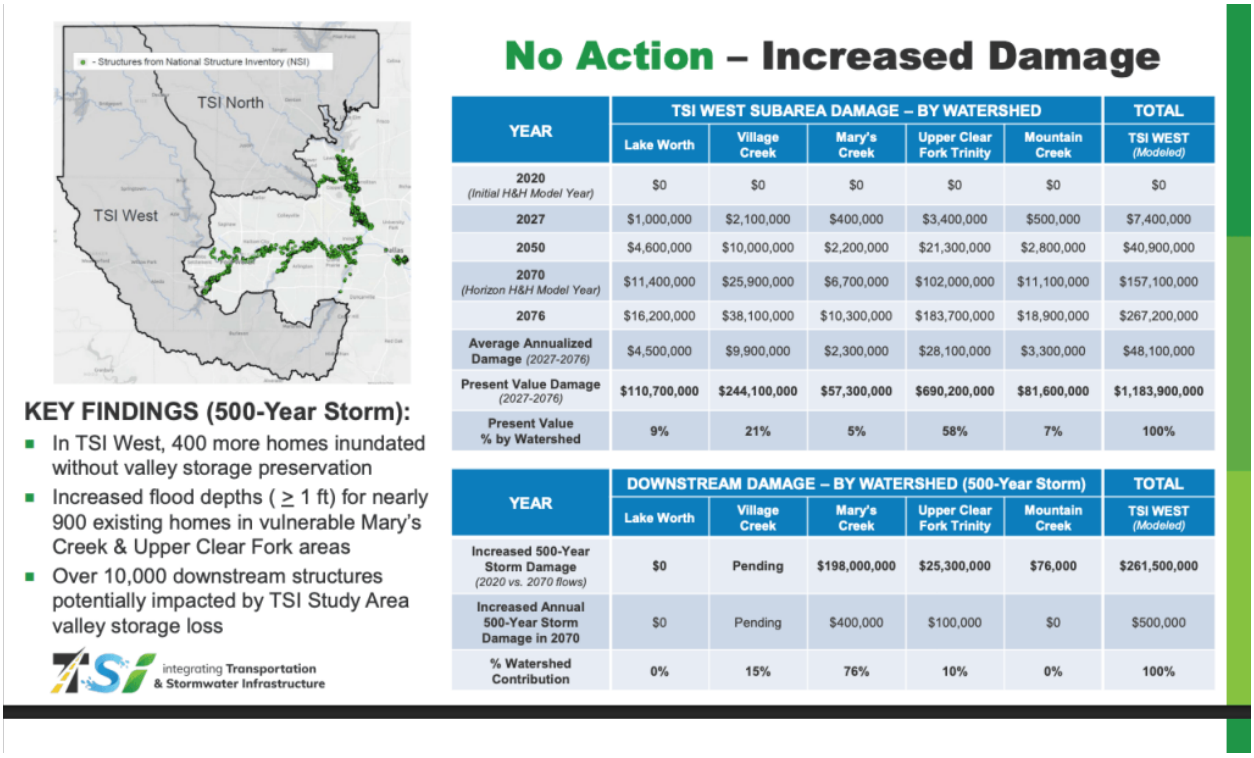
By Tekisha Hobbs
October 12, 2026

A new study found nearly $1.2 billion in flood damage costs over the next 50 years could be avoided if improvements are made to North Texas' stormwater, environmental and transportation infrastructure.

The study was conducted by the North Central Texas Council of Governments and presented Aug. 10.

The study split North Texas in half:

- The western half was identified as creeks and river forks stretching from Midlothian through south Tarrant County to the northwest edges of Wise County.
- The northern half encompasses areas east of Decatur but west of Celina.



YEAR	TSI WEST SUBAREA DAMAGE – BY WATERSHED					TOTAL
	Lake Worth	Village Creek	Mary's Creek	Upper Clear Fork Trinity	Mountain Creek	TSI WEST (Modeled)
2020 (Initial H&H Model Year)	$0	$0	$0	$0	$0	$0
2027	$1,000,000	$2,100,000	$400,000	$3,400,000	$500,000	$7,400,000
2050	$4,600,000	$10,000,000	$2,200,000	$21,300,000	$2,800,000	$40,900,000
2070 (Horizon H&H Model Year)	$11,400,000	$25,900,000	$6,700,000	$102,000,000	$11,100,000	$157,100,000
2076	$16,200,000	$38,100,000	$10,300,000	$183,700,000	$18,900,000	$267,200,000
Average Annualized Damage (2027-2076)	$4,500,000	$9,900,000	$2,300,000	$28,100,000	$3,300,000	$48,100,000
Present Value Damage (2027-2076)	$110,700,000	$244,100,000	$57,300,000	$690,200,000	$81,600,000	$1,183,900,000
Present Value % by Watershed	9%	21%	5%	58%	7%	100%

YEAR	DOWNSTREAM DAMAGE – BY WATERSHED (500-Year Storm)					TOTAL
	Lake Worth	Village Creek	Mary's Creek	Upper Clear Fork Trinity	Mountain Creek	TSI WEST (Modeled)
Increased 500-Year Storm Damage (2020 vs. 2070 flows)	$0	Pending	$198,000,000	$25,300,000	$76,000	$261,500,000
Increased Annual 500-Year Storm Damage in 2070	$0	Pending	$400,000	$100,000	$0	$500,000
% Watershed Contribution	0%	15%	76%	10%	0%	100%

Screenshot of the regions taken from the transportation and stormwater infrastructure study presentation Aug. 10 at the North Central Texas Council of Governments meeting in Arlington. (Courtesy | North Central Texas Council of Governments)

The over $10 million comprehensive planning study initial results were presented by program managers Shawn Conrad and Christi Upton.

Major historical events in the early 1900s led to improvements in flood-control infrastructure over the last century. However, new needs are developing, according to the presentation.

The study explored ways to integrate transportation, vegetation, environmental and stormwater planning to reduce future flood risks, particularly on the Trinity River watersheds.

“We’re very focused on the safety of residents from flood hazard as well as safeguarding property and infrastructure,” Conrad said.

See the initial results of the study by clicking here. Full findings should be released by the end of the year.

Planners identified 96 places where flood controls would do the most good, such as holding back stormwater where roads cross creeks.

The study also found that a floodplain’s natural capacity to temporarily store water during storm events is critical and reduces flood risk.

Other policy recommendations include higher standards for floodplain management, such as development setbacks and reduced impervious surface coverage.

Without the recommendations, the study found the western region could see nearly $1.2 billion in flood damages from 2027 to 2076.

The most potential damage identified would be $690 million in the Upper Clear Fork Trinity and $244 million in the Village Creek watersheds.

Public transportation funding programs

The meeting also focused on distribution of federal transit funds to parts of North Texas.

Public transportation services in the region include:

- Fixed-route vehicles that operate along a prescribed route according to a set schedule.
- Commuter buses.
- Shared-ride services that provide curb-to-curb service.
- Rail or high-intensity buses.

The presentation also noted $180 million allotted to several regional transportation organizations.

The $75 million given to Dallas Area Rapid Transit will likely support light rail facilities modernization and light rail replacement.

Denton County Transportation Authority received $65 million earlier this year for a future Carrollton station project.

Trinity Metro received $40 million earlier this year for TEXRail expansion into the hospital district.

Staff also presented a project along U.S. Highway 67 and Chisholm Trail Parkway that would address severe congestion resulting from new developments such as an Amazon facility.

Proposed funding for improvements includes full reconstruction and widening of Nolan River Road from two to four lanes.

THE DALLAS MORNING NEWS

HERE'S WHAT TO KNOW ABOUT 24 OF THE MOST DANGEROUS INTERSECTIONS IN NORTH TEXAS, MAPPED BY CITY

In September, the 16-county region saw an average of 325 collisions daily

By Hedija Spahalic
October 14, 2026

In September, North Texas' 16-county region saw an average of 325 collisions per day, and the amount of traffic on the highways and growth in the suburbs aren't going to slow that number down.

Motorists commuting in the Dallas-Fort Worth area may not realize their daily commute might be through some of the region's most dangerous intersections.

Knowing which intersections to watch out for across some of North Texas' most populous cities can help drivers better understand the roads and how to navigate them safely.

Here are the most accident-prone intersections in eight North Texas cities so far in 2026, according to data from the Texas Department of Transportation dated up until Oct. 7.

Arlington

Interstate 20 and Matlock Road is near major retailers and restaurants such as the Parks Mall at Arlington, Costco Wholesale and Plucker's Wing Bar. The intersection has seen 20 collisions so far in 2026, the most of any in the city.

State Highway 360 and Spur 303, also known as Pioneer Parkway, is located in East Arlington near residential areas and apartment complexes. As of Oct. 7, there have been 17 collisions.

16 collisions have occurred at I-20 and Bowman Springs Road, the intersection close to Lake Arlington and the Sheri Capehart Nature Preserve.

Dallas

Interstate 635, also known as Lyndon B. Johnson Freeway, is one of the most accident-prone intersections in Dallas.

The intersection of Skillman Street and I-635 is near the Lake Highlands neighborhood. It has had the most collisions of any major North Texas city this year with 44.

I-635 and Midway Road, which experienced 26 collisions this year, is located by Dallas College's Brookhaven Campus.

Out of all the intersections listed, the only fatal collision occurred at the intersection of I-635 and U.S. Highway 75, also known as the High Five Interchange. Additionally, there have been 21 total collisions here.

Fort Worth

Interstate 35W leads the Tarrant County city with the three most dangerous intersections.

The I-35W and Interstate 820 intersection has seen a total of 39 collisions, with TxDOT recording accidents traveling in both directions.

I-35W and State Highway 170, or Alliance Gateway Freeway, reported 28 collisions. The intersection is close to Perot Field Fort Worth Airport.

Located near the Alliance Town Center, the I-35W and Heritage Trace Parkway intersection recorded 19 accidents.

Frisco

The State Highway 121 and State Highway 289 intersection leads motorists directly to Stonebriar Centre, an enclosed mall with major retailers including Nordstrom, Dillard's and Dick's Sporting Goods. There have been 35 collisions at the intersection this year.

Dallas Parkway and U.S. Highway 380, which recorded 17 collisions, is near the Omni PGA Frisco Resort and Spa. Frisco is home to the Professional Golfers' Association of America.

State Highway 121 and Dallas Parkway, located west of Stonebriar Centre, reported 14 collisions so far.

Garland

Two separate Jupiter Road intersections recorded the most collisions in Garland, according to TxDOT data.

Interstate 635 and Jupiter Road experienced 9 collisions, and Forest Lane and Jupiter Road had 8.

Broadway Boulevard and Interstate 30, which also reported 9 collisions, is located near residential neighborhoods and fast food chains such as McDonalds and Wendy's.

Irving

The two most dangerous intersections both cross paths with MacArthur Boulevard.

In Las Colinas, the MacArthur Boulevard and Interstate 635 intersection reported 25 collisions. The State Highway 183 and MacArthur Boulevard intersection, which leads directly to the Baylor Scott and White Medical Center in Irving, had 22.

The intersection of SH 183 at Esters Road recorded 17 collisions.

McKinney

U.S. Highway 75 and U.S. Highway 380 experienced 30 collisions this year, with TxDOT data recording incidents from both directions.

State Highway 5 and Spur 399, near the Heard Natural Science Museum and Wildlife Sanctuary, recorded 8 collisions, and U.S. 75 and Eldorado Parkway, by Gabe Nesbitt Community Park, had 5.

Plano

Legacy Drive and State Highway 289 intersection has recorded 17 collisions so far. The intersection leads motorists to Legacy Hall and the Shops at Legacy East.

State Highway 190, also known as President George Bush Turnpike, and Custer Parkway reported 15 collisions. The intersection sits on the border of Plano and Richardson, near the University of Texas at Dallas.

State Highway 289 and President George Bush Turnpike border both Dallas and Plano. The intersection recorded 15 collisions, and is located near the Baylor Scott and White Medical Center in Plano.

KRLD NEWS

MEALS ON WHEELS PARTNERING WITH NCTCOG TO REACH RURAL SENIORS

By Emily Capetillo
October 14, 2026

As Collin County continues to grow, Meals on Wheels is partnering with the North Central Texas Council of Governments (NCTCOG) to address food insecurity and transportation challenges facing older adults, particularly those living in rural communities.

The partnership is highlighted through Meals on Wheels Collin County's annual Fall Harvest Box initiative, which provides seniors with shelf-stable food, household essentials, and encouraging messages ahead of the holiday season.

Antojuan Spoons Jr., marketing and communications director for Meals on Wheels Collin County, said the boxes also help seniors prepare for emergencies when regular meal deliveries may be interrupted.

"When the winter storm comes, and we're not able to deliver hot fresh meals as we do Monday through Friday, they'll have these meals to be able to eat pretty much anytime," Spoons said.

The boxes can include items such as peanut butter, bread and crackers, allowing seniors to prepare simple meals when needed.

But Spoons said the initiative is about more than providing food. It also gives community members an opportunity to remind seniors they are not forgotten, especially in rural areas where transportation can be limited and visits from others may be infrequent.

He encourages people donating boxes to include an encouraging note, Bible verse, or motivational quote.

"When I think about a senior, I think about my grandmother who passed away a few years ago, and if I was able to see her more or able to just drop off a meal with her and send her a sticky note, I would do that every day," Spoons said.

NCTCOG works with Meals on Wheels and transportation agencies across the region to help older adults access nutrition and transportation services. The partnership is particularly important in Collin County, where rapid population growth and gaps in transit coverage can make it harder for some seniors to reach grocery stores, medical appointments, and other essential destinations.

While several transit programs serve portions of the county, some rural communities fall outside transit authority boundaries.

Spoons said volunteers and community partnerships are essential to reaching seniors in these areas.

"There are so many things in so many ways to be able to help out these seniors, especially before the holidays," he said.

Community members can donate and decorate Harvest Boxes through Oct. 27. Suggested items and participation information can be found here.

THE DALLAS MORNING NEWS

WHY ARE SEMI TRUCKS, LARGE EQUIPMENT HAULERS ALLOWED ON EXPRESS LANES?

The answer depends on the lane. A truck may use many toll-based TEXpress Lanes

By Maria Salette Ontiveros
October 13, 2026

A semi-truck rolls into an express lane, and a driver behind it might wonder: Aren't these lanes meant for smaller vehicles trying to get around traffic?

Pamela Day, a Curious Texas reader, asked why semis and trucks hauling large equipment are allowed in express lanes.

The short answer is that "express lane" does not always mean "cars only." Here's what else we found out.

Why are semis, equipment haulers allowed on the express lanes?

Trucks are allowed and pay a higher rate to drive on express lanes, the Texas Department of Transportation said in an emailed response to *The Dallas Morning News.*

The agency cited the Regional Transportation Council's "Tolled Managed Lane Policies," available through the North Central Texas Council of Governments. The policy explicitly allows trucks at a higher toll rate and says every managed lane corridor will operate under the same original policy.

The Regional Transportation Council's tolled managed lane policy explicitly permits trucks at a higher toll rate and says every managed lane corridor will operate under the same regional policy.

That means seeing a semitruck in a toll express lane does not, by itself, indicate that the driver is breaking a rule. But the type of lane and any restrictions on the truck's load still matter.

The Texas Department of Transportation describes express lanes as lanes for through traffic with fewer exits. The rules for who may enter depend on the particular lane.

In North Texas, TEXpress Lanes are toll lanes built alongside existing highways. Drivers can choose to pay for a trip in those lanes, while prices change with traffic to help keep vehicles moving.

What are TEXpress Lanes designed to do?

North Texas' tolled TEXpress Lanes give drivers an option to pay for a trip alongside existing highway lanes. Toll prices change with congestion to help keep traffic moving at least 50 mph, according to TxDOT.

Trucks are generally allowed in the tolled managed lanes on those corridors under the regional policy, though restrictions on a truck's load or permitted route may limit where it can travel.

The regional policy allowing trucks applies beyond a single stretch of highway. TxDOT said there is no distinction between trucks using the main highway lanes and managed lanes.

Are express lanes the same as carpool lanes?

The distinction matters because different types of lanes have different vehicle rules.When asked about crashes, citations and safety concerns involving large trucks in express lanes, TxDOT directed The News to its online crash records and said crashes and citations are reported and kept by local law enforcement.

TxDOT maintains a statewide database of reportable crashes submitted by law enforcement officers and offers public tools for searching and analyzing the data.

TxDOT's guidance for North Texas high-occupancy vehicle lanes, commonly called HOV or carpool lanes, prohibits trucks with more than two axles, trucks with a gross weight capacity of five tons or more, and vehicles towing trailers.

Those restrictions should not be confused with the regional policy allowing trucks in tolled managed lanes. A truck prohibited from an HOV lane may be allowed in a toll express lane, TxDOT said.

What about trucks hauling large equipment?

A truck's permission to use a toll express lane does not eliminate requirements for oversized or overweight loads.

"For oversize and overweight loads, permits are required," TxDOT said. "Those are handled by the Texas Department of Motor Vehicles."

The Texas Department of Motor Vehicles says vehicles or loads exceeding the state's legal size and weight limits must obtain an oversize or overweight permit and an authorized route, when applicable, before traveling on public roads. Carriers must know the exact dimensions and weight of the vehicle and load to determine which permit is needed.

TxDOT said truck drivers are responsible for ensuring they have the required permits. Some local law enforcement agencies have commercial vehicle enforcement units that enforce height and weight limits, the agency said.

What did TxDOT say about safety concerns?

When asked about crashes, citations and safety concerns involving large trucks in express lanes, TxDOT directed The News to its online crash records and said crashes and citations are reported and kept by local law enforcement.

TxDOT maintains a statewide database of reportable crashes submitted by law enforcement officers and offers public tools for searching and analyzing the data.

THE CITY OF ARLINGTON

ARLINGTON'S WORLD CUP SUCCESS EXTENDS BEYOND THE STADIUM

By Cynthia Lemus
October 15, 2026



When the world turned its attention to North Texas this summer, Arlington was ready to take center stage. From packed stadiums and international fan marches to record-breaking hotel revenue and months of behind-the-scenes preparation, the FIFA World Cup 2026™ brought the community together for an unforgettable chapter in The American Dream City's story.

AT&T Stadium hosted nine matches, drawing a total attendance of 631,048. But the action extended far beyond the stadium gates. During the Sept. 29 City Council work session, Deputy City Manager Jennifer Wichmann presented Arlington's FIFA World Cup 2026™ wrap-up report, highlighting the citywide coordination, economic impact and departmental efforts that helped make the tournament a success.

A global event with a local impact

The World Cup brought a significant wave of visitors and economic activity to Arlington. Brent DeRaad, President and CEO of the Arlington Convention and Visitors Bureau, told the City Council that June sales tax collections reached $22.6 million, up 29.5% from 2025, while July collections totaled $19.9 million, an increase of 28.9%. He also highlighted the City's efforts to

support local businesses through downtown promotions, marketing resources and networking opportunities designed to attract visitors, increase visibility and encourage future investment.

Higher sales tax collections in June and July brought more revenue to Arlington than the same months in 2025. By law, the City dedicates portions of its sales tax revenue to specific purposes, including street maintenance, economic development and sports venue debt payments. The remaining portion helps fund everyday services such as police, fire protection, parks and libraries, so not all additional revenue is available for general spending.

Hotels recorded $31.1 million in room revenue in June and $25.9 million in July, making both months standouts for the local hospitality industry. The night of June 17, when England faced Croatia, made history with $2.17 million in hotel room revenue — the highest single-night total in Arlington's history at that time. Hotels, rideshare services, bars and restaurants were among the businesses benefiting from the influx of visitors.

Behind every match, a city working together

Hosting a global sporting event requires more than opening the stadium doors. It takes careful coordination across departments to manage crowds, maintain public spaces, prepare for emergencies and keep the city operating.

- **Public safety:** Arlington police handled 740 calls for service, removed 65 unauthorized drones and made 52 arrests. Fire and emergency medical personnel filled 1,273 operational positions and staffed 107 advanced life support positions for matchday operations.
- **Public health:** Teams deployed cooling resources, hydration messaging and medical support to help visitors manage the summer heat. Public Works staff also monitored stormwater quality at 11 locations around the Entertainment District.
- **Fan marches:** Six marches celebrated the Netherlands, Sweden, Jordan, Egypt, Spain and Austria, bringing international team spirit into Arlington's streets. Police, Fire, Public Works and Parks staff coordinated traffic, pedestrian safety, street cleaning and emergency access.
- **Transportation improvements:** The City and the North Central Texas Council of Governments collaborated on $18.5 million in mobility improvements. These included the installation or upgrade of 38 traffic detection systems, 38 applied information preemption and controller connectivity redundancy systems, and 36 Bluetooth signal cabinet locks and monitoring systems. The work also included pedestrian countdown heads at 40 intersections and 139 streetlights installed or upgraded. New traffic signal technology, pedestrian safety barriers, streetlights and a Traffic Management Center added to Arlington's long-term infrastructure.
- **A welcoming Entertainment District:** City employees maintained public spaces, removed debris and enhanced landscaping to keep the district clean and ready for visitors throughout the tournament.

The final whistle is only the beginning

Arlington's World Cup story also includes improvements that will continue serving residents long after the crowds have gone home. A new mini-pitch at George Stevens Park, tree-planting

initiatives and a Golden Boot Sculpture helped turn the tournament into an opportunity for community investment.

The numbers tell an impressive story, but the tournament's success was also built on teamwork — from emergency responders and transportation crews to park employees, planners, communicators and community partners.

Arlington welcomed the world, and it showed what a community can accomplish when it works together, creating economic opportunities, improving public spaces and delivering an experience that will remain part of the city's story for years to come.

CITY OF MANSFIELD

DROP OFF USED COOKING OIL AND FOOD GREASE AT THE MANSFIELD ENVIRONMENTAL COLLECTION CENTER

By City of Mansfield
October 16, 2026

Holiday cooking often means delicious meals, family traditions, and plenty of leftover cooking oil and grease. But before you pour that grease down the drain, consider giving it a second life!

Mansfield is participating in the annual **Holiday Grease Roundup, Nov. 1, 2026 through Jan. 31, 2027**, offering residents a free and convenient way to recycle used cooking oil and grease.

When poured down the drain, fats, oils, and grease can build up inside pipes, leading to costly clogs and sewer backups. Recycling your cooking grease helps protect our sewer system and the environment. Plus, collected grease can be converted into biodiesel or biogas, giving holiday cooking waste a useful new purpose.

Where to drop off your grease:

Environmental Collection Center
616 S. Wisteria St.
Available 24 hours a day, seven days a week

Follow the signs on Wisteria Street to the collection station located outside the gate near the dumpster.

Mansfield joins communities across North Texas in this annual recycling effort, supported by the North Texas Municipal Water District, North Central Texas Council of Governments, and Wastewater and Treatment Education Roundtable.

For more information about keeping fats, oils, grease, and other harmful. materials out of drains, visit Defend Your Drains North Texas.

Questions? Call 817-728-3610 or email ecc@mansfieldtexas.gov

FORT WORTH REPORT

REGIONAL TRANSPORTATION COUNCIL APPROVES SLIGHT NAME CHANGE

By Eric Garcia
October 15, 2026

The Regional Transportation Council is getting rebranded.

The 45-member transportation policy group, which recently settled a lawsuit with the North Central Texas Council of Governments over its legal and financial duties, gave initial approval to a slight name change at an Oct. 5 meeting.

The Arlington-based entity will maintain its RTC name but will add a tagline — North Central Texas Metropolitan Planning Organization — to emphasize its transportation policy-making and financial decisions.

Officials said the modification was needed as a new tri-party agreement with NCTCOG and the Texas Department of Transportation moves forward and new organization bylaws are established. Under the agreement, the council of governments will be the transportation body's fiscal agent and have no role in policy-making or staffing decisions.

Amanda Wilson, an NCTCOG senior program manager for communications, said having a distinctive name that is not generic was needed to maintain the council's recognition across the country.

"We wanted to make sure that we were not creating confusion," she said.

Wilson said the tagline helps indicate that the group represents the North Central Texas region as well as three urbanized areas: Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney-Frisco.

Once the agreement is completed, staff would be identified as RTC employees and slight changes would be made to the council's website, external email and other identifying documents.

Denton County Judge Andy Eads said he appreciated the staff recommendation for a simple, revised name.

"I mean this as the biggest form of compliment, I appreciate the lack of creativity," Eads said. "I think we have a stellar reputation across our region, the state. Nationally, we're known as the RTC and that we're highly functioning and understand project delivery."

Rick Bailey, a Johnson County commissioner and immediate past RTC chair, said the rebrand keeps the group's historical name.

"To keep this tradition, to carry this on forward, it's not a big change but it's a big enough change without change," he said.

The council asked staff to ensure that the new name would be legally defensible and trademarkable.

Members will vote on new bylaws once those are complete, said Carrollton Mayor Steve Babick, chair of the group's bylaws subcommittee. Changing the name now helps advance the new MPO agreement before a second bylaws vote is taken in December.

"We all know where we are because of a disagreement," he said. "I do like the staff recommendation."

Changes to the group's name and bylaws came after an August settlement in a lawsuit that stemmed from the April firing of transportation director Michael Morris by Todd Little, then the council of governments executive director. Morris was later reinstated in May.

Little left his job in August after the NCTCOG executive board voted 8-6 to a mutually agreed separation.

CITY OF ARLINGTON

SET CLOCKS, CHECK SMOKE DETECTORS ON NOV. 1 AS DAYLIGHT SAVINGS TIME ENDS

By Office of Communication
October 15, 2026

Daylight Saving Time ends at 2 a.m. Sunday, Nov. 1, 2026, which public safety officials say is a good reminder to switch out smoke detector batteries and to be extra cautious for bike riders and pedestrians during darker commutes.

Check Your Smoke Detectors

The Arlington Fire Department reminds you to test your smoke alarm every month and change the battery at least once a year. The service life of most smoke alarms is 10 years. The manufacture date is found on the back of the alarm. When your smoke alarm is 10 years old, or fails its monthly test, it needs to be replaced.

Here are some facts and figures about smoke alarms from the National Fire Protection Association:

- In 2012-2016, smoke alarms sounded in more than half (53%) of the home fires reported to U.S. fire departments
  Almost three of every five home fire deaths resulted from fires in homes with no smoke alarms (40%) or no working smoke alarms (17%)
- No smoke alarms were present in two out of every five (40%) home fire deaths
- The death rate per 1,000 reported home fires was more than twice as high in homes that did not have any working smoke alarms compared to the rate in homes with working smoke alarms (12.3 deaths vs. 5.7 deaths per 1,000 fires)
- In fires in which the smoke alarms were present but did not operate, more than two of every five (43%) of the smoke alarms had missing or disconnected batteries
- Dead batteries caused one-quarter (25%) of the smoke alarm failures.

Remember to be Safe on the Roadways

Daylight Saving Time also brings earlier evenings and darker commutes. Look Out Texans is reminding drivers to use their lights and watch for people walking and biking.

- The risk of traffic crashes and fatalities increases when the sun sets, with nearly two-thirds of pedestrian crashes and 80% of fatal pedestrian crashes occurring after dark.
- People walking and biking are more vulnerable than those who are in motor vehicles, so drivers are reminded to turn their lights on, look out for people walking and biking, and to avoid distractions while driving.
- State law requires bikes to have a front white light and a red reflector or red light on the back. Walkers or bicyclists can help make the roads safer by wearing bright and/or reflective clothing in the dark.

“Whether in an urban, suburban or rural setting, bicyclists and pedestrians are sharing the roads with drivers, and all users need to remain alert,” said Karla Weaver, a senior program manager for the North Central Texas Council of Governments. “Interactions between drivers, bicyclists and pedestrians can occur just about anywhere in the region. Wherever they are, everyone should be respectful and look out for one another.”

COMMUNITY IMPACT

TAXIWAY REALIGNMENT, ROUNDABOUT: CHECK OUT 3 PROJECTS UNDERWAY AT MCKINNEY AIRPORT

By Colby Farr
October 20, 2026

Work is moving into a new phase at Taxiway A and a new roundabout at FM 546 is nearly complete. Here's a breakdown of three projects underway or recently completed at McKinney National Airport.

In progress

1. **Taxiway A realignment and rehabilitation**

Project: Construction will realign and rehabilitate concrete along a portion of Taxiway A and create new connectors between Taxiways A and B.

Update: Construction is underway on the project's second phase with construction services provided by Sinacola. The second phase will rehabilitate pavement along Taxiway A.

- **Timeline:** September 2026-August 2027
- **Cost:** $18.55 million
- **Funding source**: Texas Department of Transportation

2. **Taxiway C and FM 546 roundabout**

Project: Construction of a new taxiway and roundabout at FM 546 is part of the McKinney National Airport commercial terminal project. The new taxiway will connect the commercial terminal to the runway.

Update: Concrete paving is nearly complete and the traffic switch to the roundabout is coming soon. Future second and third phases are expected to further expand Taxiway C.

- **Timeline:** January 2026-October 2026
- **Cost:** $22.5 million
- **Funding source:** city of McKinney, Federal Aviation Administration

Completed

3. **North runway extension**

Project: An extension of the airport's roughly 7,500-foot runway is set to add 500 feet on the north end.

Update: Markings were painted on the extended runway in July and city officials announced completion in September.

- **Timeline:** February 2025-September 2026
- **Cost:** $30.45 million

- **Funding source:** Collin County, North Central Texas Council of Governments

COMMUNITY IMPACT

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October 20, 2026

Work is moving into a new phase at Taxiway A and a new roundabout at FM 546 is nearly complete. Here's a breakdown of three projects underway or recently completed at McKinney National Airport.

In progress

1. **Taxiway A realignment and rehabilitation**

Project: Construction will realign and rehabilitate concrete along a portion of Taxiway A and create new connectors between Taxiways A and B.

Update: Construction is underway on the project's second phase with construction services provided by Sinacola. The second phase will rehabilitate pavement along Taxiway A.

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THE DALLAS MORNING NEWS

ARCHER AVIATION PLANS AIR TAXI NETWORK FOR DFW, HOUSTON AND AUSTIN

The planned air taxi network aims to connect major airport with popular business districts

By Jordan Parker
October 23, 2026



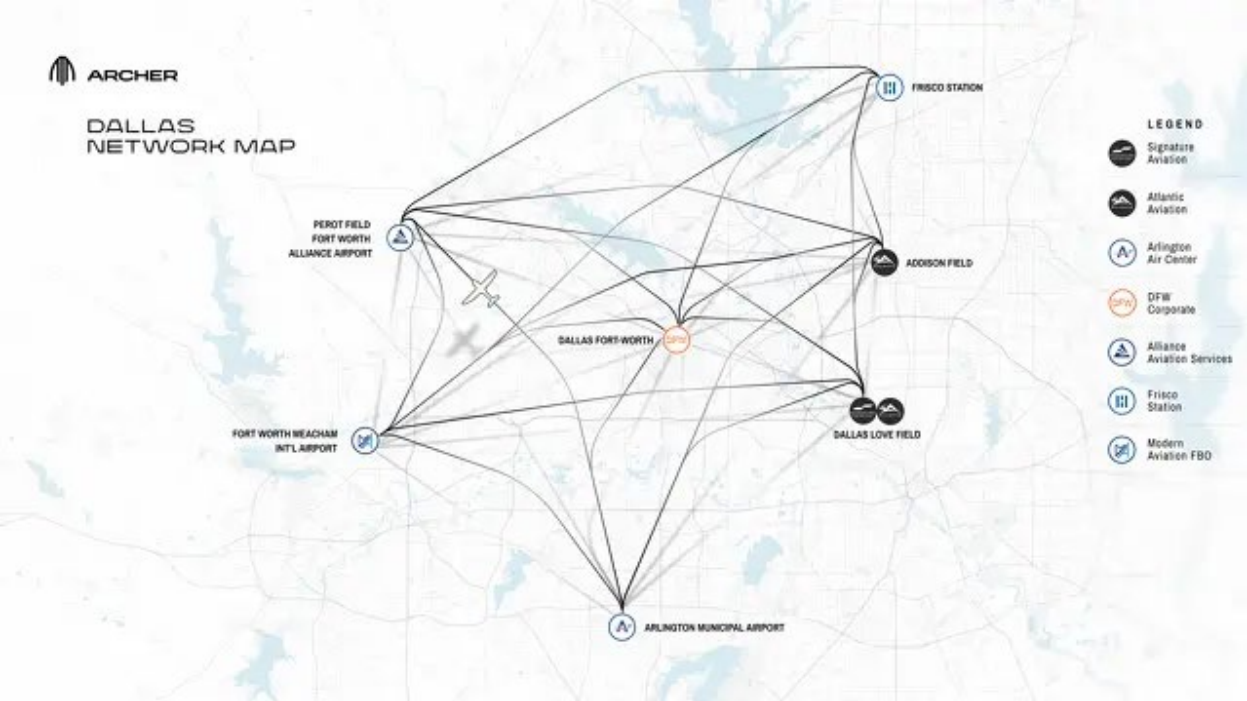
Archer Aviation's Midnight aircraft flies near San Francisco during recent air taxi testing in the Bay Area. The piloted aircraft has a range of 100 miles and seats four people. Archer Aviation

California-based Archer Aviation on Friday announced plans to create an air taxi network in D-FW, Austin and Houston to connect major airports with business hubs.

Archer plans to connect DFW International Airport, Dallas Love Field, Arlington Municipal Airport, Fort Worth Meacham International Airport, Perot Field-Fort Worth Alliance Airport, Addison Field and Frisco Station.

The plan to serve DFW Airport, the central hub of American Airlines, and Love Field, the home base of Southwest Airlines, could mean increased connectivity. However, its unclear how the air taxi network would work in a region in which Southwest and American combine for more than 1,000 flight departures per day.

“Texas is setting the bar for America’s leadership in the next generation of aviation,” Adam Goldstein, founder and CEO of Archer Aviation, said in a statement. “Our planned networks will make the benefits of electric air taxis real for Texans — trading hours in traffic for minutes in the air, while connecting the biggest airports, business districts and sporting hubs in ways that America’s largest megaregion needs to grow.”



Locally, Archer Aviation plans to connect DFW International Airport, Dallas Love Field, Arlington Municipal Airport, Fort Worth Meacham International Airport, Perot Field-Fort Worth Alliance Airport, Addison Field and Frisco Station. Archer Aviation

Archer also plans to connect Austin-Bergrstrom International Airport, Austin Executive Airport and the F1 Circuit Helipad at the Circuit of The Americas. In Houston, Archer plans to connect George Bush Intercontinental Airport, Sugar Land Regional Airport, Hobby Airport, Galveston and The Thompson Hotel helipad.

Archer said it plans to use its all-electric Midnight air taxi to fly the routes in each of the three cities. Midnight is a piloted craft with a capacity of four people that can travel at a maximum speed of 150 mph, according to Archer's website. The air taxi has a range of 100 miles.

Archer added that the air taxi networks are designed to shorten what it called 60- to 90-minute commutes from airports to business districts into "10-20 minute flights."

Archer, which is headquartered in San Jose, Calif., recently completed air taxi testing across the San Francisco Bay Area.

"The race to dominate next-generation aviation is moving faster than ever," Texas Sen. Ted Cruz said in a statement. "Archer Aviation is a prime example of American innovation, demonstrating that the United States has what it takes to be the global standard. These three planned networks will not only allow Texans to reclaim their time but also strengthen American leadership in the skies."

Archer's announcements comes just weeks after Joby Aviation, another prominent air taxi company, conducted its own air taxi testing in North Texas. Archer plans to operate in Texas under the eVTOL Integration Pilot Program established by the Federal Aviation Administration to accelerate the development of advanced air mobility vehicles like air taxis.

FORT WORTH BUSINESS JOURNAL

DEVELOPER BRINGS 2,300 HOMES TO `UNDERUTILIZED' SIDE OF FORT WORTH

By Samantha Thornfelt
October 22, 2026

An 840-acre master-planned community is taking shape southwest of Fort Worth, part of a development push into a corner of the region that business leaders say is primed for growth.

Silo Mills is planned for about 2,300 homes between Godley and Joshua in Johnson County, along FM 917 west of the Chisholm Trail Parkway. Southlake-based residential land developer Terra Manna LLC owns the land and is developing the community with the support of investment firm Tabernacle Equity Management LLC.

The development was announced in 2021, and developers broke ground on the first phase that November. The initial phase included 262 homesites, with model homes opening in spring 2022. To date, Silo Mills has sold 316 homes, 275 of which have been completed and occupied.

Now Terra Manna is forging ahead with even more development and has brought on additional homebuilders in this community that exemplifies the push of residential development south from Fort Worth.

"I've always felt like the southwest Fort Worth submarket has been underutilized from a master-planned community standpoint," Terra Manna co-owner Bret Pedigo said. "There, we don't have to deal with the large land prices you would see in other submarkets. It allows us to bring lots to the market that are half the price of the lots that you're seeing in the northern submarkets of Fort Worth and Dallas."

Terra Manna has developed communities across North Texas including Waterbrook, Canyon Falls and Devonshire. Silo Mills was among the first master-planned communities along this part of the Chisholm Trail Parkway south of Fort Worth. Pedigo said the area's relative affordability, access to Fort Worth, population growth and potential for a smaller-community lifestyle made it a fit for Silo Mills. Godley grew from 1,441 residents in 2020 to an estimated 5,093 in 2025, a 253% increase, according to U.S. Census Bureau data.

Alongside that growth, new infrastructure has also helped connect the area to the wider region. Pedigo pointed to the Chisholm Trail Parkway as a key tie to Fort Worth and said improvements to FM 917 near the community have greatly improved traffic flow.

"The Chisholm Trail Parkway went in and that has been a game changer for this submarket," Pedigo said.

The North Central Texas Council of Governments has estimated the Chisholm Trail corridor could add 90,000 residents by 2045.

Pedigo said Terra Manna's approach to Silo Mills is guided by what he described as a "three-legged stool," built upon affordability, amenities and schools. Silo Mills offers homes starting in the mid-$300,000s, amenities such as a pool and a fishing pond and access to Godley Independent School District.

A planned amenity expansion — including a dog park, an additional pool and a fitness center — is under design and is expected to begin construction in mid- to late 2027. The full expansion is planned to be completed in 2028.

A range of home sizes and prices are offered across the Silo Mills property. Bloomfield Homes and Chesmar Homes have available inventory ranging from 1,800 to 4,200 square feet, with prices starting in the $340,000s.

Additional models from Perry Homes and Taft Homes are expected to be completed by early 2027. Perry Homes is planning 47 homes on 50-foot homesites, priced from the low $400,000s. Taft Homes is planning 45 homes on 60-foot homesites, priced from $339,000 to the mid-$400,000s.

Looking forward, Pedigo said Terra Manna is watching for opportunities to expand Silo Mills, while keeping its amenities and development quality in step with any future growth.

FORT WORTH REPORT

NORTH TEXAS AIRPORTS TO BE LINKED TO BUSINESS HUBS THROUGH AIR TAXI NETWORK

By Eric Garcia
October 23, 2026



Archer Aviation plans to build an air taxi network with its electric Midnight aircraft that will link North Texas airports to business centers. (Courtesy | Archer Aviation)

Three Tarrant County airports could soon be linked to local business hubs through a network of electric air taxis.

Archer Aviation announced Friday morning that it plans to build three separate electric vertical takeoff and landing aircraft networks to serve some of the state's largest metro areas: Fort Worth-Dallas, Houston and Austin.

Under the plan, Archer would connect with five major airports in North Texas, including Dallas Fort Worth International Airport, Arlington Municipal Airport and Perot Field Fort Worth Alliance Airport, with major business hubs such as the Star in Frisco. Two Dallas County facilities — Dallas Love Field and Addison Airport — are also included.

Archer's air taxi networks "are designed to give Texans an option to skip over traffic on its all-electric Midnight air taxi, turning 60-90 minute drives to major airports, business districts and major destinations into 10-20 minute flights," officials said in a news release.

City aviation officials also plan to support air taxis through a $92,500 award to fund charging infrastructure at Fort Worth Meacham International Airport. The award is among $477,500 in funds provided by the Regional Transportation Council. Denton Enterprise Airport and Granbury

Regional Airport each received $92,500 awards for electric aircraft chargers while Greenville Municipal Airport landed $200,000 for its project, officials said.

“The charging equipment will be installed in an operational area at Meacham capable of accommodating compatible electric vertical takeoff and landing (aircraft) and electric conventional takeoff and landing aircraft, allowing aircraft to be recharged, if needed, between flights to other airports participating in the North Texas advanced air mobility network,” Roger Venables, Fort Worth aviation director, previously said in an email to the Fort Worth Report.

In September, Archer partnered with Beta and Macquarie Capital to create America’s Consortium for Electric Skyways, which plans to operate up to 250 air taxis across the nation.

The consortium is working with the Texas Department of Transportation as well as state and local officials to expand electric charging infrastructure across Texas. Airports, fixed-base operations and other points of interest will receive charging infrastructure under the White House’s eVTOL pilot program.

“The future of aviation is taking flight in Texas,” Sergio Roman, TxDOT’s emerging aviation technology director, said in a statement. “The (pilot program) is a first-of-its-kind effort to safely integrate electric aircraft into U.S. airspace, and building the charging infrastructure to support those operations puts Texas squarely at the center of the next generation of aviation — improving safety and connectivity for communities across the state.”

Pilot program testing at Perot Field, Fort Worth Stockyards, Arlington, DFW Airport and other North Texas sites will determine how advanced air mobility can be integrated into the nation’s transportation system. That program also includes Joby Aviation and Wisk Aero.

Adam Goldstein, founder and CEO of Archer Aviation, said the charging infrastructure installed at Texas airports will set the foundation for passenger air taxi flights, part of the final phase of the state pilot program.

“Texas is preparing the way for America to lead the world in commercializing the next generation of aviation technologies, and infrastructure is how that push becomes real,” he said in a statement.

Archer chose the three metro areas for its operations since the Texas Triangle is home to 20 million people in the state’s fastest growing areas. Commuters in Houston, Fort Worth-Dallas and Austin lose days each year sitting in traffic congestion, costing the state billions in lost time, productivity and infrastructure costs, Archer officials said.

The company’s announcement comes after Archer completed a Northern California tour that included multiple flights over the San Francisco Bay area.

Company officials said the tour included flights to seven cities over three days to amplify the benefits of electric air taxis such as low aircraft noise, zero operating emissions and the ability to avoid crowded highways.

“These flights demonstrated Midnight’s ability to seamlessly integrate into complex urban airspace much like the skies above Houston, Dallas and Austin,” Archer officials said in a news release.

Archer officials will give Texans a glimpse of the air taxis during the Formula 1 United States Grand Prix event Oct. 22-25 in Austin. An F-1 Circuit Helipad will be used during the race.

The company also plans to fly air taxis in Los Angeles during the 2028 Olympic games.

FORT WORTH REPORT

$57.7M INDUSTRIAL PROJECT IN THE PIPELINE FOR WALSH DEVELOPMENT

By Bob Francis, Rebecca Heliot
October 23, 2026

Nashville, Tennessee-based Hamilton Development plans to construct a $57.7-million warehouse and office project in the Walsh development.

In its first Texas project, Hamilton is building an approximately 1 million-square-foot warehouse that will include 6,000 square feet of office space. The project began construction on Oct. 15, according to a state filing, and is expected to be complete in the third quarter of 2027.

The building has already been leased, but Hamilton did not say who will occupy the space. The building will be the first of two to be completed in Walsh Industrial.

“We are pleased and honored to work with the Walsh family on this unique site as we begin this fast-track project,” Whitfield Hamilton, CEO of Hamilton Development, said in a news release.

Hamilton Development acquired 60 acres within the Walsh master-planned development in Fort Worth for the project.

Located off Bentley Bridge Drive and Interstate 20, the site sits within a 2,500-acre section of the 7,500-acre Walsh community designated for office and industrial use.

“Our development team at Walsh has focused for many years on creating a world-class industrial park south of Interstate 20 that will ultimately encompass more than 20 million-square-feet of industrial space,” Ryan Dickerson, CEO at Walsh Companies, said in a news release. “The project with Hamilton Development is an exciting start to the Walsh industrial park, and the next phase of significant value creation for the region.”

GREENVILLE CHRONICLE

NORTH TEXAS, OKLAHOMA SEMICONDUCTOR TECH HUB SELECTED FOR NEARLY $24M IN FEDERAL FUNDING

By Staff
October 23, 2026

A semiconductor technology initiative spanning 29 counties across North Texas and southern Oklahoma has been selected for nearly $24 million in proposed federal funding to expand chip manufacturing innovation, support emerging businesses and train workers for careers in the semiconductor industry.

The U.S. Department of Commerce's Economic Development Administration (EDA) announced October 23, 2026, its intent to provide **$23,996,830** to the Texoma Semiconductor Tech Hub through the FY25 Disaster Supplemental Industry Transformation program.

Led by **Southern Methodist University (SMU)**, the Texoma Semiconductor Tech Hub brings together more than 95 consortium members, including businesses, educational institutions, workforce development organizations, economic development agencies and local governments.

The initiative covers North Central Texas and southern Oklahoma, including the Choctaw Nation of Oklahoma.

The proposed investment will support three major initiatives focused on semiconductor fabrication technology, commercialization and workforce development.

Smaller Semiconductor Fabrication Facilities Could Expand Access for Businesses

One of the initiatives involves developing smaller, mobile semiconductor fabrication facilities known as **Fablets**.

These facilities are designed to provide startups, researchers and businesses with access to advanced chipmaking equipment that is typically available only in large, expensive semiconductor manufacturing plants.

By making specialized equipment more accessible, the project aims to help companies develop, test and refine semiconductor technologies without having to build their own fabrication facilities.

The initiative is intended to lower the cost of innovation and create opportunities for smaller businesses to participate in semiconductor development.

Funding Would Help Bring Semiconductor Technologies to Market

A second initiative focuses on moving emerging semiconductor technologies from research laboratories into commercial production.

The commercialization program would connect researchers and technology developers with investors, manufacturers and industry partners.

The goal is to help promising technologies reach the marketplace, attract private investment and support the growth of domestic semiconductor manufacturing businesses.

The initiative also aims to strengthen the U.S. semiconductor supply chain by expanding opportunities for companies developing new chip technologies.

Workforce Training to Include Careers Without Four-Year Degrees

The third initiative would expand training opportunities for semiconductor manufacturing and electronics technicians.

The workforce development program is designed to help residents qualify for positions in the semiconductor industry through certifications and industry credentials.

According to the North Central Texas Council of Governments (NCTCOG), many of these career pathways do not require a four-year college degree.

Some training programs can be completed in **one to two years**, providing opportunities for workers seeking technical careers.

The initiative will also incorporate artificial intelligence-powered training tools to help workers learn emerging technologies.

Training programs will be developed around the needs of regional employers seeking workers with specialized semiconductor skills.

Texoma Tech Hub Was One of 31 Regions Selected Nationwide

The Texoma Semiconductor Tech Hub received federal recognition in 2023 through the EDA's Regional Technology and Innovation Hubs program.

Nearly 400 applications were submitted nationwide that year, but only **31 regions** were selected for designation as federally recognized Tech Hubs.

NCTCOG played a role in organizing the regional consortium and supporting the application process.

The agency formally joined the consortium in January 2024 and has continued providing technical assistance and regional coordination through the North Central Texas Economic Development District (NCTEDD).

Prit Patel, NCTCOG's senior economic development manager, serves as an EDA adviser to the Tech Hub, helping consortium partners identify grant opportunities and advance economic development projects.

"Advancing regional economic development, strengthening partnerships, and creating opportunities that benefit communities across North Texas are essential to our region's long-term success," Patel said.

"The Texoma Semiconductor Tech Hub represents an important opportunity to position our region for sustained economic growth by attracting new investment, advancing semiconductor technologies, strengthening our innovation ecosystem, and expanding access to high-quality career opportunities."

Federal Economic Development Funding Supported by NCTCOG Exceeds $64 Million

Since 2021, NCTCOG has supported regional organizations in securing approximately **$40.3 million in EDA grants**.

Including the nearly $24 million announced for the Texoma Semiconductor Tech Hub, the total federal funding associated with regional projects supported by NCTCOG now exceeds **$64 million**.

Monte Mercer, NCTCOG's acting executive director, said the long-term impact of the investment will depend on how the funding is used.

"Securing federal investments of this magnitude is a significant accomplishment for our region, but the real measure of success will be what we accomplish with those resources," Mercer said.

"NCTCOG is proud to have helped lay the groundwork for this initiative and to continue supporting the partners who will turn this investment into lasting benefits for communities across North Texas."

SMU Leads Regional Semiconductor Partnership

The Texoma Semiconductor Tech Hub is led by SMU's **Dr. Suku Nair**, working alongside Dr. Jungchih (J-C) Chiao, Dr. Scott Douglas and Dr. Jennifer Dworak.

James Grimsley of the Choctaw Nation of Oklahoma serves as the initiative's regional innovation officer.

The partnership also includes regional economic development organizations, educational institutions, employers and government agencies working to expand semiconductor research, manufacturing capabilities and workforce opportunities.

NCTCOG said it will continue supporting the initiative through regional coordination, technical assistance and efforts to identify additional economic development funding.

DALLAS WEEKLY

OAK CLIFF CHAMBER SUMMIT BRINGS TOGETHER LEADERS TO DISCUSS REGIONAL TRANSPORTATION

By Staff
October 23, 2026



Speakers, organizers and participants including Michael Morris, far left, come together at the Oak Cliff Chamber of Commerce's 2026 Transportation Summit at Methodist Dallas Medical Center's Hitt Auditorium on Oct. 23. Photo credit: Oak Cliff Chamber of Commerce.

"Transportation decisions made over the next decade could shape how Dallas moves, develops and connects for the next century."

That was the message Dallas Area Rapid Transit Board Chairman Randall Bryant shared with Dallas Weekly following the Oak Cliff Chamber of Commerce's 2026 Transportation Summit on Friday, Oct. 23.

Presented by HNTB Corporation and hosted with support from Methodist Dallas Medical Center, the summit brought transportation officials, business leaders and community stakeholders to the medical center's Hitt Auditorium. Its theme, "Moving Forward: Connecting Communities, Commerce & Opportunity," framed transportation as a foundation for regional prosperity.

Under President Kiyundra Jones, the Chamber is demonstrating how an organization rooted in Oak Cliff can help advance conversations affecting Dallas and neighboring cities. The summit connected local priorities with the regional institutions responsible for planning, transit and infrastructure investment.

For residents, those decisions have everyday consequences: reaching a job, accessing medical care, attending school or supporting businesses across neighborhood and municipal boundaries.

Regional Leaders Bring Different Pieces of the Transportation Picture

The summit featured four distinguished speakers whose responsibilities span regional planning, public transit and state transportation policy:

The program included sessions on the metropolitan planning organization's vision for Dallas-Fort Worth, the next era of North Texas transit, and the 2027 legislative session and TxDOT's Dallas outlook.

Ruben Landa, president of the Greater Dallas Planning Council, served as honorary chair. Brenna Wriston, senior vice president of public affairs at JBJ Management, served as committee chair. Wriston also chairs the Chamber's Transportation & Mobility Committee, whose work addresses both Oak Cliff and Greater Dallas.

In her post-event Instagram remarks, Jones thanked the speakers, sponsors, chairs and attendees for contributing to discussions about the region's transportation future.

"Together, we're building connections and supporting the transportation solutions that keep our communities moving forward!" Jones wrote.

Bryant: The Next Decade Will Have Lasting Consequences

Panelist Randall Bryant described to DW the stakes of transportation planning in terms that extend well beyond the next construction project.

"The transit decisions we make over the next 10 years will make or break congestion relief, air quality mitigation," Bryant said, also identifying development density around rail stations as a consequential issue.

"Those consequential decisions we make over the next 10 years will be the impacts of this city and region for the next 100."

Bryant outlined several priorities, including a capital investment program he described as "closing the system" and potential service expansion into Southern Dallas County cities. He estimated the proposed system-closing program at approximately $300 million, with a goal of completing it within five years. He described it as an investment DART should pursue, rather than announcing a finalized funding commitment.

Bryant also discussed a proposed downtown second line, describing an opportunity to make Union Station a more fully utilized regional rail terminal. Under the vision he outlined, all DART rail color lines would serve Union Station, connecting riders with Amtrak, the Trinity Railway Express and the Dallas Streetcar.

"It gives us the ability to put more capacity and more frequency," Bryant said, describing shorter waits as another potential benefit.

He also described a direct airport connection from the downtown Victory area as part of that vision. His remarks outlined the connections he wants the proposed line to deliver; they did not establish a final operating plan or approved construction schedule.

The broader objective is a network in which regional transportation services work together more effectively, making it easier for people to move between destinations.

That focus carries implications for residents and businesses that depend on connections across city boundaries, from workers accessing jobs to employers recruiting talent, attracting customers and growing their businesses. Bryant also clarified that the $7 billion figure represents DART's cumulative capital investment in its rail division over approximately 43 years, including infrastructure and vehicles—not the proposed budget for the changes he discussed.

"Just for rail alone, it's about seven billion dollars," Bryant said, distinguishing the agency's existing investment from future projects and service expansions.

Jones Connects Oak Cliff's Priorities to a Regional Future

The summit's reach illustrates Jones's approach to bringing Dallas communities into a shared conversation about growth.

"Transportation infrastructure directly impacts how communities connect to opportunity and how businesses grow," Jones said told The Dallas Morning News.

By convening leaders from regional planning, DART, the Texas Transportation Commission and TxDOT, the Chamber created a forum connecting neighborhood needs with decisions made across multiple levels of government.

For Oak Cliff, that means having a place in discussions with consequences beyond its boundaries. For the broader region, it means recognizing that stronger connections between communities can support a more accessible economy.

Supported by presenting sponsor HNTB Corporation and host sponsor Methodist Dallas Medical Center, the summit brought together partners committed to advancing regional connectivity.

Additional sponsors included the Greater Dallas Planning Council, HDR, JBJ Management, Dallas Love Field, Hello! Deluxe Carwash, Cedar Hill Economic Development, Halff and Gresham Smith. With DART represented by Bryant, honorary leadership from Landa and committee leadership from Wriston, the gathering underscored a shared responsibility: ensuring today's transportation investments connect more people, businesses and communities to opportunity for generations to come.

THE DALLAS MORNING NEWS

CHISHOLM TRAIL PARKWAY WIDENING WILL AFFECT THESE NORTH TEXAS CITIES

NTTA is expanding the southern section of the toll road to prepare for projected traffic growth and reduce congestion

By Hedija Spahalic
October 24, 2026

Drivers traveling through Tarrant and Johnson counties may have noticed temporary lane shifts and lane closures on the Chisholm Trail Parkway in the last year.

The first phase of the toll road opened to traffic in 2014, but Michael Rey, media relations manager for North Texas Tollway Authority, said toll road officials always knew it was just the beginning. As communities south of Fort Worth such as Burleson, Cleburne, Crowley and Joshua continue to grow, NTTA looked toward the next phase.

Traffic on the southern portion of the corridor is expected to increase by more than 40% by 2045, according to a 2024 traffic survey conducted by NTTA. The projected growth is in part due to the planned expansion of the toll road.

Here's how NTTA plans to expand the parkway.

What is the Chisholm Trail Parkway Widening project?

The $230.6 million widening project will expand nearly half of the 27.6-mile parkway by an additional lane in each direction, resulting in four total lanes.

"Widening should decrease congestion in each direction and provide a reliable driving experience," Rey said.

The project limits are from FM 1187 in Tarrant County to U.S. Highway 67 in Johnson County — about 13 miles.

Reinvested toll dollars entirely funded the project, Rey said. However, the overall parkway itself is a collaboration between NTTA and the Texas Department of Transportation, the North Central Texas Council of Governments, Tarrant and Johnson counties, Fort Worth and Western Railroad, Union Pacific Railroad and the cities of Fort Worth, Burleson and Cleburne.

Where are they in the process?

Construction on the widening project began in September 2025 and is scheduled to finish in June 2028.

Bridges along the entire project length are underway with drainage and culvert work — the tunneled pipes that channel water underneath a roadway. Earthwork activities continue throughout the corridor, including subgrade remediation, embankment placement, grading, and roadway preparation activities supporting future pavement construction, Rey said.

Bridge deck work is underway on Don Lee Road Bridge and County Road 904 Bridge. Buffalo Creek Bridge and County Road 1015 Bridge are currently under construction. Substructure work is ongoing at Sparks Road, County Road 920 and County Road 913 bridges.

Overnight and weekend closures continue on entrance and exit ramps along the parkway, with signed detours placed along the route.

Who will this project impact?

The Chisholm Trail Parkway Widening project will affect commuters, businesses and freight traffic traveling between Fort Worth and Johnson County.

“Work is ongoing in Burleson, Cleburne, Crowley and Joshua,” Rey said. “Of course, these areas will also enjoy development opportunities and a more convenient connection to Fort Worth upon the completion of the widening.”

Residents near the corridor may experience construction noise and temporary access delays as lane shifts and road closures occur “to safely advance phased work,” Rey said.

DALLAS BUSINESS JOURNAL

WORK HAS BEGUN ON KLYDE WARREN PARK'S 1.7-ACRE EXPANSION

By Mike Albanese
October 23, 2026



Rendering of new development at Klyde Warren Park.

Klyde Warren Park's latest expansion is officially underway, as park officials confirmed work has begun on the park's 1.7-acre expansion over Woodall Rodgers Freeway.

Calvert Collins-Bratton, Klyde Warren president and CEO, said the Texas Department of Transportation officially began work Oct. 19 on the deck of Phase 2.0. She added plans call for the project to be finished in 2019.

Work began days before the city's Parks and Recreation Board approved additional grant funding totaling $14.6 million for the expansion of the park. The parks board approved an amendment to the interlocal agreement between the Regional Transportation Council, the North Central Texas Council of Governments and the City of Dallas for the Woodall Rodgers Park Foundation.

The increase is for RTC's Surface Transportation Block Grant Funds dedicated for the expansion of Klyde Warren Park Phase 2 located at 2012 Woodall Rodgers Freeway. Funds allocated for the project rose by $14.6 million to a new total of $44.6 million.

Collins-Bratton said the park is "grateful to the Dallas Park and Recreation Board for continued support of Klyde Warren Park and its expansion."

Park officials unveiled the next expansion in June that expands west past Akard Street, covering the final portion of the Woodall Rogers Freeway. It will also feature the Jacobs Lawn, a 37,000 square-foot green space. During the winter, the space will transform into an outdoor ice-skating rink. Construction could begin later this year and take about two years.

The expansion will also include a two-story, 24,000-square-foot event and reception space that will have an 8,000-square-foot rooftop terrace overlooking the Dallas skyline that will also feature ground-floor retail.

Jody Grant, chairman of Klyde Warren Park, said during the June unveiling that the project could create up to $3.5 billion in new real estate value over the next decade from further investment and increased tourism. Since the park opened, it has added $5.9 billion in real estate value for the surrounding Arts District and Uptown neighborhoods, he claimed. This has resulted in $957 million in incremental tax revenue generated for the city, Dallas County, Dallas Independent School District, Parkland Health and Dallas College, Grant said.

Klyde Warren Park's expansion has been in the works for a while. Dallas City Council approved a $122 million budget for its portion in December.

Klyde Warren Park opened in 2012 and hosts 1.5 million visitors annually. It's named after the youngest son of Kelcy Warren, the billionaire Dallas philanthropist and executive chairman and co-founder of midstream giant Energy Transfer.

Regional Transportation Council

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

October 9, 2026

The Honorable Sean Duffy
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Duffy:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I am pleased to support the City of Arlington's application for the Federal Highway Administration's (FHWA) Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program for the replacement of the Webb-Ferrell Bridge and establishment of a city-wide flood warning system.

The Webb-Ferrell Bridge represents a critical transportation connection serving surrounding neighborhoods, schools, recreational amenities, and emergency response routes. During storm events, the existing bridge is susceptible to flooding and roadway overtopping, creating transportation disruptions, roadway closures, and significant public safety concerns. Recent events have underscored the risks associated with flooding at this location and highlighted the need for a permanent, resilient infrastructure solution. Replacing the existing structure with a bridge designed to better withstand future flood events will reduce roadway overtopping, improve transportation reliability, preserve critical community connections, and strengthen the resilience of Arlington's transportation network. By replacing vulnerable infrastructure with a more resilient crossing, the City will be better positioned to maintain mobility and support emergency response during severe weather events.

As the regional planning body, the RTC prioritizes transportation safety, system reliability, and infrastructure resilience across North Central Texas. The proposed project advances the goals of Mobility 2050: The Metropolitan Transportation Plan for North Central Texas by strengthening the resilience of critical transportation infrastructure, improving mobility during extreme weather events, enhancing emergency response access, and reducing vulnerabilities associated with recurring flooding. The project also reflects recommendations identified through the RTC's transportation vulnerability assessments, which emphasize protecting critical infrastructure and maintaining reliable access and mobility in the face of increasingly severe weather impacts.

The RTC also strongly supports Arlington's proposed citywide automated flood warning system initiative. By deploying automated flood flashers and real-time monitoring technology at approximately 40 high-risk roadway crossings, Arlington is implementing an innovative and scalable approach to improving traveler safety and situational awareness during flood events. The system will support timely roadway closures, improve communication of hazard information to motorists and emergency responders, and reduce the likelihood of drivers encountering dangerous flooded roadway conditions. Together, the bridge replacement and flood warning system establish a comprehensive resilience strategy that combines infrastructure improvements with advanced technology to reduce flood-related risks, improve public safety, preserve regional mobility, and protect critical transportation assets.

This project is consistent with the policies and programs of Mobility 2050: The Metropolitan Transportation Plan for North Central Texas. If the project receives funds, the RTC will support its inclusion in the 2027 - 2030 Transportation Improvement Program for North Central Texas, as needed.

Again, the RTC supports the City of Arlington's application for the PROTECT Program. Thank you for your time and consideration. If you have any questions, please contact Michael Morris, P.E., Staff Director to the Regional Transportation Council 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., Staff Director to the Regional Transportation Council

Regional Transportation Council

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

October 9, 2026

The Honorable Sean Duffy
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Duffy:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I am pleased to support the City of Arlington's application for the Federal Highway Administration's (FHWA) Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Planning Grant for the Johnson Creek-Tributary 9 (JC-9) Phase 2 Design Project.

The RTC recognizes that resilience planning is increasingly important to the long-term sustainability of North Texas communities and transportation systems. The JC-9 watershed study identified flood risks affecting residential areas, transportation facilities, emergency access routes, and regionally significant destinations. These challenges underscore the need for collaborative planning efforts that address both current and future extreme weather and flooding risks.

The watershed includes assets of statewide and regional significance, including the Arlington Entertainment District, AT&T Stadium (home of the NFL Dallas Cowboys), major healthcare facilities, schools, and critical transportation corridors. Protecting access to these destinations and improving system reliability during extreme weather events will support public safety, economic vitality, and regional mobility objectives.

The proposed project aligns closely with regional goals related to infrastructure resilience, hazard mitigation, mobility preservation, and strategic investment in critical public assets. Through the completion of preliminary engineering, environmental review, alternatives analysis, and design development activities, the City of Arlington will be better positioned to advance implementable flood mitigation projects that provide lasting regional benefits.

This project is consistent with the policies and programs of Mobility 2050: The Metropolitan Transportation Plan for North Central Texas. If the project receives funds, the RTC will support its inclusion in the 2027 - 2030 Transportation Improvement Program for North Central Texas, as needed.

Again, the RTC supports the City of Arlington's application for the PROTECT Program. Thank you for your time and consideration. If you have any questions, please contact Michael Morris, P.E., Staff Director to the Regional Transportation Council 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., Staff Director to the Regional Transportation Council

Regional Transportation Council

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

October 9, 2026

The Honorable Sean Duffy
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Duffy:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, I am pleased to support Dallas Area Rapid Transit's (DART) application for the Federal Highway Administration's Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) competitive grant program for the **Rail Heating Winter Resiliency Project**.

During severe and freezing winter weather, ice and snow accumulation on tracks can disrupt operations across the entire light rail system as traction deficiencies can occur along low-lying rail segments, dipping below ground level that incline back to the surface with steep grades. Although sump pumps are typically used to remove water from these low-lying areas, residual water can accumulate and freeze on the tracks during severe winter weather. This reduces wheel-rail adhesion, increases safety risks that result in system-wide service disruptions, and raises overall maintenance needs.

The proposed project would prevent ice and snow accumulation on the tracks, maintaining wheel traction and reducing safety risks associated with wheel slip and loss of traction, service disruptions and delays, and weather-related maintenance requirements. For passengers, this translates directly to increased safety and improved system reliability during extreme winter weather. For transit operators and maintenance crews, the technology significantly reduces hazardous trackside work and heavy workloads during storms. Additionally, by reducing the effects of recurring freezing conditions, the project would also help maintain the rail infrastructure in a state of good repair, lowering long-term costs for taxpayers while also extending the life of the system.

This project is consistent with the policies and programs of Mobility 2050: The Metropolitan Transportation Plan for North Central Texas. If the project receives funds, the RTC will support its inclusion in the 2027 - 2030 Transportation Improvement Program for North Central Texas, as needed.

Again, the RTC supports DART's PROTECT grant application for the **Rail Heating Winter Resiliency Project**. Thank you for your time and consideration. If you have any questions, please contact Michael Morris, P.E., Staff Director to the Regional Transportation Council 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., Staff Director to the Regional Transportation Council

Regional Transportation Council

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

October 6, 2026

Chairman Knox Ross
Southern Rail Commission
804 Main Street
Baton Rouge, LA 70802

Dear Chairman Ross:

The Regional Transportation Council (RTC) was made aware of your May 12, 2026, response to Texas State Representative Yvonne Davis regarding the evaluation of potential passenger rail alignments as part of the Federal Railroad Administration's Corridor Identification Program (attached). The RTC recognizes the Southern Rail Commission's (SRC) responsibility to conduct a full and objective evaluation of viable route alignments.

We understand that potential corridor options should be considered based on objective information before selecting a preferred alignment. The RTC encourages the SRC to conduct an early comparative analysis of potential corridors using appropriate evaluation criteria, such as estimated ridership, capital costs, environmental benefits, and contribution to a multi-state regional network. This initial analysis should identify whether one corridor emerges as the most promising option. As sufficient information becomes available, the RTC recommends that the SRC identify one corridor early in the process and focus subsequent planning, environmental review, engineering, and stakeholder coordination on that alternative. The Regional Transportation Council operates under these same conditions you do, and the Administration believes that efficient administration of federal rules is not only permitted but encouraged.

The RTC looks forward to continued collaboration with the SRC to advance intercity passenger rail service in Texas and the broader region. If you have any questions, please contact Michael Morris, P.E., Staff Director to the Regional Transportation Council at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



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

RG:kw
Attachment

cc: The Honorable Yvonne Davis, Texas House of Representatives
Michael Morris, P.E., Staff Director to the Regional Transportation Council

RECEIVED MAY 18 20

Attachment

SOUTHERN RAIL COMMISSION

May 12, 2026

The Honorable Yvonne Davis
State Representative, District 111
Texas House of Representatives
5787 South Hampton Rd., Suite 447
Dallas, Texas 75232

Sec

RE: Letter received April 1, 2026

Dear Representative Davis,

Thank you for your letter and for your continued commitment to advancing passenger rail in Texas.

We share your enthusiasm for the I-20 Corridor project. However, as stewards of a federally funded program, the Commission is statutorily required under 49 U.S.C. § 25101(c) to conduct a full and objective evaluation of all viable route alignments. This entails considering ridership, capital costs, environmental benefits, and contribution to a multi-state regional network before any alignment can be selected. Predetermining the route based on prior state funding commitments, however well-intentioned, would jeopardize the corridor's federal funding eligibility.

M

We look forward to working collaboratively with you and all Texas stakeholders through that process.

Sincerely,

Fra

Dev

Knox Ross, Chairman
Chairman, Southern Rail Commission

cc: John Spain, Vice Chairman, Southern Rail Commission

PRESS RELEASE
Contact: Brian Wilson
NCTCOG
bwilson@nctcog.org

Antojuan Spoons Jr.
Meals on Wheels Collin County
spoonsa@mealsonwheelscc.org

Meals on Wheels Collin County Launches Annual Harvest Box Initiative, Shifts Focus to Rural Seniors

NCTCOG partnership highlights efforts to connect older adults with transportation resources as Collin County continues to grow

Oct. 9, 2026 (Arlington, Texas) – Meals on Wheels Collin County has kicked off its annual Fall Harvest Box initiative, dedicated to brightening the season for seniors in need by ensuring they have shelf-stable food, household essentials and a few extras to make life more comfortable. There are ways everyone can participate.

The Harvest Box event has typically been an initiative centered on community engagement, bringing volunteers and corporate partners together to provide participating seniors nourishment while reminding them they are an important part of the growing community.

Collin County added more people last year than any other county in the Dallas-Fort Worth area, welcoming almost 65,000 residents to push its population to 1.37 million. Meals on Wheels is trying to provide transportation connection information to its expanding base of clients, especially in more rural areas of the county.

“Through ongoing conversations, home visits and assessments, we have heard significant concerns from seniors living in our rural service areas, particularly regarding limited transportation access and food insecurity,” Meals on Wheels Collin County CEO and Executive Director Marzella Tyson said. “So, we adjusted our strategy to address what is happening in our community.”

The initiative also helps the organization better understand the transportation challenges its clients in rural areas must confront.

“This is more than a food distribution initiative,” Tyson said. “It is an opportunity to listen, respond, and show our rural seniors that they are seen, they are heard and they are an important part of our community.”

For many older adults, particularly those who no longer drive, reliable transportation can be essential to accessing medical care, grocery stores and other everyday necessities. Yet

available services and eligibility requirements vary significantly depending on where a resident lives.

Collin County is served by a combination of transit authorities, municipal transit programs and contracted transportation services, with service models and eligibility varying significantly across the county. They include the following:

- **Dallas Area Rapid Transit (DART)** offers GoLink microtransit, paratransit, bus and rail service to its member cities in Collin County.
- **Collin County Transit** is offered by the McKinney Urban Transit District (MUTD) and is contracted with DART to provide subsidized on-demand trips to residents of Celina, Lowry Crossing, McKinney, Melissa, Princeton and Prosper who are 65 or older, disabled or low income.
- **Collin County Rides** is a partnership between Denton County Transportation Authority (DCTA) and the cities of Allen and Fairview to offer shared-ride transit services for residents aged 65 and older, as well as those with qualifying disabilities.
- **Frisco Demand Response and On-Demand Services** are city partnerships with DCTA. The Demand-Response program offers curb-to-curb service to Frisco residents who are 65 or older, disabled or need transportation for medical appointments. Frisco has also launched DCTA's GoZone on-demand microtransit services within designated areas of the city with a regional connection to DART service in Plano.
- **Ride Awake Wylie** offers a subsidized on-demand rideshare program through a public-private partnership for residents of Wylie, including select destinations outside city boundaries.
- **Plano Rides** is an on-demand transportation program for Plano residents 65 and older offered through Via Transportation. The program operates alongside DART service in the City of Plano.

Some portions of the county fall outside transit authority boundaries entirely. So there is a need to make sure people are not falling through the cracks. The North Central Texas Council of Governments (NCTCOG) is working with Meals on Wheels Collin County to identify seniors in need and help with transportation.

The North Central Texas Area Agency on Aging, a department of NCTCOG, contracts with Meals on Wheels and transportation agencies across 14 counties, including Collin County, to ensure seniors 60 and older receive necessary nutrition and transportation services.

"North Texas has a history of working together for the good of the region and the people who make it a unique place to live," said Doni Green, director of aging for the North Central Texas Council of Governments. "We value our partnership with Meals on Wheels Collin County and the Regional Transportation Council, and we look forward to continuing to collaborate in order to meet the nutritional needs of older residents."

Beyond its ongoing aging-services partnerships, NCTCOG is pursuing regional solutions to make transportation more accessible and easier to navigate for older adults and people with disabilities.

The NCTCOG Transportation Department is working to improve connections throughout the region, including Collin County. The department recently applied for a grant for the Dallas-Fort Worth Transportation and Medical Core Connections project, which would use conversational artificial intelligence to connect older adults and people with disabilities with transportation

options, focusing on non-emergency medical trips. There would also be additional resources providing a human connection anyone could call to find out how to make a trip and what transportation options are available.

Additionally, the Regional Transportation Council is working on a plan to modernize Dallas-Fort Worth's public transportation system to allow it to meet the evolving needs of the region through 2050, when the population is expected to eclipse 12 million.

Transit 2.0 could help fill gaps in Collin County and other areas throughout the region to ensure the transportation system evolves to meet the needs of residents as North Texas becomes more densely populated.

"Through Transit 2.0, we are reimagining North Texas' public transportation system to ensure it is flexible, inclusive and connected to community-based solutions," said Denton City Councilmember Jill Jester, who also serves as chair of the RTC's Transit Vision Subcommittee. "Collaborating with organizations like Meals on Wheels Collin County allows us to bridge critical gaps and provide our seniors with the dignified, reliable mobility options they deserve."

The Fall Harvest Box initiative continues through Oct. 27. For information on how you or your employer can participate in the effort, visit MealsonWheelscc.org/harvestboxes2026.

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/rtc.

About Meals on Wheels Collin County
Meals on Wheels Collin County has served seniors and adults with disabilities throughout Collin County for more than 50 years. Through nutritious meal delivery, transportation services, social engagement opportunities, and wellness support, the organization helps older adults remain independent and age safely in place. The organization's mission is to nourish the health and well-being of neighbors who may face barriers to accessing food, transportation, or meaningful connection. Volunteers and staff deliver more than meals — they provide regular human contact, caring wellness checks, and a dependable sense of community. By connecting seniors and adults with disabilities to practical support and compassionate relationships, Meals on Wheels Collin County helps people remain active, dignified, and connected in the communities they call home. Its services strengthen individuals, families, and the broader Collin County community.

###

Regional Transportation Council

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

North Texas Schools to Promote Student Health and Safety Oct. 7 with Walk & Roll to School Day

Nearly 200 area schools plan to participate in annual event

Oct. 1, 2026 (Arlington, TEXAS) – The trip to school on Wednesday, Oct. 7 will be different for many elementary and middle school students across the Dallas-Fort Worth area. Instead of riding the bus or being driven to school, they will use their legs. Almost 200 schools across the region are celebrating **Walk & Roll to School Day**, a national event held annually to remind students of the importance of staying active. Statewide, more than 260 schools will host Walk & Roll to School Day events, according to WalkBiketoSchool.org.

Walk & Roll to School Day is led by the National Center for Safe Routes to School. From its founding in 1997 as a modest celebration, Walk & Roll to School Day has grown to include more than 2,300 events across the United States.

“It is encouraging to have such tremendous participation in Walk & Roll to School Day across the region and state,” said Shawn Conrad, program manager, land-use and mobility options, NCTCOG. “Walking can be a fun way for students to get to school. But the benefits run much deeper. Walking can lead to communities that are healthier and more connected.”

The NCTCOG Transportation Department is offering the following resources and incentives to encourage involvement and the creation of fun, engaging experiences:

- Walk & Roll to School Day planning and social media toolkits
- Drawing for safety-themed giveaways for winning schools to hand out to students participating in Walk & Roll to School Day
- Drawing for scooters/helmets for students at registered schools that complete a safety pledge

The Regional Transportation Council is committed to funding projects that improve safety near schools. Since 2014, the RTC has approved more than $40 million for nearly 50 Safe Routes to School projects through Transportation Alternatives calls for projects. This included three projects in 2025 worth a total of nearly $10 million.

The Safe Routes to School Regional Action Plan, adopted last year as part of Mobility 2050, provides a framework cities, school districts and communities can follow to create safer walking and biking paths for students. The plan encourages collaboration among local governments, school districts and transportation agencies to build a more sustainable and accessible school environment.

In 2024, the North Central Texas Council of Governments was awarded a $5 million federal grant through the Safe Streets and Roads for All to improve safety for students who walk near high-injury roads on their way to school. The RTC approved an additional $1.25 million for the effort, meaning a total of $6.25 million has been directed toward Crossing Students Safely in the Dallas-Fort Worth Region (CroSS-DFW). The goal of CroSS-DFW is to develop coordinated, data-driven systems for crossing guard implementation, student crossing safety and improving driver behavior in school zones.

More information about the NCTCOG Transportation Department's Walk & Roll to School Day efforts is available here.

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/rtc.

###

BYLAWS AND OPERATING PROCEDURES FOR THE REGIONAL TRANSPORTATION COUNCIL

Draft: December 2026

The Regional Transportation Council (RTC) serves as the Metropolitan Planning Organization (MPO) for North Central Texas. Pursuant to 23 United States Code (U.S.C.) §134 and 49 U.S.C. §5303, as amended, the MPO serves as the policy body responsible for the metropolitan transportation planning process. As of 2026, the Dallas-Fort Worth Metropolitan Area includes the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney-Frisco urbanized areas as designated under applicable federal law.

As the MPO, the RTC is responsible for ensuring that transportation planning within the Metropolitan Area is coordinated and integrated with other planning activities affecting the region. These Bylaws and Operating Procedures establish the governance structure, authority, organization, rules, and procedures necessary for the orderly conduct of the regional transportation planning process and through which the RTC fulfills its responsibilities as the MPO for the Dallas-Fort Worth Metropolitan Area.

These Bylaws and Operating Procedures govern the organization and operation of the RTC in perpetuity.

ARTICLE I. STATEMENT OF PRINCIPLES

Section 1.1 Importance of Transportation Planning

The physical, economic, and social well-being of the region, its citizens, and business enterprises, now and in the future, is determined to a great extent by its transportation system. Therefore, decisions involving transportation systems and subsystems must consider the environmental, economic, and social impacts of the alternatives in the future development of the transportation

system and must attain the principal objective of having an efficient, safe, and practical system for moving people, goods, and services in the region according to their needs.

A transportation system can best be planned on a large-area basis involving city, county, regional, and state jurisdictional responsibilities and a proper mix of various modes of travel.

Section 1.2 Responsibilities of Transportation Partners

Counties and cities have the local responsibility for anticipating and meeting the transportation needs for adequately moving people and goods within their jurisdictions. ~~However, T~~the Texas Department of Transportation (TxDOT) is charged, by law, with the responsibility for planning, designing, constructing, and maintaining the State Highway System. In addition, duly authorized transportation authorities are responsible for planning, developing, and operating public transportation services in their respective service areas. Dallas Area Rapid Transit (DART), Trinity Metro, and Denton County Transportation Authority (DCTA) are responsible for planning, developing, and operating transportation services in their respective areas. The North Texas Tollway Authority (NTTA) is responsible for constructing and operating tolled facilities, while Dallas Fort Worth (DFW) International Airport designs, constructs, and operates transportation infrastructure within the airport.

Under federal legislation, the ~~NCTCOG~~ Regional Transportation Council, operating as the Metropolitan Planning Organization (MPO), ~~through the NCTCOG Regional Transportation Council,~~ has an expanded role in project selection, transportation project programming, and project funding.

Section 1.3 Cooperative Decision -Making

Evaluation of transportation alternatives and the determination of the most desirable transportation system can best be accomplished through a Regional Transportation Council ~~RTC)~~ of primarily elected officials from the counties and cities in the North Central Texas r~~R~~egion. The Regional Transportation Council will be the forum for cooperative decision making by primarily elected officials of general-~~-~~purpose local governments (i.e., cities and counties) and includ~~e~~~~ing~~ representatives of entities responsible for highway, toll road, and mass transit improvements, and ground access to air carrier aviation. It is in the explicit interest of the Regional Transportation Council~~,~~ that all elected officials be of general-~~-~~purpose local governments. State officials are represented by their Texas Department of Transportation District Engineers.

The Regional Transportation Council will make recommendations involving the regional transportation system, including the regional highway system, the regional public transportation system, and the regional aviation system (including unmanned aircraft systems), to the counties and cities, the State, and the transportation authorities for all modes of transportation. Final decisions for implementing the projects, programs, and policies from the Metropolitan Transportation Plan will be a cooperative effort between the governing bodies of the ~~counties and~~ cities and counties, the Texas Department of Transportation, DFW International Airport, the North Texas Tollway Authority, the transportation authorities, and the members of the~~, the Texas Transportation Commission, the~~ Regional Transportation Council. ~~, and the authorities.~~

Section 1.4 Metropolitan Transportation Planning Process

The Regional Transportation Council will monitor the metropolitan transportation planning process to ~~assure~~ ensure that it is conducted in a manner consistent with requirements of federal law and regulations.

ARTICLE II. DEFINITIONS

The following definitions shall apply to terms used in these Bylaws and Operating Procedures:

Section 2.1 Metropolitan Transportation Planning Process and Responsibilities

a. Metropolitan Area. The Metropolitan Area is a geographic area, and boundaries are cooperatively determined by agreement between the Metropolitan Planning Organization and the Governor or their designee for the purpose of conducting the metropolitan planning processes required by federal and State law. For the RTC, this area is comprised of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties. This area is expected to be principally urbanized within 20 years.

b. Transportation Planning Process. The transportation planning process is the process of estimating future travel demand, identifying transportation improvement alternatives, and evaluating those alternatives and financial resources to determine the best combination of facilities and services for all modes of travel.

~~a.~~ ~~c.~~ Metropolitan Transportation Plan. The Metropolitan Transportation Plan (MTP) is the delineation of projects, programs, and policies associated with highway, transit, aviation, and other multimodal facilities that would serve the projected travel demand for a forecast year. The Metropolitan Transportation Plan will include a listing of projects anticipated to be funded over the next ~~approximately~~ 20+ years, policies, and programs, and be developed consistent with federal guidelines.

c.

~~b.~~ Transportation Improvement Program. The Transportation Improvement Program (TIP)

is a multimodal listing of all transportation projects and programs expected to be implemented over an approximately four-year period, as well as projects that are funded but not yet ready for implementation. This includes all projects or programs which that are expected to utilize federal funds and those projects or programs which that will utilize other funds (Sstate or local), including toll road projects. The TIP will be developed consistent with federal guidelines and Regional Transportation Council selection criteria.

d.

e. Unified Planning Work Program. The Unified Planning Work Program (UPWP) is a listing of planning projects to be performed by the MPO in support of a continuous, comprehensive, and coordinated transportation planning process. The UPWP also contains a listing of planning projects performed by other agencies which that will have regional significance. The UPWP is developed and maintained in accordance with federal requirements.

f. Congestion Management Process. The Congestion Management Process (CMP) is the process and supporting documentation used to identify, evaluate, and manage congestion within the Metropolitan Area. The CMP provides information and strategies to improve transportation system performance and is developed and maintained in accordance with applicable federal requirements.

g. Transportation Conformity. Transportation Conformity is the federally required process for demonstrating that transportation plans, programs, projects, and related actions are consistent with applicable air quality requirements. Transportation Conformity requires that projected emissions associated with implementation of the Metropolitan Transportation Plan and Transportation Improvement Program are consistent with the Motor Vehicle Emissions Budgets established in the applicable State Implementation Plan

(SIP).

~~e.~~h. Nonattainment Area. The Nonattainment Area is a geographic area designated by the United States Environmental Protection Agency (EPA) as not meeting one or more National Ambient Air Quality Standards (NAAQS). Transportation plans, programs, and projects within a Nonattainment Area must comply with applicable federal air quality conformity requirements and other requirements established under federal law and regulation.

i. Public Participation Plan. The Public Participation Plan (PPP) is the RTC's adopted document that establishes policies, procedures, and strategies for providing meaningful opportunities for public involvement in the metropolitan transportation planning and programming process. The Public Participation Plan is developed and maintained in accordance with applicable federal requirements and is intended to promote an open, inclusive, and transparent exchange of information between the MPO, stakeholders, and the public.

j. Texas Metropolitan Mobility Plan. The Texas Metropolitan Mobility Plan is a needs-based plan developed and regularly updated, as determined by the Regional Transportation Council or required by the Texas Department of Transportation, in order to quantify funding needs and develop candidate policy areas.

Section 2.2 Regional Transportation System

a. Regional Transportation System. The Regional Transportation System is the ~~continuous~~ network of roadways, transit services, aviation, and other multimodal facilities that provides for movement and interchange of people and goods, primarily between local jurisdictions

within the region. Included in the Regional Transportation System, but ~~are~~ not limited to, are ~~are~~ the Regional Highway System, Regional Public Transportation System, Regional Aviation System, Intercity Passenger Rail System, Urban Air Mobility System, and air carrier airports.

~~a. The Rregional Ppublic tTransportation Ssystem includes, but is not limited to, light rail; commuter rail, high-speed rail, and other emerging transit technologies; local and express bus routes; personal rapid transit; paratransit and ridesharing services operated by public or private entities;, and taxi or other for-hire transportation services.~~

~~Transportation System, Regional Aviation System, and air carrier airports.~~

b. Regional Public Transportation System. The Regional Public Transportation System includes, but is not limited to, light rail; commuter rail, high-speed rail/intercity passenger rail, and other emerging transit technologies; local and express bus routes; personal rapid transit; microtransit, paratransit and ridesharing services operated by public or private entities; and taxi or other for-hire transportation services.

c. Intercity Passenger Rail System. The Intercity Passenger Rail System provides passenger rail service connecting cities or metropolitan areas. The Intercity Passenger Rail system includes, but is not limited to, Amtrak service, high-speed rail, and other passenger rail services operating between cities or regions.

~~b.~~d. Regional Highway System. The R~~r~~egional H~~h~~ighway S~~s~~ystem includes, but is not limited to, those freeways, principal and minor arterials, tollways, managed lanes, intermodal terminals, parking facilities, and autonomous passenger vehicle services ~~which~~ that make up the system for travel by automobile or truck.

e. Regional Aviation System. The Rregional Aaviation Ssystem includes, but is not limited to, the collective airports, urban air mobility systems, and vertical flight facilities in the Metropolitan Area bBoundary ~~which~~ that provide terminals for commercial air travel, general aviation, and air cargo activities.

f. Air Carrier Airport System. The Air Carrier Airport System is a public airport regularly served, or expected to be regularly served, by an air carrier for the transportation of passengers or cargo.

~~c.~~g. Urban Air Mobility System. The Urban Air Mobility System uses innovative aircraft, technologies, infrastructure, and operations to transport passengers or cargo within and around urban areas. The Urban Air Mobility System may include vertical-flight facilities and other infrastructure necessary to support such operations.

Section 2.3 Membership

a. Primary Member. A P~~p~~rimary M~~m~~ember is the principal individual appointed to represent an entity or group of entities on the Regional Transportation Council. This could include cities, counties, the Texas Department of Transportation, the North Texas Tollway Authority, the Dallas Fort Worth International Airport and transportation authorities.

b. Alternate Member. An A~~a~~lternate M~~m~~ember is the individual appointed to represent an entity or group of entities on the Regional Transportation Council in the absence of the P~~p~~rimary M~~m~~ember. An ~~a~~Alternate ~~m~~Member will receive all meeting materials provided to

the Pprimary Mmember and is encouraged to attend Regional Transportation Council meetings on a regular basis in order to be knowledgeable on issues and prepared to vote should the Pprimary Mmember be unable to attend a particular meeting. In order to ensure coordination between Pprimary and Aalternate Mmembers, all information requests by the aAlternate mMember should be coordinated through the Pprimary mMember.

c. Transportation Authority. A Transportation Authority is an entity authorized and operating under Chapter 451, 452, or 460, as amended, of the Texas Transportation Code that provides public transportation services within the Metropolitan Area. Transportation Authority membership on the RTC may be provided only to those entities authorized and operating under these chapters. Policy-level board members will represent Transportation Authorities.

Section 2.4 Governance and Administration

a. Metropolitan Planning Organization. The Metropolitan Planning Organization (MPO) is the policy-making body responsible for overseeing the metropolitan transportation planning process, establishing transportation policy, and making necessary approvals for the Dallas-Fort Worth Metropolitan Area. The Regional Transportation Council serves as the Metropolitan Planning Organization for North Central Texas.

b. MPO Director. The MPO Director is the lead staff member responsible for overseeing the metropolitan transportation planning process and implementing MPO goals, policies, plans, and programs. The MPO Director supports and reports to the Regional Transportation Council and coordinates with local, State, and federal agencies and

performs responsibilities assigned by the RTC and the Governing Documents.

c. Governing Documents. The Governing Documents include applicable federal and State laws, these Bylaws and Operating Procedures, the MPO Agreement, the Operating Agreement, and other agreements, policies, or governing documents approved by the RTC.

d. RTC Staff. The RTC Staff is personnel assigned to perform transportation planning, programming, technical, public involvement, administrative, and related work activities necessary to carry out the responsibilities of the MPO. RTC Staff works under the policy direction of the RTC through the MPO Director and supports the metropolitan transportation planning process and implementation of MPO activities.

e. Fiscal Agent. The Fiscal Agent is the entity responsible for providing fiscal, human resource and staff support services to the MPO. For purposes of these Bylaws, the North Central Texas Council of Governments (NCTCOG) serves as the Fiscal Agent. The responsibilities of the Fiscal Agent are established through the Governing Documents.

f. MPO Agreement. The Metropolitan Planning Organization (MPO) Agreement is executed among the Texas Department of Transportation, the Regional Transportation Council as the MPO, and NCTCOG as the Fiscal Agent, including any amendments thereto. The MPO Agreement establishes the roles, responsibilities, and requirements necessary to carry out the metropolitan transportation planning process.

g. Operating Agreement. The Operating Agreement is the two-party agreement between the RTC and NCTCOG including any amendments thereto, governing the relationship between the MPO and Fiscal Agent. The Operating Agreement establishes functional roles, responsibilities, operating principles, and resolution procedures.

h. RTC Officers' Committee. The RTC Officers' Committee is a committee consisting of the RTC Chair, Vice Chair, Secretary, and the most recent Past Chair currently serving on the RTC established to perform review and recommendation responsibilities regarding MPO Director oversight, performance, and employment matters as provided in these Bylaws and the Governing Documents.

i. RTC Executive Committee. The RTC Executive Committee is a committee consisting of the RTC officers, the most recent Past Chair currently serving on the RTC, and three (3) at-large RTC members currently serving as provided in these Bylaws. The RTC Executive Committee performs review, coordination, and recommendation responsibilities regarding operational matters and resolution procedures assigned to the RTC under the Governing Documents.

ARTICLE III. ORGANIZATION

Section 3.1. Organizational Structure

The organization for regional transportation planning shall consist of the RTC ~~Regional Transportation Council~~, RTC Officers' Committee, RTC Executive Committee, RTC subcommittees determined by the RTC ~~officers~~Chair, the Surface Transportation Technical

Committee (STTC), and other advisory ~~technical~~ committees determined by the ~~NCTCOG~~ RTC ~~Transportation~~ MPO Director, as described in subsequent paragraphs and sections of these Bylaws and Operating Procedures.

Section 3.2 Regional Transportation Council.

~~The Regional Transportation Council~~ The RTC shall be the forum for cooperative decision making by primarily elected officials of general~~-~~purpose local governments in the Metropolitan Area. The RTC shall exercise the authorities, duties, and responsibilities assigned to the MPO under applicable law and the Governing Documents. Ultimate responsibility for MPO actions requiring approval of the MPO rests with the RTC.

Section 3.3. RTC Officers' Committee and RTC Executive Committee

The RTC establishes an RTC Officers' Committee and an RTC Executive Committee to perform distinct responsibilities under the Governing Documents. Except as expressly authorized by the RTC, these Bylaws, or the Governing Documents, neither committee may establish RTC policy or take final action on a matter reserved to the RTC. In the event resolution or escalation procedures are initiated, RTC Members serving on the RTC Officers' Committee or RTC Executive Committee shall evaluate whether service creates a conflict of interest or conflicting loyalty and whether the member may participate in a matter under these procedures and applicable law.

a. RTC Officers' Committee.

(1) Composition.

The RTC Officers' Committee shall consist of the RTC Chair, Vice Chair, Secretary, and the most recent Past Chair currently serving on the RTC.

(2) Responsibilities.

The RTC Officers' Committee shall review and provide recommendations to the full RTC under the MPO Director oversight and performance resolution procedures contained in the Operating Agreement. The RTC Officers' Committee may review MPO Director employment, including status, recruitment, selection, appointment, performance evaluation, compensation, disciplinary, termination, and employment agreement matters.

(3) RTC Action Required.

No recommendation of the Officers' Committee shall become effective without action by the RTC. Final action on the following MPO Director employment matters shall be taken by the RTC:

- Employment status of current MPO Director;
- MPO Director recruitment, selection, and appointment;
- Employment agreement approval and amendments;
- Performance evaluations;
- Merit and compensation actions;
- Disciplinary actions;
- Termination; and
- Other MPO Director employment matters reserved to the RTC under the Governing Documents.

b. RTC Executive Committee.

(1) Composition.

The RTC Executive Committee shall consist of the Chair, Vice Chair, Secretary, and the most recent Past Chair currently serving on the RTC, and three (3) at-large members appointed by the Chair and confirmed by the RTC.

(2) Responsibilities.

The RTC Executive Committee shall perform the review, coordination, resolution, and recommendation responsibilities assigned to an RTC committee under the operational resolution procedures contained in the Operating Agreement. The RTC Executive Committee may resolve operational or administrative matters necessary to implement policies, programs, funding decisions, or other actions previously approved by the RTC, provided that the resolution does not modify the underlying RTC action or involve a matter reserved to the RTC.

(3) Interim Action.

When an operational or administrative matter requires action before the next regularly scheduled RTC meeting, the RTC Executive Committee may take interim action necessary to:

- Implement a prior RTC decision;
- Maintain continuity of MPO operations;
- Prevent material disruption to an RTC-approved program or activity; or
- Address other time-sensitive matters within authority previously granted by the RTC or the Governing Documents.

(4) Limitations.

The RTC Executive Committee may not:

- Establish or modify RTC policy;
- Reverse, materially modify, or supersede an action taken by the RTC;
- Approve an expenditure or financial commitment not authorized through an RTC approved budget, funding action, or policy;
- Take final action on a matter expressly reserved to the RTC under these Bylaws or the Governing Documents; or

- Take any action requiring approval by the RTC under applicable law.

(5) Reporting and Ratification.

The MPO Director's Report shall include a standing status item regarding matters arising under the resolution procedures contained in the Operating Agreement, subject to applicable confidentiality and privilege requirements. The RTC Executive Committee shall report any resolution or interim action to the RTC at its next regularly scheduled meeting.

An interim action shall be submitted for RTC ratification when the action creates an ongoing obligation, materially affects the implementation of an RTC policy or program, or otherwise requires RTC approval under applicable law or the Governing Documents. Operational actions implementing an existing RTC authorization may be reported to the RTC without separate ratification.

Section 3.4 Standing and Ad Hoc Subcommittees.

The Regional Transportation Council officers Chair will determine necessary subcommittees and subcommittee membership for the conduct of RTC business. Subcommittee membership should reflect the diversity of the RTC. Subcommittees are established to review specific issues, conduct detailed discussion, and provide recommendations to the RTC. Each subcommittee shall be designated as either a standing subcommittee or an ad hoc subcommittee. Subcommittees shall report their findings and recommendations to the RTC.

Section 3.5. Technical Committees

The Surface Transportation Technical Committee (STTC) shall provide technical review and advice to the RTC Regional Transportation Council with regard to the surface transportation

system. Other ~~technical~~ advisory committees, determined by the ~~NCTCOG~~ MPO ~~RTC Transportation~~ Director, as needed, shall provide ~~technical~~ review and advice for the regional transportation planning process. Membership in the Technical Committee will maximize quality control and communications with the RTC and prepare the technical staff for assisting with anticipated demographic growth.

ARTICLE IV. REGIONAL TRANSPORTATION COUNCIL

The following rules shall govern the procedure, membership, and records of the RTC ~~Regional Transportation Council~~ and its s~~S~~ubcommittees. The RTC and its subcommittees shall conduct meetings in an orderly manner consistent with applicable law, these Bylaws and Operating Procedures, and any meeting procedures adopted by the RTC. The Chair may use *Robert's Rules of Order Newly Revised* as guidance when appropriate, while maintaining flexibility to facilitate consensus-based discussion and decision making. Failure to strictly adhere to *Robert's Rules* will not invalidate any action of the RTC.

Section 4.1. Membership

a. Membership. Membership on the Regional Transportation Council shall be provided for local governments in the Metropolitan Area, either by direct membership or by cluster representation. The maximum number of seats for individual and cluster cities shall be 28; the maximum for all other seats shall be 17, resulting in membership that shall not exceed 45 seats. The membership structure shall be based on the most recent NCTCOG demographic data, and the allocation readjusted to maintain the membership limit of 45. A copy of the current membership structure is attached to these Bylaws as Appendix A.

Cities with a population or employment total of 5,000 or greater shall be represented on the RTC through a membership cluster unless they are provided direct membership. The cities of Denton and Lewisville, and the cities of McKinney and Frisco are included in urbanized areas of 50,000 or greater and shall be provided direct membership. ~~Federally designated urbanized areas of 50,000 or greater, in which the Regional Transportation Council is serving as the Metropolitan Planning Organization, shall be provided direct membership. The cities of Denton, Lewisville, and McKinney have been designated as urbanized areas. The Regional Transportation Council will honor these designations and maintain a cluster seat for each of these three urbanized areas. Representation for the three urbanized area seats can come from any of the cities within the respective c~~Transportation authority membership is provided only to those entities authorized and operating under Chapters 451, 452, or 460, as amended, of the Texas Transportation Code. Membership shall also be provided to NTTA, DFW International Airport, and TxDOT. The following local governments and public agencies shall be represented as indicated:

Cities

City of Plano	1
Cities of McKinney, Princeton, and Farmersville	1
Cities of Frisco, Little Elm, The Colony, and Providence Village	1
Cities of Fairview, Lucas, Wylie, Rowlett, Sachse, Murphy, Parker, and Lavon	1
Cites of Prosper, Celina, Anna, Melissa, and Allen	1
Cities of Denton, Sanger, Corinth, Lake Dallas, Aubrey, Krum, Hickory Creek, Oak Point, Argyle, and Pilot Point	1
Cities of Lewisville, Flower Mound, Highland Village, Northlake, and Justin	1
Cities of Dallas, Highland Park, and University Park	5
City of Garland	1
Cities of Richardson and Addison	1
Cities of Irving and Coppell	1
Cities of Mesquite, Balch Springs, Seagoville, and Sunnyvale	1
Cities of Carrollton and Farmers Branch	1
City of Grand Prairie	1

Cities of Duncanville, DeSoto, Cedar Hill, Lancaster, Glenn Heights, Hutchins, and Wilmer	1
City of Fort Worth	4
City of Arlington	2
Cities of North Richland Hills, Richland Hills, Haltom City, Watauga, White Settlement, River Oaks, Lake Worth, Saginaw, Azle, Sansom Park, Keller, and Haslet	1
Cities of Grapevine, Southlake, Colleyville, Hurst, Euless, Bedford, Westlake, Trophy Club, and Roanoke	1
Cities of Mansfield, Benbrook, Forest Hill, Crowley, Everman, and Kennedale	1
Subtotal	28
Other	
Collin County	1
Dallas County	2
Denton County	1
Tarrant County	2
Ellis County and the Cities of Ennis, Waxahachie, Midlothian, and Red Oak and Kaufman County and the Cities of Forney, Kaufman, Terrell, and Crandall	1
Johnson County and the Cities of Burleson, Cleburne, Keene, Joshua, Venus, and Alvarado and Hood County and the City of Granbury	1
Hunt County and the Cities of Commerce, Greenville, and Caddo Mills and Rockwall County, and the Cities of Rockwall, Heath, Royse City, and Fate	1
Parker County and the Cities of Weatherford, Mineral Wells, Willow Park, and Aledo and Wise County and the Cities of Decatur and Bridgeport	1
Board Member, Dallas Area Rapid Transit	1
Board Member, Denton County Transportation Authority	1
Board Member, ~~Fort Worth Transportation Authority~~Trinity Metro	1
Board Member, Dallas Fort Worth International Airport	1
District Engineer, TxDOT Dallas District (also represents the TxDOT Paris District's interests)	1
District Engineer, Fort Worth District, TxDOT	1
Board Member, North Texas Tollway Authority	1
Subtotal	17
TOTAL	45

~~The representatives of the Dallas Fort Worth International Airport, North Texas Tollway Authority (NTTA), and the three transportation authorities shall be selected by the chairs of their respective entities. The Dallas Fort Worth International Airport, NTTA, and transportation authority representatives shall be Board members of their respective entities.~~

b. Appointees. Except for the TxDOT District Engineers, ~~All~~ each RTC member shall either be a local elected official or, if representing a transportation authority, NTTA, or DFW International Airport, a member of the governing board of the represented entity. The representatives of the DFW International Airport, NTTA, and the three transportation authorities serving on the RTC shall be selected by the chairs of their respective entities. ~~The Dallas Fort Worth International Airport, NTTA, and transportation authority representatives shall be Board members of their respective entities.~~ ~~members of the RTC shall be local elected officials except:~~

- ~~the three transportation authority representatives,~~
- ~~the two TxDOT District Engineers,~~
- ~~the representative of the North Texas Tollway Authority~~NTTA~~,~~
- ~~the representative of the Dallas Fort Worth International Airport (unless an elected official Board member is selected), and~~

  ~~optional representatives of local governments where one-third of a public agency's representation may be by non-elected private sector officials who are residents of the appointing cluster~~.

Representatives of individual cities and counties shall be appointed by and serve at the pleasure of the city councils and commissioners' courts, respectively,~~,~~ and shall be serving on the governing body they represent (except as noted above). The person representing a group of several cities shall be selected by the mayors using a weighted vote of the maximum population or employment of the cities represented, and the person selected

shall serve a two-year term beginning in July of even-numbered years and shall be serving on one of the governing bodies they represent (except as noted above or below). All of these representatives will be local elected officials. If a city is a sole city, without other cluster seats, that city can assign their primary or alternate seat to a county elected official in the county which the city resides. ~~.~~

The person representing a group of several cities and counties shall be selected by the county judges using a weighted vote of the maximum population or employment of the counties represented, and the person selected shall serve a two-year term beginning in July of even-numbered years and shall be serving on one of the governing bodies they represent.

In the spirit of integrated transportation planning, all cities within a city-only cluster are eligible to hold the RTC membership seat for the cluster, and the cities should strongly consider rotation of the seat among the entities within the respective cluster. For clusters consisting of both counties and cities, the counties and cities over 30,000 in population ("eligible cities") are eligible to hold the RTC membership seat for the cluster, and the counties shall rotate the seat among the counties over a 10-year period in rough proportion to the population of the seat as follows: 1) the Ellis/Kaufman County seat and Rockwall/Hunt County seat shall rotate on a 50/50 basis; and 2) the Johnson/Hood County seat and Parker/Wise County seat shall rotate on a 70/30 basis. The county in which an eligible city appointed to hold the seat is located shall be used to determine whether the rotation requirement is met. Staff shall report on rotation of the county cluster seats over the preceding 10-year period as part of the quarterly attendance report under Section 4.5 ~~Paragraph E~~ below.

Items to consider when contemplating seat rotation may include: 1) a natural break in a member's government service, such as the conclusion of an elected term; 2) a member's potential to gain an officer position or advance through the officer ranks; 3) a member's strong performance and commitment to transportation planning; or 4) the critical nature of a particular issue or project and its impact on an entity within the cluster. The entity from which the representative is serving must be located within the Metropolitan Planning Area boundary. When the Regional Transportation Council modifies the current boundary, membership eligibility will be reevaluated based on the new boundary area.

c. Primary and Alternate Members. Each seat on the Regional Transportation Council will be provided a primary member and permitted an alternate member. Alternate members must be predetermined in advance of a meeting and will have voting rights at the full RTC meeting, as well as subcommittee meetings, in the absence of the primary member. An entity or group of entities may elect to appoint its alternate member(s) from a pool of eligible nominees. The same requirements apply to alternate members as to primary members. If a primary member is an elected official, then the alternate member must also be an elected official; if a primary member is a non-elected individual, then the alternate member can be either a non-elected individual or an elected official. Cities and/or counties within a cluster are strongly encouraged to rotate membership amongst the group in their to reflect diversity in their selections of primary and alternate members as well as membership rotation amongst the group depending on the qualifications of the appointees. For clusters containing both counties and cities, the county that does not hold the primary seat shall appoint the alternate member, unless otherwise mutually agreed. A best practice for city-only clusters may be to appoint the alternate member from an eligible entity within the cluster that is not providing the primary member.

~~The appointing bodies are encouraged to select members in common for the RTC and the NCTCOG Executive Board.~~

d. Responsibilities for Members Representing Multiple Entities. County representatives are appointed to represent the transportation needs of the entire county, especially those areas of the county within unincorporated areas, and local governments within each county that are not directly represented on the RTC. It is the responsibility of the county representatives to inform and discuss policies and actions of the RTC with those impacted areas they represent and to communicate the transportation needs of these areas to the RTC. A best practice may be for the county representatives to hold regular meetings with the cities in their respective counties to discuss transportation-related items.

RTC members representing groups of entities are appointed to represent the transportation needs of all entities within the group. It is the responsibility of the RTC members representing groups to inform and discuss policies and actions of the RTC with elected officials in their impacted areas and to communicate the transportation needs of these areas to the RTC. A best practice may be for the primary member to hold regular meetings with the entities in the group to discuss transportation-related items. RTC Staff is available to assist in this communication, if requested.

e. Dual-Seated Members. The appointing bodies ~~are encouraged to~~ may select RTC members who also may be serving on ~~in common for the RTC and~~ the NCTCOG Executive Board.

Section 4.2 Voting Structure

Each seat on the Regional Transportation Council will be provided one vote, with the exception of the Chair who will only vote on a tie. As noted above, either the P~~p~~rimary or Alternate M~~m~~ember in attendance will have the right to vote, except in the event of a conflict. An ~~a~~Alternate M~~m~~ember may represent only one P~~p~~rimary M~~m~~ember at any given meeting. Members must be in attendance to vote. No proxy or absentee voting will be allowed.

Section 4.3 Quorum

At least 50 percent of the appointed members identified in Section 4.1 herein must be present at meetings for the RTC to take action.

Section 4.4 Standards of Conduct (Ethics Policy)

a. Applicable Requirements. RTC Primary and Alternate Members shall comply with applicable federal and State ethics and conflict-of-interest requirements of the Texas Local Government Code and the Texas Transportation Code, as amended, and with any applicable ethics requirements of their appointing entities.

b. New Member Notification. New RTC members, both Primary and Alternate, no later than the third business day after the date the person qualifies for membership will receive notification of the RTC's Standards of Conduct (Ethics Policy).

c. Annual Presentation and Acknowledgement. The RTC shall receive an annual presentation regarding applicable State ethics and conflict-of-interest requirements. The agenda item shall include a brief presentation and an opportunity for members to discuss these requirements. Each RTC Primary and Alternate Member shall annually sign an

acknowledgment confirming receipt and review of the applicable ethics and conflict-of-interest requirements. The acknowledgment shall advise members of their continuing responsibility to disclose and address actual or potential conflicts as required by applicable law.

~~The Regional Transportation Council (RTC) establishes the following Ethics Policy in accordance with Section 472.034 of the Texas Transportation Code. This policy applies to both pPrimary and Aalternate RTC mMembers, whether elected or non-elected. An RTC member may not:~~

~~accept or solicit any gift, favor, or service that might reasonably tend to influence the member in the discharge of official duties or that the member knows or should know is being offered with the intent to influence the member's official conduct;~~

~~accept other employment or engage in a business or professional activity that the member might reasonably expect would require or induce the member to disclose confidential information acquired by reason of the official position;~~

~~accept other employment or compensation that could reasonably be expected to impair the member's independence of judgment in the performance of the member's official duties;~~

~~make personal investments that could reasonably be expected to create a substantial conflict between the member's private interest and the public interest; or~~

~~intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's official powers or performed the member's official duties in favor of another.~~

~~A copy of the Ethics Policy will be provided to new RTC members, both P primary and Aalternate, no later than the third business day after the date the person qualifies for membership and the North Central Texas Council of Governments receives notification.~~

~~All RTC members must also adhere to Chapter 171 of the Local Government Code and to the Code~~

~~of Ethics from their respective local governments and public agencies.~~

~~The NCTCOG Executive Board has established an Ethics Policy and Standards of Conduct applicable to NCTCOG employees consistent with Section 472.034 of the Texas Transportation Code.~~

Section 4.5 Attendance

Records of attendance of RTC meetings shall be kept and presented monthly as part of the minutes. These records shall be sent to the represented local governments quarterly and shall indicate that such notice is standard practice and not indicative of any particular problem. Entities with RTC members that have missed at least three consecutive meetings or at least four meetings in the preceding 12 months will be notified and the appointing bodies shall be asked to review the continued service of their representatives. RTC members may record excused absences if it is made known to RTC Staff ~~NCTCOG~~ and it is related to the following: personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service. An excused absence will not be recorded as an absence. It is the responsibility of the Pprimary M~~m~~embers to notify ~~NCTCOG~~ RTC S~~s~~taff and respective ~~a~~Alternate ~~m~~Members in advance when unable to attend a meeting. The names of the A~~a~~lternate M~~m~~embers should also be provided to ~~NCTCOG~~ RTC staff. If the P~~p~~rimary M~~m~~ember does not notify RTC ~~NCTCOG~~ staff in writing (i.e., letter, email) of an A~~a~~lternate M~~m~~ember's attendance at least two hours in advance of the commencement of the meeting, the A~~a~~lternate M~~m~~ember will not be able to participate in the meeting as a voting member.

Section 4.6. Officers

The Regional Transportation Council shall elect a Chair, Vice Chair, and Secretary for a term of one year. Elections shall be held in June of each year, with the new officers beginning their terms at the

conclusion of the June meeting. The Chair shall appoint a ~~nominating~~ Nominating ~~C~~Subcommittee no later than the May meeting of each year for the purpose of bringing before the Council a slate of officers for consideration. The N~~n~~ominating Subcommittee is tasked with confirming that the current Vice Chair and Secretary should move up to the office of Chair and Vice Chair, respectively, and nominate a new Secretary. Members of the N~~n~~ominating Subcommittee are eligible to be nominated for an officer position. ~~The nominating committee, in its deliberations, shall address issues of diversity, including sensitivity to gender, ethnicity, and geography in making its recommendations.~~ Officers shall be elected public officials appointed by and from the governing body of the member government. The slate of officers shall reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis, but will be aggregated over longer periods of time. This does not eliminate the possibility for the Western Subregion to have multiple officers for a reasonable amount of time. In the absence of the Chair of the Regional Transportation Council from a Council meeting, the Vice Chair shall perform all such duties required of the Chair. In the event that the Chair of the Regional Transportation Council cannot continue to serve at any time during the term of election, the Vice Chair shall automatically become the Chair. If the fulfillment of this term is eight months or less, the Chair is eligible to be reelected. A vacancy in either the office of the Vice Chair or Secretary shall be filled by the Regional Transportation Council in the first meeting of the Council after the vacancy becomes known. In the event that the offices of Chair, Vice Chair, and Secretary all become vacant, new officers shall be elected at the next regularly scheduled meeting of the Regional Transportation Council, with nominations from the floor.

~~By resolution on August 23, 2007, the North Central Texas Council of Governments Executive Board created an Investment Advisory Committee to guide the development of an investment plan for Regional Toll Revenue funds, also referred to as Revenue~~

~~Center 5 funds. If the State delegates responsibility for Regional Toll Revenue funds to the North Central Texas Council of Governments, the Executive Board shall identify, at a minimum, one officer of the Regional Transportation Council to serve on the Investment Advisory Committee.~~

Section 4.7. Meetings

At least one meeting shall be held annually by the Regional Transportation Council, but the Council shall meet as often as necessary for the purpose of transacting the business at hand. The Chair shall call the meeting and/or workshop and shall designate in the written notice of the meeting and/or workshop the business to be transacted or considered. The ~~Staff~~ MPO Director ~~to the Regional Transportation Council~~ develops the meeting agenda. All members have the right to place items on an agenda by contacting the ~~RTC Staff~~ MPO Director or their designee at least ~~ten~~ 10 days in advance of the meeting date or by requesting the topic during an RTC meeting for a subsequent agenda. The Chair cannot restrict items ~~to be~~from being placed on the agenda.

Written notice of the meeting, accompanied by an ~~Agenda~~agenda, shall be transmitted to the members and major news media in conformance with State law posting requirements ~~at least 72 hours~~ prior to the meeting. In special situations or under certain circumstances (i.e., inclement weather), confirmation of the meeting and/or member attendance will be made with members by telephone or email. The time and place of meetings shall be designated by the Chair. All meetings shall be held and meeting notice provided in accordance with ~~Chapter 551 of~~ the Texas Government Code, as amended.

Section 4.8. Executive Sessions

The RTC may convene in executive session as authorized by and in accordance with applicable federal and State law.

Section 4.9 Minutes

Minutes of the meetings shall be kept and ~~shall be~~ submitted to the members of the Council for approval. Meeting summaries ~~minutes~~ from the Surface Transportation Technical Committee will be made available to the RTC for information.

Section 4.10 MPO Director, RTC Staff, and Administrative ~~Staff~~ Support

The RTC shall employ an MPO Director who shall report to the RTC regarding MPO functions and responsibilities. The authority and responsibilities of the RTC regarding the MPO Director, RTC Staff, and related administrative support shall be governed by the MPO Agreement and other applicable Governing Documents.

a. Legal Counsel. The RTC may retain legal counsel as necessary to advise or represent the RTC in carrying out its responsibilities. Subject to RTC approval, applicable procurement requirements, available funding, and the Governing Documents, the RTC Chair is authorized to execute engagement letters or agreements for legal services on behalf of the RTC and to approve associated legal expenses for payment. The Fiscal Agent shall provide contracting, payment, and administrative support as required by the Governing Documents.

~~a.~~b. Fiscal Affairs. Fiscal Matters. In accordance with the Governing Documents, the RTC and the Fiscal Agent are permitted to establish new financial initiatives. The RTC may approve these matters and authorize staff to carry out program strategies.

Section 4.11 RTC Functions.

Functions of the Regional Transportation Council shall be as detailed in the MPO Agreement and as summarized below~~follows~~:

- Provide direction to the ~~regional~~ metropolitan transportation planning process.~~.~~
- Ensure that required metropolitan transportation planning and programming activities are conducted in accordance with applicable federal and State laws, regulations, and the Governing Documents.
- Certify the coordination, comprehensiveness, and continuity of the ~~regional~~ metropolitan transportation planning process.
- Develop, maintain, and approve the following ~~Unified Planning Work Program, Metropolitan Transportation Plan and related items, and the Transportation Improvement Program~~plans, programs, and documents in accordance with requirements of federal and State laws ~~statutes~~ and regulations:
    - Metropolitan Transportation Plan;
    - ~~.~~10-Year Transportation Plan;
    - Transportation Improvement Program;
    - Unified Planning Work Program;
    - Public Participation Plan;
    - Congestion Management Process;
    - Metropolitan Area Boundary designation; and,
    - Other planning documents required by the Texas Department of Transportation or applicable federal or State laws or regulations.
- Review the Transportation Improvement Program and Metropolitan Transportation Plan to ~~assure~~ ensure that transportation projects do not unreasonably exceed the funding that currently seems likely to be available for each metropolitan subarea.
- Select, nominate, and support projects for those funding programs authorized by federal law or requested by the State.
- Establish and publish submission deadlines for each RTC-sponsored Call for Projects. The deadline shall be applied consistently to all applicants and may be modified only through notice applicable to all prospective applicants.
- ~~Eastern/Western Subregion Funding Split~~

~~The Dallas-Fort Worth Area is divided into two subregions for the distribution of funds to the region. The Eastern Subregion is comprised of the counties of Collin, Dallas, Denton, Ellis, Hunt, Kaufman, and Rockwall. The Western Subregion is comprised of the counties of Hood, Johnson, Parker, Tarrant, and Wise. To ensure an equitable distribution of funding between the Eastern and Western portions of~~

the Area, the RTC applies a funding distribution that fairly credits each subregion within all applicable federal and State laws. In extraordinary circumstances, it may be necessary to modify the Eastern/Western funding split of one category in order to accommodate federal/State laws of another. When this situation arises, the variation from established policy will be clearly documented and tracked. This policy applies to all funding programs selected and funded by the RTC. The Eastern/Western funding split is calculated and implemented in multiple ways depending upon the funding source, as indicated below:

(1) Traditional Gas Tax Supported Funding: Mobility Programs are distributed based upon population, employment, activity (population and employment equalized), and vehicle miles of travel. Air Quality Programs are distributed based on Nitrogen Oxide and Volatile Organic Compound emissions. This funding split is determined at the beginning of each transportation funding bill cycle or every two years, whichever is less. This methodology applies to the following funding sources:

- Surface Transportation Block Grant Program (STBG)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Metro Corridor (jointly selected by TxDOT and the RTC)
- Transportation Alternatives Set-Aside (TA Set-Aside)
- Texas Mobility Fund (jointly selected by TxDOT and the RTC)
- Proposition 12 (jointly selected by TxDOT and the RTC)

(2) Transit Section 5307 Urbanized Area Formula Program Funding: Distributed based on the same formula used by the Federal Transit Administration (FTA) to apportion the funds to the larger urbanized area. This funding split is determined on an annual basis when FTA apportionments are made available.

(3) Toll Revenue Funding: Distributed based upon the factors enumerated in Texas State law and in accordance with the RTC Near Neighbor and Excess Revenue Policies. The funding split is determined at the time the revenues are received by the RTC directly or by the State on behalf of the RTC using tolling data from January of the affected year.

o RTC Procedures for Calls for Projects/Funding Initiatives

(1) NCTCOG wishes to assist its member governments to the best extent possible assuring fair and equitable treatment for all. NCTCOG has historically provided technical assistance and will continue to do so under this policy. No supplemental information which that is material to the application can be submitted or will be accepted after the application deadline. Applicants will be encouraged to submit their applications far enough in advance of the submission deadline to allow NCTCOG to review the material for completeness only. Applications submitted just prior to the deadline may not receive any advance review. NCTCOG staff will be able to provide more assistance to the applicant when the Regional Transportation Council's role is to simply nominate a project. NCTCOG staff must remain neutral when the Regional Transportation Council selects transportation projects.

~~(2) When the Regional Transportation Council sends out a Call for Projects, the applicant will have an option to return an "Intent to Submit" response to NCTCOGthe RTC. This response will entitle each applicant that returns this to receive a reminder notice approximately two weeks in advance of the deadline. This reminder will include a summary of this policy statement reminding applicants that late or incomplete applications will not be accepted.~~

~~(3) The Regional Transportation Council will communicate these policies when a Call for Projects is initiated.~~

~~(4) The Regional Transportation Council will not accept any late applications.~~

~~(5) The Regional Transportation Council will not accept any incomplete applications.~~

~~(6) Consistent deadlines will be established with the standard deadline being on Friday at 5 p.m. NCTCOG RTC staff must have the submitted application "in hand" at the NCTCOG offices. Postmarked by the published deadline does not constitute an on-time application. Deadlines other than the standard will be communicated in advance to the Regional Transportation Council. The RTC will establish a policy on the method by which proposals must be received to accommodate changes in technology over time.~~

~~(7) Questions on project scores are required previous to Regional Transportation Council selection. No appeals on late or incomplete applications will be accepted.~~

~~(8) While all of the above rules apply to all RTC-sponsored Calls for Projects/Funding Initiatives, additional rules may apply when projects are selected using toll revenues.~~

- Prioritize corridors identified for improvements in the Metropolitan Transportation Plan for which Corridor Studies shall be performed in accordance with federal regulations.
- Review the limits of the Metropolitan Area and make revisions considered appropriate.
- Authorize transit planning technical assistance to transit operating agencies at their request.
- Encourage federal, ~~and s~~State, and local agencies to follow the plans and programs developed by the Regional Transportation Council.
- Identify the kinds of consultant projects eligible for federal transportation funding.

The RTC may adopt policies to guide the implementation of its functions and responsibilities. RTC Staff shall maintain an inventory of current RTC policies and make the policies available for reference.

Section 4.12 Public Involvement

~~Maintain~~ The RTC shall maintain a ~~set of public involvement procedures~~Public Participation Plan, including public comment rules and decorum requirements, to optimize public participation and periodically review these procedures for possible enhancements.

ARTICLE V. TECHNICAL COMMITTEE~~S~~

The following rules shall govern the procedures, membership, and records of the Technical Committee~~s~~.

Section 5.1 Establishment and Purpose of the Surface Transportation Technical Committee~~s~~

The Surface Transportation Technical Committee (STTC) ~~following technical committees~~ shall provide technical advice and review for the surface transportation planning process. Staff support for the Surface Transportation Technical Committee shall be furnished by the Regional Transportation Council. Other advisory committees may be formed, as determined by the MPO Director.

~~a. Surface Transportation Technical Committee (STTC)~~

~~b.~~

~~Other technical committees determined by NCTCOG Transportation Director/Staff Director to the Regional Transportation Council. Operating guidelines and principles will be established by each committee as necessary.~~

Section 5.2 Membership

Members of the Surface Transportation Technical Committee shall be staff personnel nominated by their respective governments or agencies and shall include at least one member from each jurisdiction and agency directly represented on the Regional Transportation Council. Local governments or agencies wishing to send a "consultant or designee" serving as staff is acceptable. Membership selected by formula will be based on the most recently approved population and employment data from NCTCOG ~~with adjustments performed in June of even-numbered years~~. Membership and voting on the Surface Transportation Technical Committee shall be provided to local governments and public agencies and shall be represented by the following formulas:

- Dallas and Tarrant Counties shall each have two representatives.
- Each perimeter county in the Metropolitan Area shall have one representative.
- Each city within the Metropolitan Area with a combined population and employment greater than 1,500,000 shall have five representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 1,000,000 and less than or equal to 1,500,000 shall have four representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 500,000 and less than or equal to 1,000,000 shall have three representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 200,000 and less than or equal to 500,000 shall have two representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 40,000 and less than or equal to 200,000 shall have one representative.
- The following planning agencies will be represented as listed:

TxDOT Fort Worth District	2
TxDOT Dallas District	2
TxDOT Paris District	1

TxDOT TP&P (Austin)	1	
Dallas Area Rapid Transit	2	
~~Fort Worth Transportation Authority~~Trinity Metro	2	
Denton County Transportation Authority	1	
North Texas Tollway Authority	2	
Texas Commission on Environmental Quality	1	(non-voting)
Dallas Fort Worth International Airport	1	

Each city with an RTC Pprimary M~~m~~ember representing multiple local governments and not having a Surface Transportation Technical Committee member by the above representation will also be provided one member.

Representatives from ~~other local governments, the~~ Federal Highway Administration, Federal Transit Administration, ~~and~~ US Environmental Protection Agency, and other partner agencies are welcome to attend the meetings. Local government staff not serving on STTC are encouraged to attend the meetings.

~~Members of other Technical Committees are selected on an as-needed basis and shall be approved by the Executive Board of the North Central Texas Council of Governments.~~

Section 5.3 Quorum

The Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken.

Section 5.4 Standards of Conduct (Ethics Policy)

a. Applicable Requirements. STTC Members shall comply with applicable federal and State ethics and conflict-of-interest requirements of the Texas Local Government Code and the Texas Transportation Code, as amended, and with any applicable ethics requirements of their appointing entities.

b. New Member Notification. New STTC members will be notified no later than the third business day after the date the person qualifies for membership of the Standards of Conduct (Ethics Policy).

~~a.~~

~~The Regional Transportation Council (RTC) establishes the following Ethics Policy in accordance with Section 472.034 of the Texas Transportation Code. This policy applies to all Technical Committee members, whether local government representatives, consultants or designees. A Technical Committee member may not:~~

- ~~accept or solicit a gift, favor, or service that might reasonably tend to influence the member in the discharge of official duties or that the member knows or should know is being offered with the intent to influence the member's official conduct;~~
- ~~accept other employment or engage in a business or professional activity that the member might reasonably expect would require or induce the member to disclose confidential information acquired by reason of the official position;~~
- ~~accept other employment or compensation that could reasonably be expected to impair the member's independence of judgment in the performance of the member's official duties;~~
- ~~make personal investments that could reasonably be expected to create a~~

~~substantial conflict between the member's private interest and the public interest; or~~

- ~~intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's official powers or performed the member's official duties in favor of another.~~

~~A copy of the Ethics Policy will be provided to new Technical Committee members no later than the third business day after the date the person qualifies for membership and the North Central Texas Council of Governments receives notification.~~

~~Technical Committee members must also adhere to Chapter 171 of the Local Government Code and to the Code of Ethics from their respective local governments and public agencies.~~

Section 5.5 Attendance

Records of attendance at Surface Transportation Technical Committee meetings shall be kept and presented monthly as part of the ~~minutes~~meeting summary. These records shall be sent to the represented local governments quarterly. Entities with STTC members that have missed at least three consecutive meetings or at least four meetings in the preceding 12 months will be notified and the appointing bodies shall be asked to review the continued service of their representatives. STTC members may record an excused absence if it is made known to RTC ~~NCTCOG~~ staff and it is related to the following: personal illness, family emergency, jury duty, or business necessity. An excused absence will not be recorded as an absence. The quarterly attendance notice shall indicate that such notice is standard practice and not indicative of any particular problem.

Section 5.6 Officers

A Chair, Vice Chair, and a Secretary for the Surface Transportation Technical Committee shall be designated by the Regional Transportation Council ~~Executive Board of the North Central Texas Council of Governments~~ for a term of one year, beginning in June of each year. ~~Issues of diversity, including sensitivity to gender, ethnicity, and geography, shall be considered in the officer recommendations.~~ The slate of officers shall also reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis, but will be aggregated over longer periods of time. This does not eliminate the possibility for the Western Subregion to have multiple officers for a reasonable amount of time. ~~Officers for other technical committees will be approved by the Executive Board as well.~~ In the absence of the Chair of the Surface Transportation Technical Committee from a Committee meeting, the Vice Chair shall perform all such duties required of the Chair.

Section 5.7 Meetings

Meetings of the Technical Committee~~s~~ shall be held as necessary to review and advise on matters referred to ~~it~~ it ~~them~~. ~~The Chair shall call such meetings as necessary and shall notify all Committee members.~~

Section 5.8 M~~inutes~~eeting Summary

~~Minutes~~ A meeting summary ~~of all meetings~~ shall be kept and submitted to the membership of the Committee for approval. ~~Minutes~~ Meeting summaries will also be made available to the RTC. The Regional Transportation Council will be kept apprised of Surface Transportation Technical Committee attendance by agency.

Section 5.9 Committee Functions

The functions of the Technical Committees shall be to review and comment on all matters referred to it them by either the Regional Transportation Council, their respective Technical Committee Chairs, or the NCTCOG Transportation MPO Director. STTC serves in an advisory capacity and shall not exercise independent policy-making or decision-making authority on behalf of the RTC.

Staff support for the Surface Transportation Technical Committee shall be furnished by the North Central Texas Council of Governments.

ARTICLE VI. ADOPTION

Section 6.1 Adoption

These Bylaws and Operating Procedures shall be in full force and effect at such time as they have been approved by two-thirds vote of the Regional Transportation Council at a meeting at which a quorum, as defined herein, is present.

ARTICLE VII. REVISION

Section 7.1 Review Period

The Bylaws and Operating Procedures should be reviewed for possible revisions every five four years at a minimum.

Section 7.2 Revision Procedures.

These Bylaws and Operating Procedures may be revised by approval of two-thirds of the members of the Regional Transportation Council at a meeting at which a quorum, as defined herein, is present. Changes in the Bylaws must be presented at one regularly scheduled meeting and voted

on at a following regularly scheduled meeting. No Bylaw change shall be made that has not been presented at a previous meeting.

APPENDIX A

APPENDIX A
2026 RTC Membership Structure

APPENDIX A

2026 RTC Membership Structure (Continued)

BYLAWS AND OPERATING PROCEDURES FOR THE REGIONAL TRANSPORTATION COUNCIL

December 2026

The Regional Transportation Council (RTC) serves as the Metropolitan Planning Organization (MPO) for North Central Texas. Pursuant to 23 United States Code (U.S.C.) §134 and 49 U.S.C. §5303, as amended, the MPO serves as the policy body responsible for the metropolitan transportation planning process. As of 2026, the Dallas-Fort Worth Metropolitan Area includes the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney-Frisco urbanized areas as designated under applicable federal law.

As the MPO, the RTC is responsible for ensuring that transportation planning within the Metropolitan Area is coordinated and integrated with other planning activities affecting the region. These Bylaws and Operating Procedures establish the governance structure, authority, organization, rules, and procedures necessary for the orderly conduct of the regional transportation planning process and through which the RTC fulfills its responsibilities as the MPO for the Dallas-Fort Worth Metropolitan Area.

These Bylaws and Operating Procedures govern the organization and operation of the RTC in perpetuity.

ARTICLE I. STATEMENT OF PRINCIPLES

Section 1.1 Importance of Transportation Planning

The physical, economic, and social well-being of the region, its citizens, and business enterprises, now and in the future, is determined to a great extent by its transportation system. Therefore, decisions involving transportation systems and subsystems must consider the environmental, economic, and social impacts of the alternatives in the future development of the transportation

system and must attain the principal objective of having an efficient, safe, and practical system for moving people, goods, and services in the region according to their needs.

A transportation system can best be planned on a large-area basis involving city, county, regional, and state jurisdictional responsibilities and a proper mix of various modes of travel.

Section 1.2 Responsibilities of Transportation Partners

Counties and cities have the local responsibility for anticipating and meeting the transportation needs for adequately moving people and goods within their jurisdictions. The Texas Department of Transportation (TxDOT) is charged, by law, with the responsibility for planning, designing, constructing, and maintaining the State Highway System. In addition, duly authorized transportation authorities are responsible for planning, developing, and operating public transportation services in their respective service areas. Dallas Area Rapid Transit (DART), Trinity Metro, and Denton County Transportation Authority (DCTA) are responsible for planning, developing, and operating transportation services in their respective areas. The North Texas Tollway Authority (NTTA) is responsible for constructing and operating tolled facilities, while Dallas Fort Worth (DFW) International Airport designs, constructs, and operates transportation infrastructure within the airport.

Under federal legislation, the Regional Transportation Council, operating as the Metropolitan Planning Organization (MPO), has an expanded role in project selection, transportation project programming, and project funding.

Section 1.3 Cooperative Decision Making

Evaluation of transportation alternatives and the determination of the most desirable transportation

system can best be accomplished through a Regional Transportation Council of primarily elected officials from the counties and cities in the North Central Texas region. The Regional Transportation Council will be the forum for cooperative decision making by primarily elected officials of general-purpose local governments (i.e., cities and counties) and include representatives of entities responsible for highway, toll road, and mass transit improvements, and ground access to air carrier aviation. It is in the explicit interest of the Regional Transportation Council that all elected officials be of general-purpose local governments. State officials are represented by their Texas Department of Transportation District Engineers.

The Regional Transportation Council will make recommendations involving the regional transportation system, including the regional highway system, the regional public transportation system, and the regional aviation system (including unmanned aircraft systems), to the counties and cities, the State, and the transportation authorities for all modes of transportation. Final decisions for implementing the projects, programs, and policies from the Metropolitan Transportation Plan will be a cooperative effort between the governing bodies of the cities and counties, the Texas Department of Transportation, DFW International Airport, the North Texas Tollway Authority, the transportation authorities, and the members of the Regional Transportation Council.

Section 1.4 Metropolitan Transportation Planning Process

The Regional Transportation Council will monitor the metropolitan transportation planning process to ensure that it is conducted in a manner consistent with requirements of federal law and regulations.

ARTICLE II. DEFINITIONS

The following definitions shall apply to terms used in these Bylaws and Operating Procedures:

Section 2.1 Metropolitan Transportation Planning Process and Responsibilities

a. Metropolitan Area. The Metropolitan Area is a geographic area, and boundaries are cooperatively determined by agreement between the Metropolitan Planning Organization and the Governor or their designee for the purpose of conducting the metropolitan planning processes required by federal and State law. For the RTC, this area is comprised of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties. This area is expected to be principally urbanized within 20 years.

b. Transportation Planning Process. The transportation planning process is the process of estimating future travel demand, identifying transportation improvement alternatives, and evaluating those alternatives and financial resources to determine the best combination of facilities and services for all modes of travel.

c. Metropolitan Transportation Plan. The Metropolitan Transportation Plan (MTP) is the delineation of projects, programs, and policies associated with highway, transit, aviation, and other multimodal facilities that would serve the projected travel demand for a forecast year. The Metropolitan Transportation Plan will include a listing of projects anticipated to be funded over the next 20+ years, policies, and programs, and be developed consistent with federal guidelines.

d. Transportation Improvement Program. The Transportation Improvement Program (TIP) is a multimodal listing of all transportation projects and programs expected to be implemented over a four-year period, as well as projects that are funded but not yet ready for implementation. This includes all projects or programs that are expected to

utilize federal funds and those projects or programs that will utilize other funds (State or local), including toll road projects. The TIP will be developed consistent with federal guidelines and Regional Transportation Council selection criteria.

e. Unified Planning Work Program. The Unified Planning Work Program (UPWP) is a listing of planning projects to be performed by the MPO in support of a continuous, comprehensive, and coordinated transportation planning process. The UPWP also contains a listing of planning projects performed by other agencies that will have regional significance. The UPWP is developed and maintained in accordance with federal requirements.

f. Congestion Management Process. The Congestion Management Process (CMP) is the process and supporting documentation used to identify, evaluate, and manage congestion within the Metropolitan Area. The CMP provides information and strategies to improve transportation system performance and is developed and maintained in accordance with applicable federal requirements.

g. Transportation Conformity**.** Transportation Conformity is the federally required process for demonstrating that transportation plans, programs, projects, and related actions are consistent with applicable air quality requirements. Transportation Conformity requires that projected emissions associated with implementation of the Metropolitan Transportation Plan and Transportation Improvement Program are consistent with the Motor Vehicle Emissions Budgets established in the applicable State Implementation Plan (SIP).

h. Nonattainment Area. The Nonattainment Area is a geographic area designated by the United States Environmental Protection Agency (EPA) as not meeting one or more National Ambient Air Quality Standards (NAAQS). Transportation plans, programs, and

projects within a Nonattainment Area must comply with applicable federal air quality conformity requirements and other requirements established under federal law and regulation.

i. Public Participation Plan. The Public Participation Plan (PPP) is the RTC's adopted document that establishes policies, procedures, and strategies for providing meaningful opportunities for public involvement in the metropolitan transportation planning and programming process. The Public Participation Plan is developed and maintained in accordance with applicable federal requirements and is intended to promote an open, inclusive, and transparent exchange of information between the MPO, stakeholders, and the public.

j. Texas Metropolitan Mobility Plan. The Texas Metropolitan Mobility Plan is a needs-based plan developed and regularly updated, as determined by the Regional Transportation Council or required by the Texas Department of Transportation, in order to quantify funding needs and develop candidate policy areas.

Section 2.2 Regional Transportation System

a. Regional Transportation System. The Regional Transportation System is the network of roadways, transit services, aviation, and other multimodal facilities that provides for movement and interchange of people and goods, primarily between local jurisdictions within the region. Included in the Regional Transportation System, but not limited to, are the Regional Highway System, Regional Public Transportation System, Regional Aviation System, Intercity Passenger Rail System, Urban Air Mobility System, and air carrier airports.

b. Regional Public Transportation System. The Regional Public Transportation System includes, but is not limited to, light rail; commuter rail, high-speed rail/intercity passenger rail, and other emerging transit technologies; local and express bus routes; personal rapid transit; microtransit, paratransit and ridesharing services operated by public or private entities; and taxi or other for-hire transportation services.

c. Intercity Passenger Rail System. The Intercity Passenger Rail System provides passenger rail service connecting cities or metropolitan areas. The Intercity Passenger Rail system includes, but is not limited to, Amtrak service, high-speed rail, and other passenger rail services operating between cities or regions.

d. Regional Highway System. The Regional Highway System includes, but is not limited to, those freeways, principal and minor arterials, tollways, managed lanes, intermodal terminals, parking facilities, and autonomous passenger vehicle services that make up the system for travel by automobile or truck.

e. Regional Aviation System. The Regional Aviation System includes, but is not limited to, the collective airports, urban air mobility systems, and vertical flight facilities in the Metropolitan Area boundary that provide terminals for commercial air travel, general aviation, and air cargo activities.

f. Air Carrier Airport System. The Air Carrier Airport System is a public airport regularly served, or expected to be regularly served, by an air carrier for the transportation of passengers or cargo.

g. Urban Air Mobility System. The Urban Air Mobility System uses innovative aircraft, technologies, infrastructure, and operations to transport passengers or cargo within and around urban areas. The Urban Air Mobility System may include vertical-flight facilities and other infrastructure necessary to support such operations.

Section 2.3 Membership

a. Primary Member. A Primary Member is the principal individual appointed to represent an entity or group of entities on the Regional Transportation Council. This could include cities, counties, the Texas Department of Transportation, the North Texas Tollway Authority, the Dallas Fort Worth International Airport and transportation authorities.

b. Alternate Member. An Alternate Member is the individual appointed to represent an entity or group of entities on the Regional Transportation Council in the absence of the Primary Member. An Alternate Member will receive all meeting materials provided to the Primary Member and is encouraged to attend Regional Transportation Council meetings on a regular basis in order to be knowledgeable on issues and prepared to vote should the Primary Member be unable to attend a particular meeting. In order to ensure coordination between Primary and Alternate Members, all information requests by the Alternate Member should be coordinated through the Primary Member.

c. Transportation Authority. A Transportation Authority is an entity authorized and operating under Chapter 451, 452, or 460, as amended, of the Texas Transportation Code that provides public transportation services within the Metropolitan Area. Transportation Authority membership on the RTC may be provided only to those entities authorized and operating under these chapters. Policy-level board members will represent Transportation Authorities.

Section 2.4 Governance and Administration

a. Metropolitan Planning Organization. The Metropolitan Planning Organization (MPO) is the policy-making body responsible for overseeing the metropolitan transportation planning process, establishing transportation policy, and making necessary approvals for the Dallas-Fort Worth Metropolitan Area. The Regional Transportation Council serves as the Metropolitan Planning Organization for North Central Texas.

b. MPO Director. The MPO Director is the lead staff member responsible for overseeing the metropolitan transportation planning process and implementing MPO goals, policies, plans, and programs. The MPO Director supports and reports to the Regional Transportation Council and coordinates with local, State, and federal agencies and performs responsibilities assigned by the RTC and the Governing Documents.

c. Governing Documents. The Governing Documents include applicable federal and State laws, these Bylaws and Operating Procedures, the MPO Agreement, the Operating Agreement, and other agreements, policies, or governing documents approved by the RTC.

d. RTC Staff. The RTC Staff is personnel assigned to perform transportation planning, programming, technical, public involvement, administrative, and related work activities necessary to carry out the responsibilities of the MPO. RTC Staff works under the policy direction of the RTC through the MPO Director and supports the metropolitan transportation planning process and implementation of MPO activities.

e. Fiscal Agent. The Fiscal Agent is the entity responsible for providing fiscal, human resource and staff support services to the MPO. For purposes of these Bylaws, the North Central Texas Council of Governments (NCTCOG) serves as the Fiscal Agent. The responsibilities of the Fiscal Agent are established through the Governing Documents.

f. MPO Agreement. The Metropolitan Planning Organization (MPO) Agreement is executed among the Texas Department of Transportation, the Regional Transportation Council as the MPO, and NCTCOG as the Fiscal Agent, including any amendments thereto. The MPO Agreement establishes the roles, responsibilities, and requirements necessary to carry out the metropolitan transportation planning process.

g. Operating Agreement. The Operating Agreement is the two-party agreement between the RTC and NCTCOG including any amendments thereto, governing the relationship between the MPO and Fiscal Agent. The Operating Agreement establishes functional roles, responsibilities, operating principles, and resolution procedures.

h. RTC Officers' Committee. The RTC Officers' Committee is a committee consisting of the RTC Chair, Vice Chair, Secretary, and the most recent Past Chair currently serving on the RTC established to perform review and recommendation responsibilities regarding MPO Director oversight, performance, and employment matters as provided in these Bylaws and the Governing Documents.

i. RTC Executive Committee. The RTC Executive Committee is a committee consisting of the RTC officers, the most recent Past Chair currently serving on the RTC, and three (3)

at-large RTC members currently serving as provided in these Bylaws. The RTC Executive Committee performs review, coordination, and recommendation responsibilities regarding operational matters and resolution procedures assigned to the RTC under the Governing Documents.

ARTICLE III. ORGANIZATION

Section 3.1. Organizational Structure

The organization for regional transportation planning shall consist of the RTC, RTC Officers' Committee, RTC Executive Committee, RTC subcommittees determined by the RTC Chair, the Surface Transportation Technical Committee (STTC), and other advisory committees determined by the MPO Director, as described in subsequent paragraphs and sections of these Bylaws and Operating Procedures.

Section 3.2 Regional Transportation Council

The RTC shall be the forum for cooperative decision making by primarily elected officials of general-purpose local governments in the Metropolitan Area. The RTC shall exercise the authorities, duties, and responsibilities assigned to the MPO under applicable law and the Governing Documents. Ultimate responsibility for MPO actions requiring approval of the MPO rests with the RTC.

Section 3.3. RTC Officers' Committee and RTC Executive Committee

The RTC establishes an RTC Officers' Committee and an RTC Executive Committee to perform distinct responsibilities under the Governing Documents. Except as expressly authorized by the RTC, these Bylaws, or the Governing Documents, neither committee may establish RTC policy or take final action on a matter reserved to the RTC. In the event resolution or escalation

procedures are initiated, RTC Members serving on the RTC Officers' Committee or RTC Executive Committee shall evaluate whether service creates a conflict of interest or conflicting loyalty and whether the member may participate in a matter under these procedures and applicable law.

a. RTC Officers' Committee.

(1) Composition.

The RTC Officers' Committee shall consist of the RTC Chair, Vice Chair, Secretary, and the most recent Past Chair currently serving on the RTC.

(2) Responsibilities.

The RTC Officers' Committee shall review and provide recommendations to the full RTC under the MPO Director oversight and performance resolution procedures contained in the Operating Agreement. The RTC Officers' Committee may review MPO Director employment, including status, recruitment, selection, appointment, performance evaluation, compensation, disciplinary, termination, and employment agreement matters.

(3) RTC Action Required.

No recommendation of the Officers' Committee shall become effective without action by the RTC. Final action on the following MPO Director employment matters shall be taken by the RTC:

- Employment status of current MPO Director;
- MPO Director recruitment, selection, and appointment;
- Employment agreement approval and amendments;
- Performance evaluations;
- Merit and compensation actions;

- Disciplinary actions;
- Termination; and
- Other MPO Director employment matters reserved to the RTC under the Governing Documents.

b. RTC Executive Committee.

(1) Composition.

The RTC Executive Committee shall consist of the Chair, Vice Chair, Secretary, and the most recent Past Chair currently serving on the RTC, and three (3) at-large members appointed by the Chair and confirmed by the RTC.

(2) Responsibilities.

The RTC Executive Committee shall perform the review, coordination, resolution, and recommendation responsibilities assigned to an RTC committee under the operational resolution procedures contained in the Operating Agreement. The RTC Executive Committee may resolve operational or administrative matters necessary to implement policies, programs, funding decisions, or other actions previously approved by the RTC, provided that the resolution does not modify the underlying RTC action or involve a matter reserved to the RTC.

(3) Interim Action.

When an operational or administrative matter requires action before the next regularly scheduled RTC meeting, the RTC Executive Committee may take interim action necessary to:

- Implement a prior RTC decision;
- Maintain continuity of MPO operations;
- Prevent material disruption to an RTC-approved program or activity; or

- Address other time-sensitive matters within authority previously granted by the RTC or the Governing Documents.

(4) Limitations.

The RTC Executive Committee may not:

- Establish or modify RTC policy;
- Reverse, materially modify, or supersede an action taken by the RTC;
- Approve an expenditure or financial commitment not authorized through an RTC approved budget, funding action, or policy;
- Take final action on a matter expressly reserved to the RTC under these Bylaws or the Governing Documents; or
- Take any action requiring approval by the RTC under applicable law.

(5) Reporting and Ratification.

The MPO Director's Report shall include a standing status item regarding matters arising under the resolution procedures contained in the Operating Agreement, subject to applicable confidentiality and privilege requirements. The RTC Executive Committee shall report any resolution or interim action to the RTC at its next regularly scheduled meeting.

An interim action shall be submitted for RTC ratification when the action creates an ongoing obligation, materially affects the implementation of an RTC policy or program, or otherwise requires RTC approval under applicable law or the Governing Documents. Operational actions implementing an existing RTC authorization may be reported to the RTC without separate ratification.

Section 3.4 Standing and Ad Hoc Subcommittees

The Regional Transportation Council Chair will determine necessary subcommittees and subcommittee membership for the conduct of RTC business. Subcommittees are established to review specific issues, conduct detailed discussion, and provide recommendations to the RTC. Each subcommittee shall be designated as either a standing subcommittee or an ad hoc subcommittee. Subcommittees shall report their findings and recommendations to the RTC.

Section 3.5. Technical Committee

The Surface Transportation Technical Committee (STTC) shall provide technical review and advice to the RTC with regard to the surface transportation system. Other advisory committees, determined by the MPO Director, as needed, shall provide review and advice for the regional transportation planning process. Membership in the Technical Committee will maximize quality control and communications with the RTC and prepare the technical staff for assisting with anticipated demographic growth.

ARTICLE IV. REGIONAL TRANSPORTATION COUNCIL

The following rules shall govern the procedure, membership, and records of the RTC and its subcommittees. The RTC and its subcommittees shall conduct meetings in an orderly manner consistent with applicable law, these Bylaws and Operating Procedures, and any meeting procedures adopted by the RTC. The Chair may use *Robert's Rules of Order Newly Revised* as guidance when appropriate, while maintaining flexibility to facilitate consensus-based discussion and decision making. Failure to strictly adhere to *Robert's Rules* will not invalidate any action of the RTC.

Section 4.1. Membership

a. Membership. Membership on the Regional Transportation Council shall be provided for local governments in the Metropolitan Area, either by direct membership or by cluster representation. The maximum number of seats for individual and cluster cities shall be 28; the maximum for all other seats shall be 17, resulting in membership that shall not exceed 45 seats. The membership structure shall be based on the most recent NCTCOG demographic data, and the allocation readjusted to maintain the membership limit of 45. A copy of the current membership structure is attached to these Bylaws as Appendix A. Cities with a population or employment total of 5,000 or greater shall be represented on the RTC through a membership cluster unless they are provided direct membership. The cities of Denton and Lewisville, and the cities of McKinney and Frisco are included in urbanized areas of 50,000 or greater and shall be provided direct membership. Transportation authority membership is provided only to those entities authorized and operating under Chapters 451, 452, or 460, as amended, of the Texas Transportation Code. Membership shall also be provided to NTTA, DFW International Airport, and TxDOT. The following local governments and public agencies shall be represented as indicated:

Cities

City of Plano	1
Cities of McKinney, Princeton, and Farmersville	1
Cities of Frisco, Little Elm, The Colony, and Providence Village	1
Cities of Fairview, Lucas, Wylie, Rowlett, Sachse, Murphy, Parker, and Lavon	1
Cites of Prosper, Celina, Anna, Melissa, and Allen	1
Cities of Denton, Sanger, Corinth, Lake Dallas, Aubrey, Krum, Hickory Creek, Oak Point, Argyle, and Pilot Point	1
Cities of Lewisville, Flower Mound, Highland Village, Northlake, and Justin	1
Cities of Dallas, Highland Park, and University Park	5
City of Garland	1
Cities of Richardson and Addison	1
Cities of Irving and Coppell	1

Cities of Mesquite, Balch Springs, Seagoville, and Sunnyvale	1
Cities of Carrollton and Farmers Branch	1
City of Grand Prairie	1
Cities of Duncanville, DeSoto, Cedar Hill, Lancaster, Glenn Heights, Hutchins, and Wilmer	1
City of Fort Worth	4
City of Arlington	2
Cities of North Richland Hills, Richland Hills, Haltom City, Watauga, White Settlement, River Oaks, Lake Worth, Saginaw, Azle, Sansom Park, Keller, and Haslet	1
Cities of Grapevine, Southlake, Colleyville, Hurst, Euless, Bedford, Westlake, Trophy Club, and Roanoke	1
Cities of Mansfield, Benbrook, Forest Hill, Crowley, Everman, and Kennedale	1
Subtotal	28
Other	
Collin County	1
Dallas County	2
Denton County	1
Tarrant County	2
Ellis County and the Cities of Ennis, Waxahachie, Midlothian, and Red Oak and Kaufman County and the Cities of Forney, Kaufman, Terrell, and Crandall	1
Johnson County and the Cities of Burleson, Cleburne, Keene, Joshua, Venus, and Alvarado and Hood County and the City of Granbury	1
Hunt County and the Cities of Commerce, Greenville, and Caddo Mills and Rockwall County, and the Cities of Rockwall, Heath, Royse City, and Fate	1
Parker County and the Cities of Weatherford, Mineral Wells, Willow Park, and Aledo and Wise County and the Cities of Decatur and Bridgeport	1
Board Member, Dallas Area Rapid Transit	1
Board Member, Denton County Transportation Authority	1
Board Member, Trinity Metro	1
Board Member, Dallas Fort Worth International Airport	1
District Engineer, TxDOT Dallas District (also represents the TxDOT Paris District's interests)	1
District Engineer, Fort Worth District, TxDOT	1
Board Member, North Texas Tollway Authority	1
Subtotal	17
TOTAL	45

b. Appointees. Except for the TxDOT District Engineers, each RTC member shall either be a local elected official or, if representing a transportation authority, NTTA, or DFW International Airport, a member of the governing board of the represented entity. The representatives of the DFW International Airport, NTTA, and the three transportation authorities serving on the RTC shall be selected by the chairs of their respective entities.

Representatives of individual cities and counties shall be appointed by and serve at the pleasure of the city councils and commissioners' courts, respectively, and shall be serving on the governing body they represent (except as noted above). The person representing a group of several cities shall be selected by the mayors using a weighted vote of the maximum population or employment of the cities represented, and the person selected shall serve a two-year term beginning in July of even-numbered years and shall be serving on one of the governing bodies they represent (except as noted above or below). All of these representatives will be local elected officials. If a city is a sole city, without other cluster seats, that city can assign their primary or alternate seat to a county elected official in the county which the city resides. The person representing a group of several cities and counties shall be selected by the county judges using a weighted vote of the maximum population or employment of the counties represented, and the person selected shall serve a two-year term beginning in July of even-numbered years and shall be serving on one of the governing bodies they represent.

In the spirit of integrated transportation planning, all cities within a city-only cluster are eligible to hold the RTC membership seat for the cluster, and the cities should strongly consider rotation of the seat among the entities within the respective cluster. For clusters consisting of both counties and cities, the counties and cities over 30,000 in population ("eligible cities") are eligible to hold the RTC membership seat for the cluster, and the

counties shall rotate the seat among the counties over a 10-year period in rough proportion to the population of the seat as follows: 1) the Ellis/Kaufman County seat and Rockwall/Hunt County seat shall rotate on a 50/50 basis; and 2) the Johnson/Hood County seat and Parker/Wise County seat shall rotate on a 70/30 basis. The county in which an eligible city appointed to hold the seat is located shall be used to determine whether the rotation requirement is met. Staff shall report on rotation of the county cluster seats over the preceding 10-year period as part of the quarterly attendance report under Section 4.5 below.

Items to consider when contemplating seat rotation may include: 1) a natural break in a member's government service, such as the conclusion of an elected term; 2) a member's potential to gain an officer position or advance through the officer ranks; 3) a member's strong performance and commitment to transportation planning; or 4) the critical nature of a particular issue or project and its impact on an entity within the cluster. The entity from which the representative is serving must be located within the Metropolitan Area boundary. When the Regional Transportation Council modifies the current boundary, membership eligibility will be reevaluated based on the new boundary area.

c. Primary and Alternate Members. Each seat on the Regional Transportation Council will be provided a Primary Member and permitted an Alternate Member. Alternate Members must be predetermined in advance of a meeting and will have voting rights at the full RTC meeting, as well as subcommittee meetings, in the absence of the Primary Member. An entity or group of entities may elect to appoint its Alternate Member(s) from a pool of eligible nominees. Cities and/or counties within a cluster are strongly encouraged to rotate membership amongst the group in their selections of Primary and Alternate Members depending on the qualifications of the appointees. For clusters containing both counties

and cities, the county that does not hold the primary seat shall appoint the Alternate Member, unless otherwise mutually agreed. A best practice for city-only clusters may be to appoint the Alternate Member from an eligible entity within the cluster that is not providing the Primary Member.

d. Responsibilities for Members Representing Multiple Entities. County representatives are appointed to represent the transportation needs of the entire county, especially those areas of the county within unincorporated areas, and local governments within each county that are not directly represented on the RTC. It is the responsibility of the county representatives to inform and discuss policies and actions of the RTC with those impacted areas they represent and to communicate the transportation needs of these areas to the RTC. A best practice may be for the county representatives to hold regular meetings with the cities in their respective counties to discuss transportation-related items.

   RTC members representing groups of entities are appointed to represent the transportation needs of all entities within the group. It is the responsibility of the RTC members representing groups to inform and discuss policies and actions of the RTC with elected officials in their impacted areas and to communicate the transportation needs of these areas to the RTC. A best practice may be for the primary member to hold regular meetings with the entities in the group to discuss transportation-related items. RTC Staff is available to assist in this communication, if requested.

e. Dual-Seated Members. The appointing bodies may select RTC members who also may be serving on the NCTCOG Executive Board.

Section 4.2 Voting Structure

Each seat on the Regional Transportation Council will be provided one vote, with the exception of the Chair who will only vote on a tie. As noted above, either the Primary or Alternate Member in attendance will have the right to vote, except in the event of a conflict. An Alternate Member may represent only one Primary Member at any given meeting. Members must be in attendance to vote. No proxy or absentee voting will be allowed.

Section 4.3 Quorum

At least 50 percent of the appointed members identified in Section 4.1 herein must be present at meetings for the RTC to take action.

Section 4.4 Standards of Conduct (Ethics Policy)

a. Applicable Requirements. RTC Primary and Alternate Members shall comply with applicable federal and State ethics and conflict-of-interest requirements of the Texas Local Government Code and the Texas Transportation Code, as amended, and with any applicable ethics requirements of their appointing entities.

b. New Member Notification. New RTC members, both Primary and Alternate, no later than the third business day after the date the person qualifies for membership will receive notification of the RTC's Standards of Conduct (Ethics Policy).

c. Annual Presentation and Acknowledgement. The RTC shall receive an annual presentation regarding applicable State ethics and conflict-of-interest requirements. The agenda item shall include a brief presentation and an opportunity for members to discuss these requirements. Each RTC Primary and Alternate Member shall annually sign an acknowledgment confirming receipt and review of the applicable ethics and conflict-of-

interest requirements. The acknowledgment shall advise members of their continuing responsibility to disclose and address actual or potential conflicts as required by applicable law.

Section 4.5 Attendance

Records of attendance of RTC meetings shall be kept and presented monthly as part of the minutes. These records shall be sent to the represented local governments quarterly and shall indicate that such notice is standard practice and not indicative of any particular problem. Entities with RTC members that have missed at least three consecutive meetings or at least four meetings in the preceding 12 months will be notified and the appointing bodies shall be asked to review the continued service of their representatives. RTC members may record excused absences if it is made known to RTC Staff and it is related to the following: personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service. An excused absence will not be recorded as an absence. It is the responsibility of the Primary Members to notify RTC Staff and respective Alternate Members in advance when unable to attend a meeting. The names of the Alternate Members should also be provided to RTC staff. If the Primary Member does not notify RTC staff in writing (i.e., letter, email) of an Alternate Member's attendance at least two hours in advance of the commencement of the meeting, the Alternate Member will not be able to participate in the meeting as a voting member.

Section 4.6. Officers

The Regional Transportation Council shall elect a Chair, Vice Chair, and Secretary for a term of one year. Elections shall be held in June of each year, with the new officers beginning their terms at the conclusion of the June meeting. The Chair shall appoint a Nominating Subcommittee no later than the May meeting of each year for the purpose of bringing before the Council a slate of officers for consideration. The Nominating Subcommittee is tasked with confirming that the current Vice Chair

and Secretary should move up to the office of Chair and Vice Chair, respectively, and nominate a new Secretary. Members of the Nominating Subcommittee are eligible to be nominated for an officer position. Officers shall be elected public officials appointed by and from the governing body of the member government. The slate of officers shall reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis, but will be aggregated over longer periods of time. This does not eliminate the possibility for the Western Subregion to have multiple officers for a reasonable amount of time. In the absence of the Chair of the Regional Transportation Council from a Council meeting, the Vice Chair shall perform all such duties required of the Chair. In the event that the Chair of the Regional Transportation Council cannot continue to serve at any time during the term of election, the Vice Chair shall automatically become the Chair. If the fulfillment of this term is eight months or less, the Chair is eligible to be reelected. A vacancy in either the office of the Vice Chair or Secretary shall be filled by the Regional Transportation Council in the first meeting of the Council after the vacancy becomes known. In the event that the offices of Chair, Vice Chair, and Secretary all become vacant, new officers shall be elected at the next regularly scheduled meeting of the Regional Transportation Council, with nominations from the floor.

Section 4.7. Meetings

At least one meeting shall be held annually by the Regional Transportation Council, but the Council shall meet as often as necessary for the purpose of transacting the business at hand. The Chair shall call the meeting and/or workshop and shall designate in the written notice of the meeting and/or workshop the business to be transacted or considered. The MPO Director develops the meeting agenda. All members have the right to place items on an agenda by contacting the MPO Director or their designee at least 10 days in advance of the meeting date or by requesting the topic during an RTC meeting for a subsequent agenda. The Chair cannot restrict items from being placed on the agenda.

Written notice of the meeting, accompanied by an agenda, shall be transmitted to the members and major news media in conformance with State law posting requirements prior to the meeting. In special situations or under certain circumstances (i.e., inclement weather), confirmation of the meeting and/or member attendance will be made with members by telephone or email. The time and place of meetings shall be designated by the Chair. All meetings shall be held and meeting notice provided in accordance with the Texas Government Code, as amended.

Section 4.8. Executive Sessions

The RTC may convene in executive session as authorized by and in accordance with applicable federal and State law.

Section 4.9 Minutes

Minutes of the meetings shall be kept and submitted to the members of the Council for approval. Meeting summaries from the Surface Transportation Technical Committee will be made available to the RTC for information.

Section 4.10 MPO Director, RTC Staff, and Administrative Support

The RTC shall employ an MPO Director who shall report to the RTC regarding MPO functions and responsibilities. The authority and responsibilities of the RTC regarding the MPO Director, RTC Staff, and related administrative support shall be governed by the MPO Agreement and other applicable Governing Documents.

a. Legal Counsel. The RTC may retain legal counsel as necessary to advise or represent the RTC in carrying out its responsibilities. Subject to RTC approval, applicable procurement requirements, available funding, and the Governing Documents, the RTC Chair is

authorized to execute engagement letters or agreements for legal services on behalf of the RTC and to approve associated legal expenses for payment. The Fiscal Agent shall provide contracting, payment, and administrative support as required by the Governing Documents.

b. Fiscal Affairs. Fiscal Matters. In accordance with the Governing Documents, the RTC and the Fiscal Agent are permitted to establish new financial initiatives. The RTC may approve these matters and authorize staff to carry out program strategies.

Section 4.11 RTC Functions.

Functions of the Regional Transportation Council shall be as detailed in the MPO Agreement and as summarized below:

- Provide direction to the metropolitan transportation planning process.
- Ensure that required metropolitan transportation planning and programming activities are conducted in accordance with applicable federal and State laws, regulations, and the Governing Documents.
- Certify the coordination, comprehensiveness, and continuity of the metropolitan transportation planning process.
- Develop, maintain, and approve the following plans, programs, and documents in accordance with requirements of federal and State laws and regulations:
    - Metropolitan Transportation Plan;
    - 10-Year Transportation Plan;
    - Transportation Improvement Program;
    - Unified Planning Work Program;
    - Public Participation Plan;
    - Congestion Management Process;
    - Metropolitan Area Boundary designation; and,
    - Other planning documents required by the Texas Department of Transportation or applicable federal or State laws or regulations.
- Review the Transportation Improvement Program and Metropolitan Transportation Plan to ensure that transportation projects do not unreasonably exceed the funding that currently seems likely to be available for each metropolitan subarea.
- Select, nominate, and support projects for those funding programs authorized by federal law or requested by the State.

- Establish and publish submission deadlines for each RTC-sponsored Call for Projects. The deadline shall be applied consistently to all applicants and may be modified only through notice applicable to all prospective applicants.

- Prioritize corridors identified for improvements in the Metropolitan Transportation Plan for which Corridor Studies shall be performed in accordance with federal regulations.

- Review the limits of the Metropolitan Area and make revisions considered appropriate.

- Authorize transit planning technical assistance to transit operating agencies at their request.

- Encourage federal, State, and local agencies to follow the plans and programs developed by the Regional Transportation Council.

- Identify the kinds of consultant projects eligible for federal transportation funding.

The RTC may adopt policies to guide the implementation of its functions and responsibilities. RTC Staff shall maintain an inventory of current RTC policies and make the policies available for reference.

Section 4.12 Public Involvement

The RTC shall maintain a Public Participation Plan, including public comment rules and decorum requirements, to optimize public participation and periodically review these procedures for possible enhancements.

ARTICLE V. TECHNICAL COMMITTEE

The following rules shall govern the procedures, membership, and records of the Technical Committee.

Section 5.1 Establishment and Purpose of the Surface Transportation Technical Committee

The Surface Transportation Technical Committee (STTC) shall provide technical advice and review for the surface transportation planning process. Staff support for the Surface

Transportation Technical Committee shall be furnished by the Regional Transportation Council. Other advisory committees may be formed, as determined by the MPO Director.

Section 5.2 Membership

Members of the Surface Transportation Technical Committee shall be staff personnel nominated by their respective governments or agencies and shall include at least one member from each jurisdiction and agency directly represented on the Regional Transportation Council. Local governments or agencies wishing to send a "consultant or designee" serving as staff is acceptable. Membership selected by formula will be based on the most recently approved population and employment data from NCTCOG. Membership and voting on the Surface Transportation Technical Committee shall be provided to local governments and public agencies and shall be represented by the following formulas:

- Dallas and Tarrant Counties shall each have two representatives.
- Each perimeter county in the Metropolitan Area shall have one representative.
- Each city within the Metropolitan Area with a combined population and employment greater than 1,500,000 shall have five representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 1,000,000 and less than or equal to 1,500,000 shall have four representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 500,000 and less than or equal to 1,000,000 shall have three representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 200,000 and less than or equal to 500,000 shall have two representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 40,000 and less than or equal to 200,000 shall have one representative.

- The following planning agencies will be represented as listed:

TxDOT Fort Worth District	2	
TxDOT Dallas District	2	
TxDOT Paris District	1	
TxDOT TP&P (Austin)	1	
Dallas Area Rapid Transit	2	
Trinity Metro	2	
Denton County Transportation Authority	1	
North Texas Tollway Authority	2	
Texas Commission on Environmental Quality	1	(non-voting)
Dallas Fort Worth International Airport	1	

Each city with an RTC Primary Member representing multiple local governments and not having a Surface Transportation Technical Committee member by the above representation will also be provided one member.

Representatives from Federal Highway Administration, Federal Transit Administration, US Environmental Protection Agency, and other partner agencies are welcome to attend the meetings. Local government staff not serving on STTC are encouraged to attend the meetings.

Section 5.3 Quorum

The Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken.

Section 5.4 Standards of Conduct (Ethics Policy)

a. Applicable Requirements. STTC Members shall comply with applicable federal and State ethics and conflict-of-interest requirements of the Texas Local Government Code and the Texas Transportation Code, as amended, and with any applicable ethics requirements of their appointing entities.

b. New Member Notification. New STTC members will be notified no later than the third business day after the date the person qualifies for membership of the Standards of Conduct (Ethics Policy).

Section 5.5 Attendance

Records of attendance at Surface Transportation Technical Committee meetings shall be kept and presented monthly as part of the meeting summary. These records shall be sent to the represented local governments quarterly. Entities with STTC members that have missed at least three consecutive meetings or at least four meetings in the preceding 12 months will be notified and the appointing bodies shall be asked to review the continued service of their representatives. STTC members may record an excused absence if it is made known to RTC staff and it is related to the following: personal illness, family emergency, jury duty, or business necessity. An excused absence will not be recorded as an absence. The quarterly attendance notice shall indicate that such notice is standard practice and not indicative of any particular problem.

Section 5.6 Officers

A Chair, Vice Chair, and a Secretary for the Surface Transportation Technical Committee shall be designated by the Regional Transportation Council for a term of one year, beginning in June of each year. The slate of officers shall also reflect leadership in rough proportion to the

revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis, but will be aggregated over longer periods of time. This does not eliminate the possibility for the Western Subregion to have multiple officers for a reasonable amount of time. In the absence of the Chair of the Surface Transportation Technical Committee from a Committee meeting, the Vice Chair shall perform all such duties required of the Chair.

Section 5.7 Meetings

Meetings of the Technical Committee shall be held as necessary to review and advise on matters referred to it .

Section 5.8 Meeting Summary

A meeting summary shall be kept and submitted to the membership of the Committee for approval. Meeting summaries will also be made available to the RTC. The Regional Transportation Council will be kept apprised of Surface Transportation Technical Committee attendance by agency.

Section 5.9 Committee Functions

The functions of the Technical Committee shall be to review and comment on all matters referred to it by either the Regional Transportation Council, the Technical Committee Chair, or the MPO Director. STTC serves in an advisory capacity and shall not exercise independent policy-making or decision-making authority on behalf of the RTC.

ARTICLE VI. ADOPTION

Section 6.1 Adoption

These Bylaws and Operating Procedures shall be in full force and effect at such time as they have been approved by two-thirds vote of the Regional Transportation Council at a meeting at which a quorum, as defined herein, is present.

ARTICLE VII. REVISION

Section 7.1 Review Period

The Bylaws and Operating Procedures should be reviewed for possible revisions every five years at a minimum.

Section 7.2 Revision Procedures.

These Bylaws and Operating Procedures may be revised by approval of two-thirds of the members of the Regional Transportation Council at a meeting at which a quorum, as defined herein, is present. Changes in the Bylaws must be presented at one regularly scheduled meeting and voted on at a following regularly scheduled meeting. No Bylaw change shall be made that has not been presented at a previous meeting.

APPENDIX A

APPENDIX A
2026 RTC Membership Structure

City Membership	2026 Population	2023 Employment	Maximum of Population and Employment	Percent of Total Based on Maximum	Share of 28 RTC City Seats	% of RTC Seat By Grouping	Number of RTC Seats by Formula
City							
Plano	301,320	358,207	358,207	4.66%	1.30	1.30	1
McKinney	232,291	94,353	232,291	3.02%	0.85		
Princeton	47,530	3,366	47,530	0.62%	0.17		
Farmersville	5,742	1,709	5,742	0.07%	0.02	1.04	1
Frisco	241,538	136,376	241,538	3.14%	0.88		
Little Elm	62,684	12,349	62,684	0.82%	0.23		
The Colony	47,753	18,457	47,753	0.62%	0.17		
Providence Village	12,256	1,080	12,256	0.16%	0.04	1.33	1
Fairview	11,732	2,418	11,732	0.15%	0.04		
Lucas	8,459	1,484	8,459	0.11%	0.03		
Wylie	63,549	16,107	63,549	0.83%	0.23		
Rowlett	67,750	17,552	67,750	0.88%	0.25		
Sachse	30,653	5,555	30,653	0.40%	0.11		
Murphy	21,228	4,432	21,228	0.28%	0.08		
Parker	6,217	917	6,217	0.08%	0.02		
Lavon	15,147	944	15,147	0.20%	0.06	0.82	1
Prosper	49,355	11,696	49,355	0.64%	0.18		
Celina	78,647	5,244	78,647	1.02%	0.29		
Anna	36,935	6,638	36,935	0.48%	0.13		
Melissa	28,967	3,844	28,967	0.38%	0.11		
Allen	109,243	56,811	109,243	1.42%	0.40	1.10	1
Denton	166,258	119,599	166,258	2.16%	0.61		
Sanger	10,586	6,971	10,586	0.14%	0.04		
Corinth	25,895	8,406	25,895	0.34%	0.09		
Lake Dallas	7,850	2,978	7,850	0.10%	0.03		
Aubrey	10,491	2,458	10,491	0.14%	0.04		
Krum	6,684	2,009	6,684	0.09%	0.02		
Hickory Creek	7,066	2,544	7,066	0.09%	0.03		
Oak Point	6,537	611	6,537	0.08%	0.02		
Argyle	6,937	2,742	6,937	0.09%	0.03		
Pilot Point	9,454	2,503	9,454	0.12%	0.03	0.94	1
Lewisville	142,060	112,066	142,060	1.85%	0.52		
Flower Mound	82,870	54,109	82,870	1.08%	0.30		
Highland Village	16,153	8,747	16,153	0.21%	0.06		
Northlake	15,915	5,775	15,915	0.21%	0.06		
Justin	8,753	2,392	8,753	0.11%	0.03	0.97	1
Dallas	1,403,553	1,354,295	1,403,553	18.25%	5.11		
University Park	25,617	11,422	25,617	0.33%	0.09		
Highland Park	8,775	8,091	8,775	0.11%	0.03	5.24	5
Garland	252,054	119,202	252,054	3.28%	0.92	0.92	1
Richardson	124,859	216,763	216,763	2.82%	0.79		
Addison	17,876	80,954	80,954	1.05%	0.29	1.08	1
Irving	268,104	338,184	338,184	4.40%	1.23		
Coppell	43,224	58,310	58,310	0.76%	0.21	1.44	1
Mesquite	158,412	79,240	158,412	2.06%	0.58		
Balch Springs	28,893	10,058	28,893	0.38%	0.11		
Seagoville	22,124	6,597	22,124	0.29%	0.08		
Sunnyvale	9,601	7,424	9,601	0.12%	0.03	0.80	1
Carrollton	138,131	117,655	138,131	1.80%	0.50		
Farmers Branch	40,889	107,138	107,138	1.39%	0.39	0.89	1
Grand Prairie	216,881	110,126	216,881	2.82%	0.79	0.79	1
Duncanville	40,779	17,728	40,779	0.53%	0.15		
DeSoto	58,669	21,487	58,669	0.76%	0.21		
Cedar Hill	52,897	19,882	52,897	0.69%	0.19		
Lancaster	42,511	21,091	42,511	0.55%	0.15		
Glenn Heights	20,601	1,176	20,601	0.27%	0.08		
Hutchins	6,495	8,238	8,238	0.11%	0.03		
Wilmer	7,924	2,695	7,924	0.10%	0.03	0.84	1
Fort Worth	1,043,173	644,427	1,043,173	13.56%	3.80	3.80	4
Arlington	420,028	259,064	420,028	5.46%	1.53	1.53	2
North Richland Hills	75164	42920	75,164	0.98%	0.27		
Richland Hills	8,922	6,120	8,922	0.12%	0.03		
Haltom City	47,014	22,536	47,014	0.61%	0.17		
Watauga	23,982	6,321	23,982	0.31%	0.09		
White Settlement	18,568	7,925	18,568	0.24%	0.07		
River Oaks	7,719	1,916	7,719	0.10%	0.03		
Lake Worth	5,403	6,025	6,025	0.08%	0.02		
Saginaw	27,119	11,322	27,119	0.35%	0.10		
Azle	15,839	7,365	15,839	0.21%	0.06		
Sansom Park	5,493	1,569	5,493	0.07%	0.02		
Keller	47,727	22,802	47,727	0.62%	0.17		
Haslet	5,613	8,750	8,750	0.11%	0.03	1.06	1
Grapevine	52,605	145,204	145,204	1.89%	0.53		
Southlake	32,364	41,121	41,121	0.53%	0.15		
Colleyville	26,516	12,181	26,516	0.34%	0.10		
Hurst	40,510	24,101	40,510	0.53%	0.15		
Euless	62,166	30,308	62,166	0.81%	0.23		
Bedford	50,030	35,063	50,030	0.65%	0.18		
Westlake	2,112	20,342	20,342	0.26%	0.07		
Trophy Club	14,485	3,869	14,485	0.19%	0.05		
Roanoke	10,164	7,587	10,164	0.13%	0.04	1.49	1
Mansfield	92,193	42,583	92,193	1.20%	0.34		
Benbrook	25,616	9,042	25,616	0.33%	0.09		
Forest Hill	14,484	4,162	14,484	0.19%	0.05		
Crowley	20,934	6,068	20,934	0.27%	0.08		
Everman	6,549	1,803	6,549	0.09%	0.02		
Kennedale	8,628	4,721	8,628	0.11%	0.03	0.61	1
Total	**7,202,494**	**5,248,422**	**7,690,866**	**100%**	**28.00**	**28.00**	**28**
Allocation for City Seats					**28**		
Population Per RTC Seat					**274,674**		

APPENDIX A
2026 RTC Membership Structure (Continued)

		Number of RTC Seats
City Membership		28
2026 Population by County Grouped By RTC Seats		
County Membership		
	2026 Population	
Collin County	**1,370,069**	1
Dallas County	**2,792,136**	2
Denton County	**1,108,089**	1
Tarrant County	**2,157,740**	2
Ellis County	**247,255**	
Ennis	26,076	
Waxahachie	53,512	
Midlothian	44,882	
Red Oak	20,251	
Kaufman County	**179,033**	
Forney	32,899	
Kaufman	7,938	
Terrell	20,471	
Crandall	6,751	
Combined Ellis and Kaufman Population	**426,288**	1
Johnson County	**226,793**	
Burleson	55,702	
Cleburne	38,926	
Keene	7,099	
Joshua	9,549	
Venus	8,315	
Alvarado	6,931	
Hood County	**66,867**	
Granbury	11,731	
Combined Johnson and Hood Population	**293,660**	1
Hunt County	**127,352**	
Commerce	9,445	
Greenville	34,802	
Caddo Mills	6,358	
Rockwall County	**140,063**	
Rockwall	54,744	
Heath	10,636	
Royse City	26,145	
Fate	30,204	
Combined Hunt and Rockwall Population	**267,415**	1
Parker County	**183,574**	
Weatherford	37,002	
Mineral Wells	15,772	
Willow Park	5,733	
Aledo	5,521	
Wise County	**87,630**	
Decatur	9,087	
Bridgeport	6,083	
Combined Parker and Wise Population	**271,204**	1
Total County Membership		**10**
DART		1
DCTA		1
Trinity Metro		1
DFW Airport		1
TxDOT Dallas		1
TxDOT Fort Worth		1
NTTA		1
Total Transportation Providers		**7**
Total RTC Members		**45**
Total MPA Population	**8,812,074**	

Data Based on NCTCOG Annual Population Estimates and Estimated 2023 Employment

APPENDIX A
2026 RTC Membership Structure

City Membership	2026 Population	2023 Employment	Maximum of Population and Employment	Percent of Total Based on Maximum	Share of 28 RTC City Seats	% of RTC Seat By Grouping	Number of RTC Seats by Formula
City							
Plano	301,320	358,207	358,207	4.66%	1.30	1.30	1
McKinney	232,291	94,353	232,291	3.02%	0.85		
Princeton	47,530	3,366	47,530	0.62%	0.17		
Farmersville	5,742	1,709	5,742	0.07%	0.02	1.04	1
Frisco	241,538	136,376	241,538	3.14%	0.88		
Little Elm	62,684	12,349	62,684	0.82%	0.23		
The Colony	47,753	18,457	47,753	0.62%	0.17		
Providence Village	12,256	1,080	12,256	0.16%	0.04	1.33	1
Fairview	11,732	2,418	11,732	0.15%	0.04		
Lucas	8,459	1,484	8,459	0.11%	0.03		
Wylie	63,549	16,107	63,549	0.83%	0.23		
Rowlett	67,750	17,552	67,750	0.88%	0.25		
Sachse	30,653	5,555	30,653	0.40%	0.11		
Murphy	21,228	4,432	21,228	0.28%	0.08		
Parker	6,217	917	6,217	0.08%	0.02		
Lavon	15,147	944	15,147	0.20%	0.06	0.82	1
Prosper	49,355	11,696	49,355	0.64%	0.18		
Celina	78,647	5,244	78,647	1.02%	0.29		
Anna	36,935	6,638	36,935	0.48%	0.13		
Melissa	28,967	3,844	28,967	0.38%	0.11		
Allen	109,243	56,811	109,243	1.42%	0.40	1.10	1
Denton	166,258	119,599	166,258	2.16%	0.61		
Sanger	10,586	6,971	10,586	0.14%	0.04		
Corinth	25,895	8,406	25,895	0.34%	0.09		
Lake Dallas	7,850	2,978	7,850	0.10%	0.03		
Aubrey	10,491	2,458	10,491	0.14%	0.04		
Krum	6,684	2,009	6,684	0.09%	0.02		
Hickory Creek	7,066	2,544	7,066	0.09%	0.03		
Oak Point	6,537	611	6,537	0.08%	0.02		
Argyle	6,937	2,742	6,937	0.09%	0.03		
Pilot Point	9,454	2,503	9,454	0.12%	0.03	0.94	1
Lewisville	142,060	112,066	142,060	1.85%	0.52		
Flower Mound	82,870	54,109	82,870	1.08%	0.30		
Highland Village	16,153	8,747	16,153	0.21%	0.06		
Northlake	15,915	5,775	15,915	0.21%	0.06		
Justin	8,753	2,392	8,753	0.11%	0.03	0.97	1
Dallas	1,403,553	1,354,295	1,403,553	18.25%	5.11		
University Park	25,617	11,422	25,617	0.33%	0.09		
Highland Park	8,775	8,091	8,775	0.11%	0.03	5.24	5
Garland	252,054	119,202	252,054	3.28%	0.92	0.92	1
Richardson	124,859	216,763	216,763	2.82%	0.79		
Addison	17,876	80,954	80,954	1.05%	0.29	1.08	1
Irving	268,104	338,184	338,184	4.40%	1.23		
Coppell	43,224	58,310	58,310	0.76%	0.21	1.44	1
Mesquite	158,412	79,240	158,412	2.06%	0.58		
Balch Springs	28,893	10,058	28,893	0.38%	0.11		
Seagoville	22,124	6,597	22,124	0.29%	0.08		
Sunnyvale	9,601	7,424	9,601	0.12%	0.03	0.80	1
Carrollton	138,131	117,655	138,131	1.80%	0.50		
Farmers Branch	40,889	107,138	107,138	1.39%	0.39	0.89	1
Grand Prairie	216,881	110,126	216,881	2.82%	0.79	0.79	1
Duncanville	40,779	17,728	40,779	0.53%	0.15		
DeSoto	58,669	21,487	58,669	0.76%	0.21		
Cedar Hill	52,897	19,882	52,897	0.69%	0.19		
Lancaster	42,511	21,091	42,511	0.55%	0.15		
Glenn Heights	20,601	1,176	20,601	0.27%	0.08		
Hutchins	6,495	8,238	8,238	0.11%	0.03		
Wilmer	7,924	2,695	7,924	0.10%	0.03	0.84	1
Fort Worth	1,043,173	644,427	1,043,173	13.56%	3.80	3.80	4
Arlington	420,028	259,064	420,028	5.46%	1.53	1.53	2
North Richland Hills	75164	42920	75,164	0.98%	0.27		
Richland Hills	8,922	6,120	8,922	0.12%	0.03		
Haltom City	47,014	22,536	47,014	0.61%	0.17		
Watauga	23,982	6,321	23,982	0.31%	0.09		
White Settlement	18,568	7,925	18,568	0.24%	0.07		
River Oaks	7,719	1,916	7,719	0.10%	0.03		
Lake Worth	5,403	6,025	6,025	0.08%	0.02		
Saginaw	27,119	11,322	27,119	0.35%	0.10		
Azle	15,839	7,365	15,839	0.21%	0.06		
Sansom Park	5,493	1,569	5,493	0.07%	0.02		
Keller	47,727	22,802	47,727	0.62%	0.17		
Haslet	5,613	8,750	8,750	0.11%	0.03	1.06	1
Grapevine	52,605	145,204	145,204	1.89%	0.53		
Southlake	32,364	41,121	41,121	0.53%	0.15		
Colleyville	26,516	12,181	26,516	0.34%	0.10		
Hurst	40,510	24,101	40,510	0.53%	0.15		
Euless	62,166	30,308	62,166	0.81%	0.23		
Bedford	50,030	35,063	50,030	0.65%	0.18		
Westlake	2,112	20,342	20,342	0.26%	0.07		
Trophy Club	14,485	3,869	14,485	0.19%	0.05		
Roanoke	10,164	7,587	10,164	0.13%	0.04	1.49	1
Mansfield	92,193	42,583	92,193	1.20%	0.34		
Benbrook	25,616	9,042	25,616	0.33%	0.09		
Forest Hill	14,484	4,162	14,484	0.19%	0.05		
Crowley	20,934	6,068	20,934	0.27%	0.08		
Everman	6,549	1,803	6,549	0.09%	0.02		
Kennedale	8,628	4,721	8,628	0.11%	0.03	0.61	1
Total	**7,202,494**	**5,248,422**	**7,690,866**	**100%**	**28.00**	**28.00**	**28**
Allocation for City Seats					**28**		
Population Per RTC Seat					**274,674**		

City Membership 28

2026 Population by County Grouped By RTC Seats

County Membership

	2026 Population	
Collin County	**1,370,069**	1
Dallas County	**2,792,136**	2
Denton County	**1,108,089**	1
Tarrant County	**2,157,740**	2
Ellis County	**247,255**	
Ennis	26,076	
Waxahachie	53,512	
Midlothian	44,882	
Red Oak	20,251	
Kaufman County	**179,033**	
Forney	32,899	
Kaufman	7,938	
Terrell	20,471	
Crandall	6,751	
Combined Ellis and Kaufman Population	**426,288**	1
Johnson County	**226,793**	
Burleson	55,702	
Cleburne	38,926	
Keene	7,099	
Joshua	9,549	
Venus	8,315	
Alvarado	6,931	
Hood County	**66,867**	
Granbury	11,731	
Combined Johnson and Hood Population	**293,660**	1
Hunt County	**127,352**	
Commerce	9,445	
Greenville	34,802	
Caddo Mills	6,358	
Rockwall County	**140,063**	
Rockwall	54,744	
Heath	10,636	
Royse City	26,145	
Fate	30,204	
Combined Hunt and Rockwall Population	**267,415**	1
Parker County	**183,574**	
Weatherford	37,002	
Mineral Wells	15,772	
Willow Park	5,733	
Aledo	5,521	
Wise County	**87,630**	
Decatur	9,087	
Bridgeport	6,083	
Combined Parker and Wise Population	**271,204**	1
Total County Membership		**10**
DART		1
DCTA		1

APPENDIX A
2026 RTC Membership Structure (Continued)

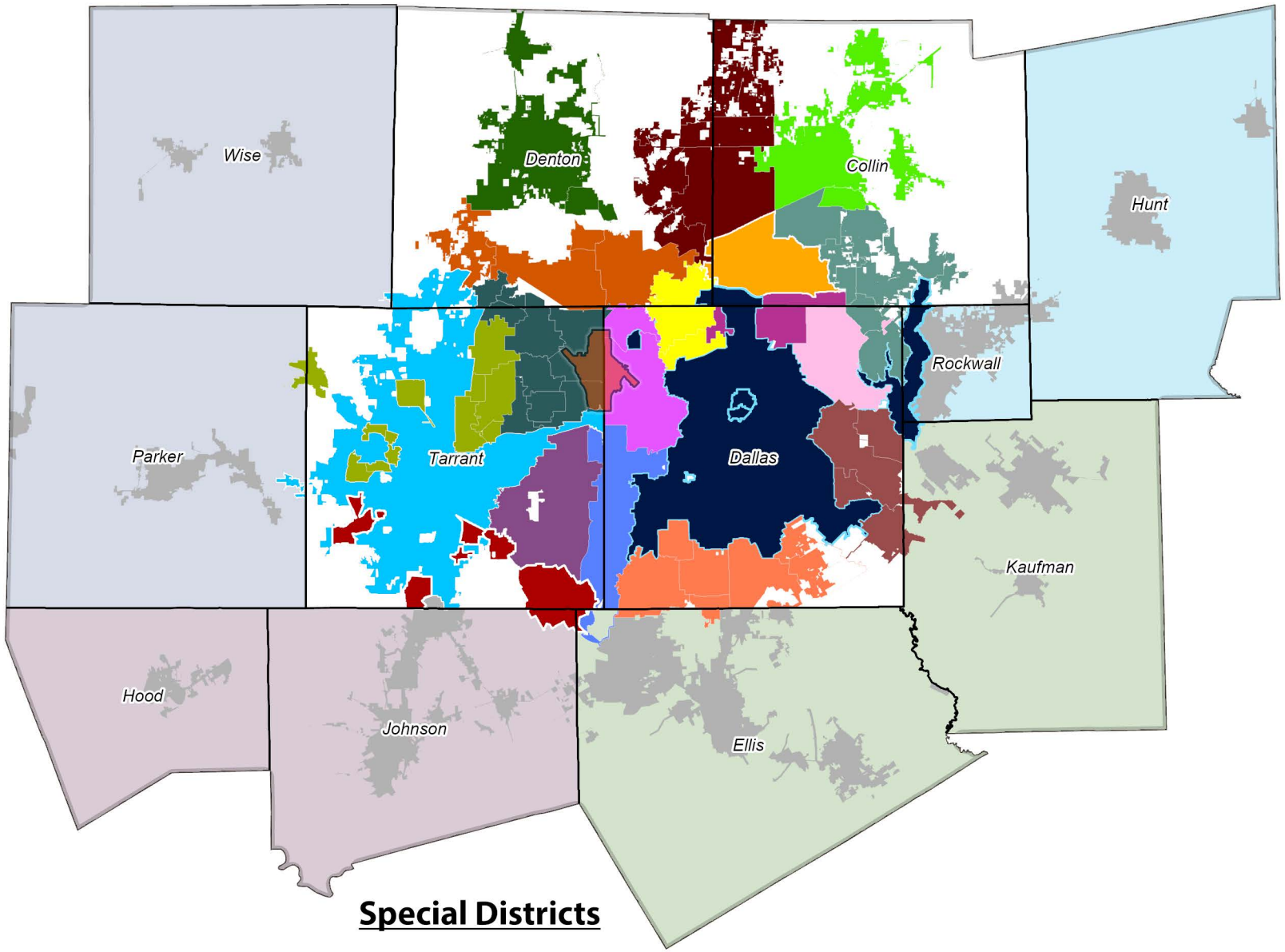
FWTA		1
DFW Airport		1
TxDOT Dallas		1
TxDOT Fort Worth		1
NTTA		1
Total Transportation Providers		**7**
Total RTC Members		**45**
Total 2026 MPA Population	**8,812,074**	

Data Based on NCTCOG Annual Population Estimates and Estimated 2023 Employment

Current 2026 Regional Transportation Council Representation

Seat Entities

- City of Plano - 1
- Cities of McKinney, Fairview, Anna, Princeton, and Melissa - 1
- Cities of Frisco, Prosper, Little Elm, The Colony, Celina, and Providence Village - 1
- Cities of Dallas, Highland Park, and University Park - 6
- Cities of Richardson and Addison - 1
- City of Garland - 1
- Cities of Allen, Lucas, Wylie, Rowlett, Sachse, Murphy, Parker, Lavon - 1
- Cities of Irving and Coppell - 1
- Cities of Mesquite, Balch Springs, Seagoville, and Sunnyvale - 1
- City of Grand Prairie - 1
- Cities of Duncanville, DeSoto, Lancaster, Cedar Hill, Glenn Heights, Hutchins, | Wilmer - 1
- Cities of Carrollton and Farmers Branch - 1
- Cities of Denton, Sanger, Corinth, Lake Dallas, Aubery, Krum, Hickory Creek, Oak Point - 1
- Cities of Lewisville, Flower Mound, Highland Village, Northlake, Justin - 1
- City of Fort Worth - 4
- City of Arlington - 2
- Cities of North Richland Hills, Richland Hills, Haltom City, Watauga, White Settlement, River Oaks, Lake Worth, Westworth Village, Saginaw, Azle, Keller, and Sansom Park - 1
- Cities of Grapevine, Southlake, Colleyville, Westlake, Trophy Club, Roanoke, Bedford, Euless, and Hurst - 1
- Cities of Mansfield, Benbrook, Forest Hill, Crowley, Everman, and Kennedale - 1



Counties

- Collin County - 1
- Dallas County - 2
- Denton County - 1
- Tarrant County - 2
- Ellis County and the Cities of Waxahachie, Midlothian, Ennis, and Red Oak and Kaufman County and the Cities of Forney, Terrell, and Kaufman - 1
- Johnson County and the Cities of Burleson, Cleburne, Keene, Joshua, Venus, Alvarado and Hood County and the City of Granbury - 1
- Rockwall County and the Cities of Rockwall, Heath, Royse City, and Fate and Hunt County and the Cities of Greenville and Commerce - 1
- Parker County and the Cities of Weatherford, Mineral Wells, Willow Park, Aledo, and Wise County and the Cities of Decatur and Bridgeport - 1

Special Districts

- Board Member, Dallas Fort Worth International Airport - 1
- Board Member, North Texas Tollway Authority - 1
- Board Member, Dallas Area Rapid Transit - 1
- Board Member, Denton County Transportation Authority - 1
- Board Member, Fort Worth Transportation Authority - 1

Regional Transportation Council

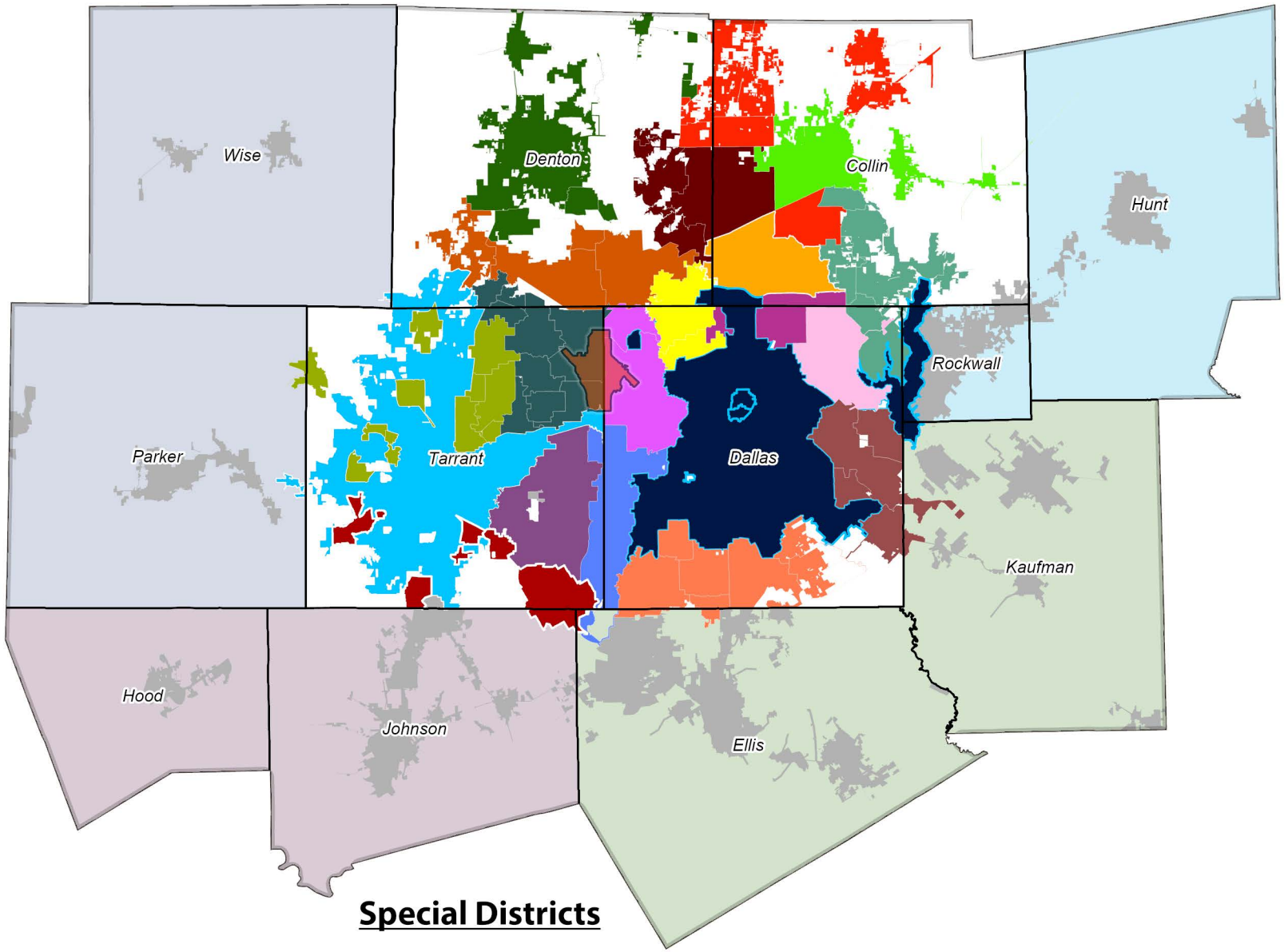
ELECTRONIC ITEM 5.4

October 2026

Proposed 2026 Regional Transportation Council Representation

Seat Entities

- City of Plano - 1
- Cities of McKinney, Princeton, and Farmersville - 1
- Cities of Frisco,Little Elm, The Colony, and Providence Village - 1
- Cities of Fairview, Lucas, Wylie, Rowlett, Sachse, Murphy, Parker, and Lavon - 1
- Cities of Propser, Celina, Anna, Melissa, and Allen
- Cities of Dallas, Highland Park, and University Park - 5
- City of Garland - 1
- Cities of Richardson and Addison - 1
- Cities of Irving and Coppell - 1
- Cities of Mesquite, Balch Springs, Seagoville, and Sunnyvale - 1
- City of Grand Prairie - 1
- Cities of Duncanville, DeSoto, Lancaster, Cedar Hill, Glenn Heights, Hutchins, | Wilmer - 1
- Cities of Carrolton and Farmers Branch - 1
- Cities of Denton, Sanger, Corinth, Lake Dallas, Aubery, Krum, Hickory Creek, Oak Point, Argyle, and Pilot Point - 1
- Cities of Lewisville, Flower Mound, Highland Village, Northlake, Justin - 1
- City of Fort Worth - 4
- City of Arlington - 2
- Cities of North Richland Hills, Richland Hills, Haltom City, Watauga, White Settlement, River Oaks, Lake Worth, Saginaw, Azle, Keller, Sansom Park, and Haslet - 1
- Cities of Grapevine, Southlake, Colleyville, Westlake, Trophy Club, Roanoke, Bedford, Euless, and Hurst - 1
- Cities of Mansfield, Benbrook, Forest Hill, Crowley, Everman, and Kennedale - 1



Counties

- Collin County - 1
- Dallas County - 2
- Denton County - 1
- Tarrant County - 2
- Ellis County and the Cities of Waxahachie, Midlothian, Ennis, and Red Oak and Kaufman County and the Cities of Forney, Terrell, Kaufman and Crandall - 1
- Johnson County and the Cities of Burleson, Cleburne, Keene, Joshua, Venus, Alvarado and Hood County and the City of Granbury - 1
- Rockwall County and the Cities of Rockwall, Heath, Royse City, and Fate and Hunt County and the Cities of Greenville, Commerce and Caddo Mills - 1
- Parker County and the Cities of Weatherford, Mineral Wells, Willow Park, Aledo, and Wise County and the Cities of Decatur and Bridgeport - 1

Special Districts

- Board Member, Dallas Fort Worth International Airport - 1
- Board Member, North Texas Tollway Authority - 1
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- Board Member, Denton County Transportation Authority - 1
- Board Member, Fort Worth Transportation Authority - 1

Regional Transportation Council

November 2026



FIRST READING OF THE DRAFT RTC BYLAWS AND OPERATING PROCEDURES

Mayor Steve Babick, Chair, RTC Bylaws Committee

Dan Kessler, Assistant Director of Transportation

REGIONAL TRANSPORTATION COUNCIL

November 5, 2026

ELECTRONIC ITEM 5.5

RTC Bylaws Revision Subcommittee

Steve Babick, Chair
Mayor, City of Carrolton

Elizabeth Beck, Vice Chair
Counilmember, City of Fort Worth

Rick Bailey
Commissioner, Johnson County

Bill Cox
Mayor, City of McKinney

Theresa Daniel
Commissioner, Dallas County

Jeff Davis
Chair, Trinity Metro

Michael Evans
Mayor, City of Mansfield

Matthew Porter
Mayor, City of Wylie

Kathy Stewart
Councilmember, City of Dallas

Jeremy Tompkins
Councilmember, City of Euless

Advisor: Duncan Webb, Commissioner, Collin County

Subcommittee Meeting Dates

September 10, 2026
September 24, 2026
October 8, 2026
October 22, 2026

Summary of Significant Proposed Revisions

Foundational and Organizational Updates

- Clarifies the RTC's role as the Metropolitan Planning Organization (MPO)
- Aligns terminology with the 2026 MPO Agreement and Operating Agreement, including definitions
- Reorganizes and modernizes the Bylaws and Operating Procedures

RTC Operating Provisions

- Adds parliamentary, ethics, and executive-session provisions
- Removes administrative procedures from the Bylaws
- Revises Bylaws revisions from four to five years

Summary of Significant Proposed Revisions (Continued)

Membership

- Adds flexibility for sole city/county representation
- Updates membership structure and appointment provisions, including removing citizen representation

Technical Committee Provisions

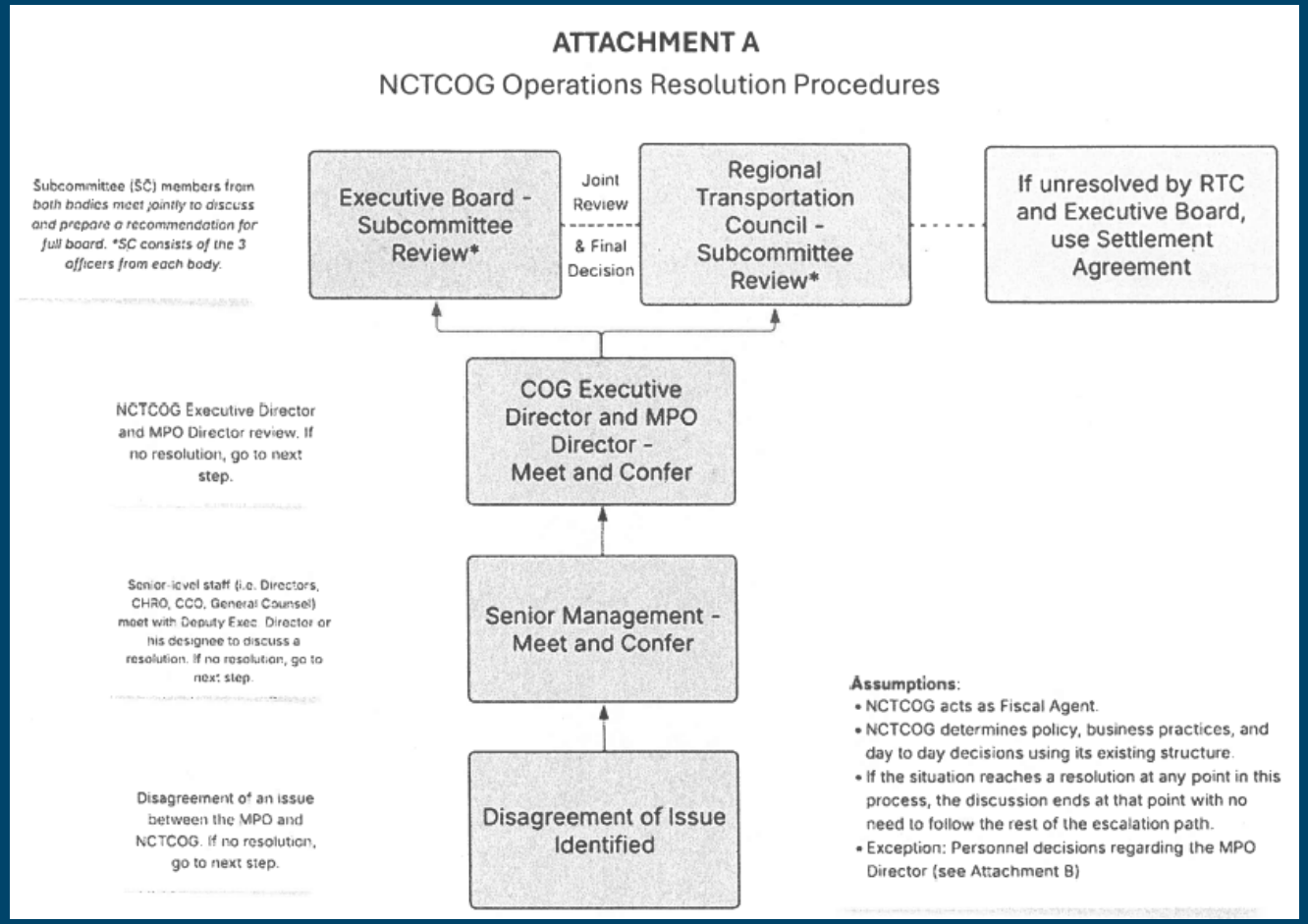
- Clarifies Surface Transportation Technical Committee (STTC) advisory role
- Retains STTC existing membership and voting structure
- Provides for RTC approval of STTC officers

Summary of Significant Proposed Revisions (Continued)

Governance Updates

- Establishes the RTC's Officers Committee
- Establishes the RTC Executive Committee
- Clarifies the RTC authority and committee responsibilities, including ability to retain legal counsel and establish new financial initiatives

Operating Agreement Resolution Path
RTC Officers' Committee



Purpose: Provide structured review while preserving final RTC authority.

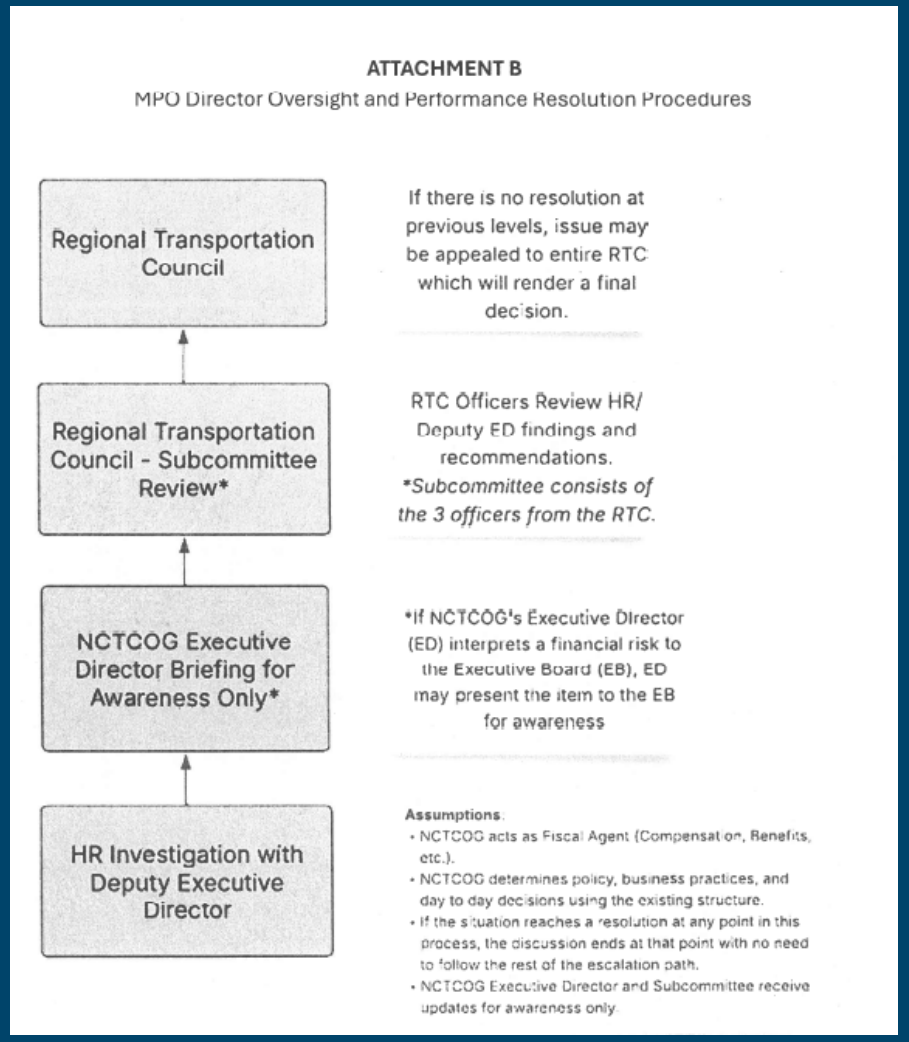
MPO Director Employment Matters

Performance
Employment
Compensation
Discipline
Employment Agreement

Process

Reviewed by RTC Officers' Committee
Committee Recommends
Final Employment Action by full RTC

Operating Agreement Resolution Path
RTC Executive Committee



ATTACHMENT B

MPO Director Oversight and Performance Resolution Procedures

Regional Transportation Council

If there is no resolution at previous levels, issue may be appealed to entire RTC which will render a final decision.

Regional Transportation Council - Subcommittee Review*

RTC Officers Review HR/ Deputy ED findings and recommendations. **Subcommittee consists of the 3 officers from the RTC.*

NCTCOG Executive Director Briefing for Awareness Only*

*If NCTCOG's Executive Director (ED) interprets a financial risk to the Executive Board (EB), ED may present the item to the EB for awareness

HR Investigation with Deputy Executive Director

Assumptions:
- NCTCOG acts as Fiscal Agent (Compensation, Benefits, etc.).
- NCTCOG determines policy, business practices, and day to day decisions using the existing structure.
- If the situation reaches a resolution at any point in this process, the discussion ends at that point with no need to follow the rest of the escalation path.
- NCTCOG Executive Director and Subcommittee receive updates for awareness only.

Purpose: Helps resolve operational barriers and maintain continuity between RTC meetings without replacing RTC's policy authority.

Operational Matters

Administrative
Purchasing
Technology
Staffing
Other operational issues

Process

Reviewed by RTC Executive Committee
Committee may resolve authorized operational matters
Full RTC action only required when outside of RTC policy
Standing Director's Report on issues raised

RTC City Cluster Seats Criteria

2026 Rationale

- Retain Total 45 Seats – 28 from Municipalities
- Continue to Account for Population/Employment Growth and Distribution
- Continue to Cluster to Full City Seats (1.0)
- Continue to Cluster by Neighboring Cities or within Corridors
- Continue to Cluster within Counties and Urbanized Areas when Possible
- Minimize Disruption of Current Clusters and Representation

Timeline for Implementation of Significantly Impacted Cluster Group Membership: June 2027

Proposed Changes to City Representation
Refer to Electronic Item 6.3

Retains direct seats for cities and clusters meeting the applicable population, employment, or urbanized-area criteria.

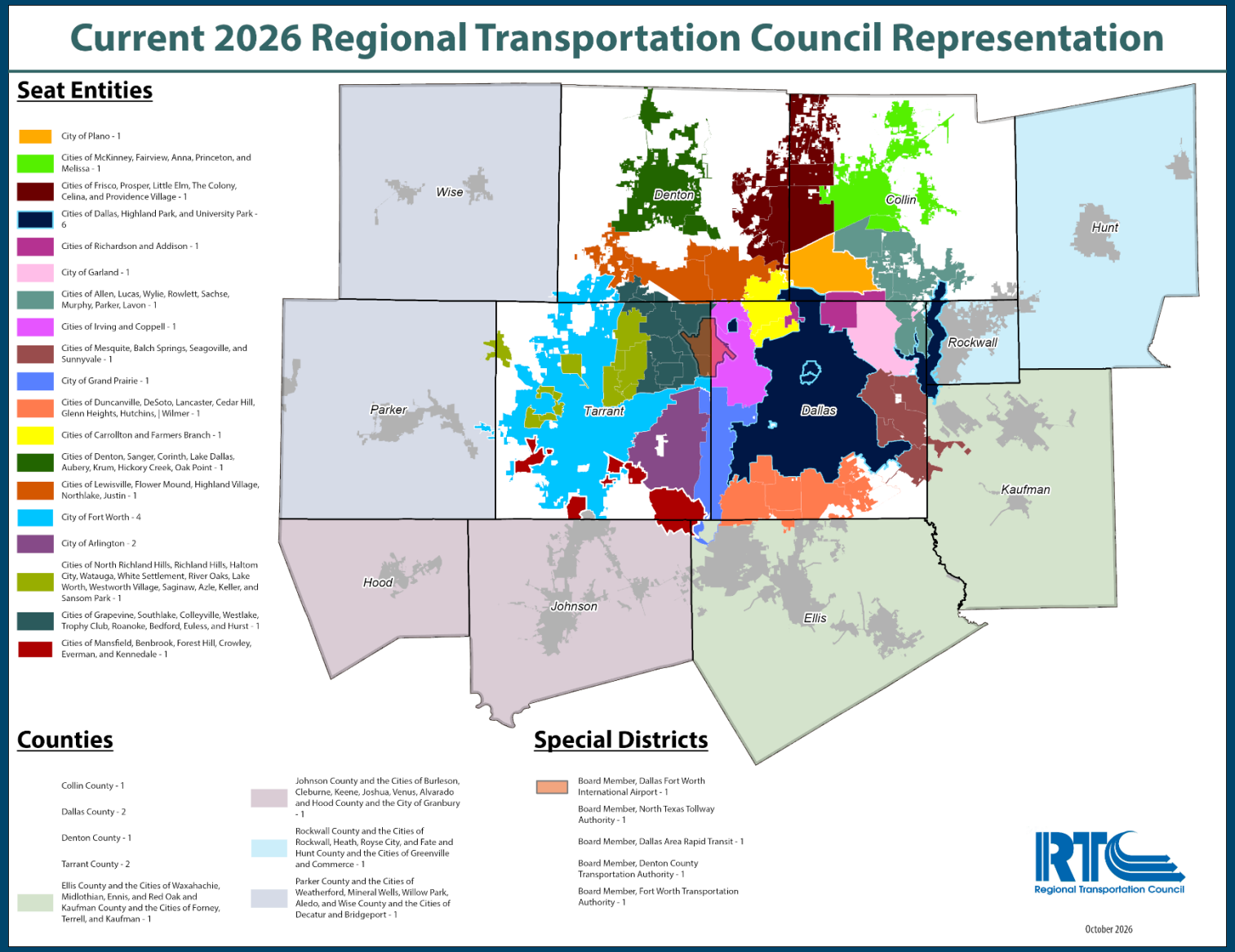
Adds newly eligible cities to the appropriate city or county clusters.

- Argyle, Crandall, Caddo Mills, Farmersville, Haslet, and Pilot Point

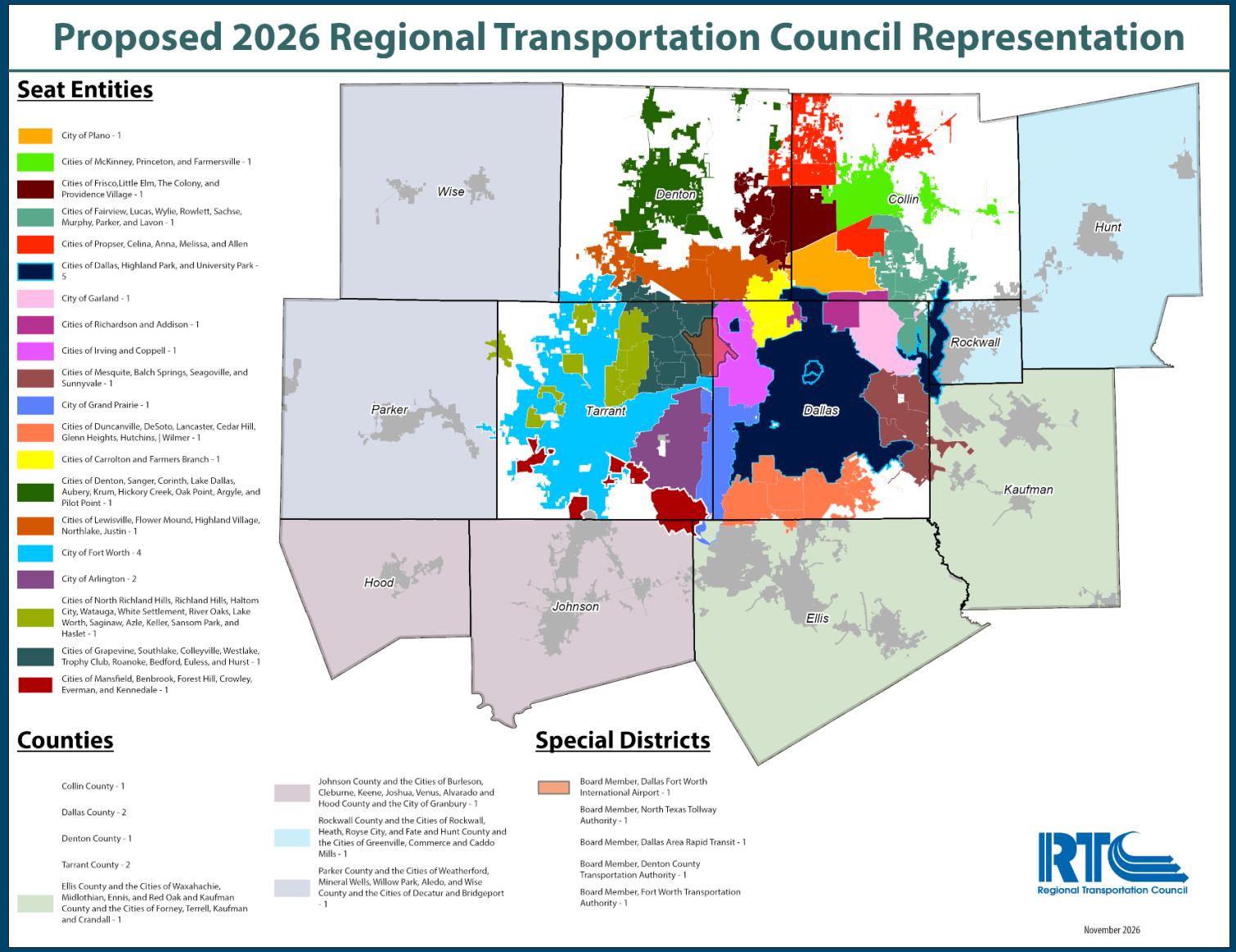
Separates or reorganizes several existing city or county clusters.

- Maintain McKinney cluster but reduces size
- Maintain Frisco cluster but reduces size
- Delineates new seat for Allen, Celina, Prosper, Anna, and Melissa
- Adds Fairview to Rowlett/Wylie cluster
- Reduces Dallas seats to five based on population criteria

Current Representation Map



Proposed Representation Map



PROPOSED ACTION FOR DECEMBER MEETING – 2026 RTC BYLAW AND OPERATING PROCEDURE UPDATE

Successful first reading only if there are no changes.

If no changes, RTC approval of:

- 2026 RTC Bylaw and Operating Procedure
- Direct staff to initiate state and federal trademarking for the Regional Transportation Council.
- Approve use of Regional Transportation Council local funds for trademarking activities.

CONTACT US

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Assistant Director
dkessler@nctcog.org | (817) 965-9248

Emily Beckham, CGMS
Senior Program Manager
ebeckham@nctcog.org | (817) 608-2308

CHRISTOPHER BOEDEKER
JOHNSON COUNTY JUDGE

2 NORTH MAIN STREET, ROOM 120
CLEBURNE, TEXAS 76033

JUDGEBOEDEKER@JOCOTX.ORG

817-556-6360

October 16, 2026

Monte Mercer
North Central Texas Council of Governments

Re: Request for Regional Task Force on High-Impact Industrial Development

Director Mercer:

I respectfully request that the North Central Texas Council of Governments establish a task force to evaluate best practices for local governments responding to high-impact industrial development, including data centers, lithium-ion battery energy storage systems (BESS), and other large-scale economic development projects. These developments present opportunities for investment and technological advancement, but may also raise issues that exceed the regulatory authority or technical resources of rural and semi-urban counties.

A coordinated regional effort would help communities evaluate proposed projects using reliable information, understand available tools, and address potential impacts while supporting responsible development. I request that the task force include elected officials and professional staff from multiple counties and municipalities, with meaningful representation from rural and semi-urban communities. Its work should also draw on independent technical expertise and input from industry, utilities, emergency responders, landowners, and other affected stakeholders. I propose the following charge:

1. **Identify concerns and evaluate actual impacts.** Examine concerns involving water availability, electric demand and reliability, fire and emergency response, noise, air quality, transportation, infrastructure costs, and compatibility with surrounding uses. Evaluate the evidence supporting each concern, distinguish documented risks from assumptions, and identify how impacts vary by technology, project scale, location, and operating practices.

2. **Identify practical mitigation strategies.** Develop approaches that protect residents, natural resources, and public infrastructure without unnecessarily stifling investment or technological progress. Evaluate best practices for site design, operational safeguards, emergency planning, infrastructure improvements, monitoring, and enforceable agreements. Recommendations should distinguish tools available under existing authority from voluntary measures or changes that would require state action.

3. **Develop an opportunity-cost evaluation framework.** Help communities weigh anticipated revenue, employment, and other benefits against infrastructure and service demands, resource consumption, displacement of alternative development, and the potential loss of historic, agricultural, or cultural value. Provide a framework for identifying preferred development areas and areas communities wish to preserve or designate as "off-limits," where legally authorized. The framework should distinguish enforceable location restrictions from voluntary siting guidance and help communities provide reasonable, predictable direction to developers.

4. **Determine who should implement recommendations and how.** Identify the appropriate governmental entity or private party responsible for each recommended action, the authority or agreement needed, and the resources required for implementation and enforcement. The task force should produce practical tools that individual communities can adapt. Each local government must retain final decision-making authority over whether to adopt any proposed restriction within its jurisdiction, subject to applicable law. Participation in this effort should not delegate that authority to NCTCOG, the task force, or another regional body.

I also request that NCTCOG invite the Regional Transportation Council to participate if it is interested. That invitation should include consideration of shared staff, technical resources, and funding, subject to applicable funding requirements and the approvals of the respective bodies. Coordinating these resources could support a more complete evaluation of transportation, infrastructure, and related regional impacts.

The intended result is a shared body of reliable information and usable tools that allows communities to make informed decisions reflecting their own needs and priorities. A regional effort can reduce duplication, improve access to expertise, and provide greater clarity for both local governments and prospective developers.

Please bring this request before the Executive Board, as appropriate, and advise on a proposed task force structure, work plan, timeline, and resource needs. Thank you for your consideration and continued partnership with the County and communities throughout North Central Texas.

Sincerely,

Christopher Boedeker

Joined and Agreed:

Brandon Huckabee
Erath County Judge

Capitol Office:
P.O. Box 12068
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Canton Office:
17585 State Highway 19, Suite 200
Canton, Texas 75103
Phone: (903) 567-0531
Fax: (903) 567-0533



Rockwall Office:
Alliance Building #2
6537 Horizon Road, Suite B-1
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Phone: (972) 722-3131
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SENATOR BOB HALL
DISTRICT 2

Via email

October 15, 2026

To: The Honorable County Judge and Commissioners Court

Subject: Utilizing Local Government Code Authority to Ensure Safety and Infrastructure Readiness for Large-Scale Energy Developments

Dear Judge and Commissioners:

As counties continue to attract innovative, large-scale industrial and utility-scale energy projects, we face a distinct set of infrastructural challenges. Many of these modern developments, specifically data center projects of colossal size, as well as Battery Energy Storage Systems (BESS), large-scale fuel-cell deployment blocks (for example, Bloom Box energy servers), and significant behind-the-meter thermal generation facilities, are choosing to build in unincorporated, rural areas.

While these projects represent significant economic investment, their unique operational technologies introduce specialized hazards. As many of you have explained, standard rural volunteers or municipal fire departments are rarely equipped, trained, or scaled to manage potential chemical, thermal runaway, or high-capacity electrical fires associated with infrastructure of this magnitude.

While I expect the 90th Legislative Session to take decisive action that will ensure major developments are done responsibly by passing legislation that balances property rights, there are some actions that counties can take now.

Because Texas counties lack traditional broad zoning authority, developers are often proceeding with minimal local coordination regarding public safety resources. However, the State of Texas provides counties and local districts with a multi-layered framework of statutory tools to bring these developers to the planning table before construction begins. Depending on your county's population and regulatory structure, we have several potent avenues available to protect public safety and property:

1. **County Fire Code Adoption (Texas Local Government Code Chapter 233):** For counties meeting the population threshold (over 250,000) or those directly contiguous to a high-population county, the Commissioners Court maintains the authority to formally adopt and enforce an International Fire Code (IFC) framework in unincorporated areas under § 233.061. This allows the county to mandate direct safety reviews and local permitting criteria.

2. **Inherent Fire Marshal Inspection & State Standards Enforcement (Texas Local Government Code Chapter 352):** If the county falls entirely below the population caps of Chapter 233, the Commissioners Court can appoint a County Fire Marshal. Under **LGC § 352.019**, the Fire Marshal is statutorily empowered to inspect for and enforce all state regulations relating to fire and explosion hazards. Because the Texas State Fire Marshal's Office adopts National Fire Protection Association (**NFPA**) standards by reference, the county can directly enforce strict compliance with **NFPA 855** (the global standard for BESS hazard mitigation) and halt commissioning if thermal runaway or specialized suppression standards are not met.
3. **Emergency Services District (ESD) Code Authority (Texas Health and Safety Code Chapter 775):** If the project sits within an active ESD, that district operates as an independent political subdivision. Under Chapter 775, ESDs possess their own explicit statutory authority to adopt fire safety codes and standards within their boundaries, completely bypassing county-level population limitations.
4. **Interlocal Cooperation Compacts (Texas Local Government Code Chapter 791):** The county can enter into interlocal agreements with embedded or adjacent municipalities, leveraging their professional fire inspection staff to act as agents of the county to review commercial projects within the city's Extra-Territorial Jurisdiction (ETJ) or unincorporated boundaries.
5. **TCEQ Permitting & Public Safety Agreements (Texas Clean Air Act):** For massive behind-the-meter developments utilizing thermal generation blocks that require TCEQ air standard permits, the county can utilize the threat of requesting a **Contested Case Hearing** at the state level as regulatory leverage. This creates an opening to negotiate a binding local "Community Environmental and Safety Agreement" directly with the developer to fund specialized emergency infrastructure.

Counties can proactively utilize these legal mechanisms to establish clear local safety criteria. By requiring developers to sit down with local emergency management, the Fire Marshal, or local ESDs before building, the County can ensure reviews cover:

- **Emergency Response & Action Plans (ERAPs):** Requiring developers to provide precise protocols for handling localized thermal runaway events, specialized gas leaks, or industrial suppression needs;
- **On-Site Infrastructure Compatibility:** Ensuring projects possess independent water storage, containment systems, and dedicated access roads capable of handling heavy emergency vehicles;
- **Mutual Aid & Equipment Funding:** Facilitating a dialogue where developers can directly support local departments with the specialized training, monitoring equipment, or foam suppression assets required to protect the surrounding community.

Rather than outright deterring development, implementing these statutory reviews ensures that large-scale innovation does not outpace our rural emergency capabilities. It guarantees that projects are built responsibly, safely, and in true partnership with the County.

Thank you for your leadership and your ongoing dedication to protecting the residents and first responders of the County. I welcome the opportunity to discuss how we can support the Court in advancing these protective measures. Should you have questions, please feel free to reach out to my Austin staff, Shannon Perry or Nick Allen, at 512-463-0102.

Sincerely,

Bob Hall

Senator Bob Hall

North Central Texas Council of Governments

Integrated Transportation and Stormwater Infrastructure (TSI) Study:

Progress Update & Initial Recommendations

Regional Transportation Council Information Item – November 5, 2026

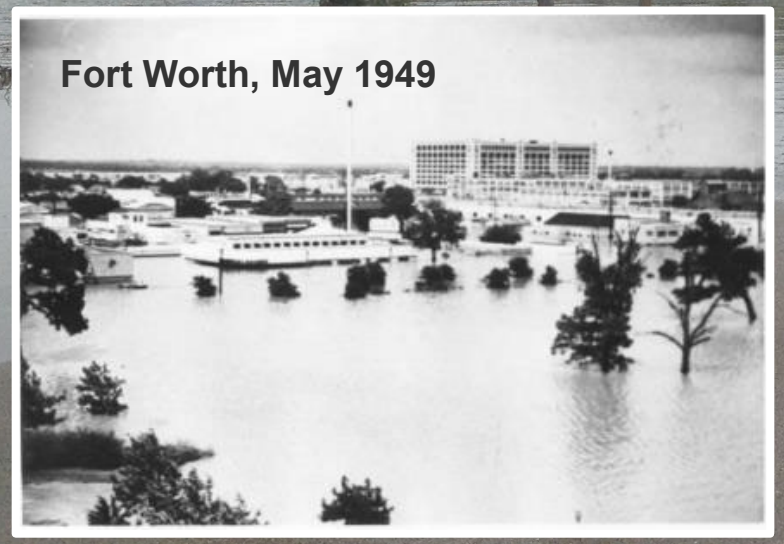
Susan Alvarez, P.E., CFM – Director, Environment & Development
Jeffrey C. Neal, PTP – Senior Projects Manager, Transportation

Funded by the Texas General Land Office, Community Development Block Grant, Disaster Recovery Program.

Also Funded by the Texas Water Development Board and Texas Department of Transportation.

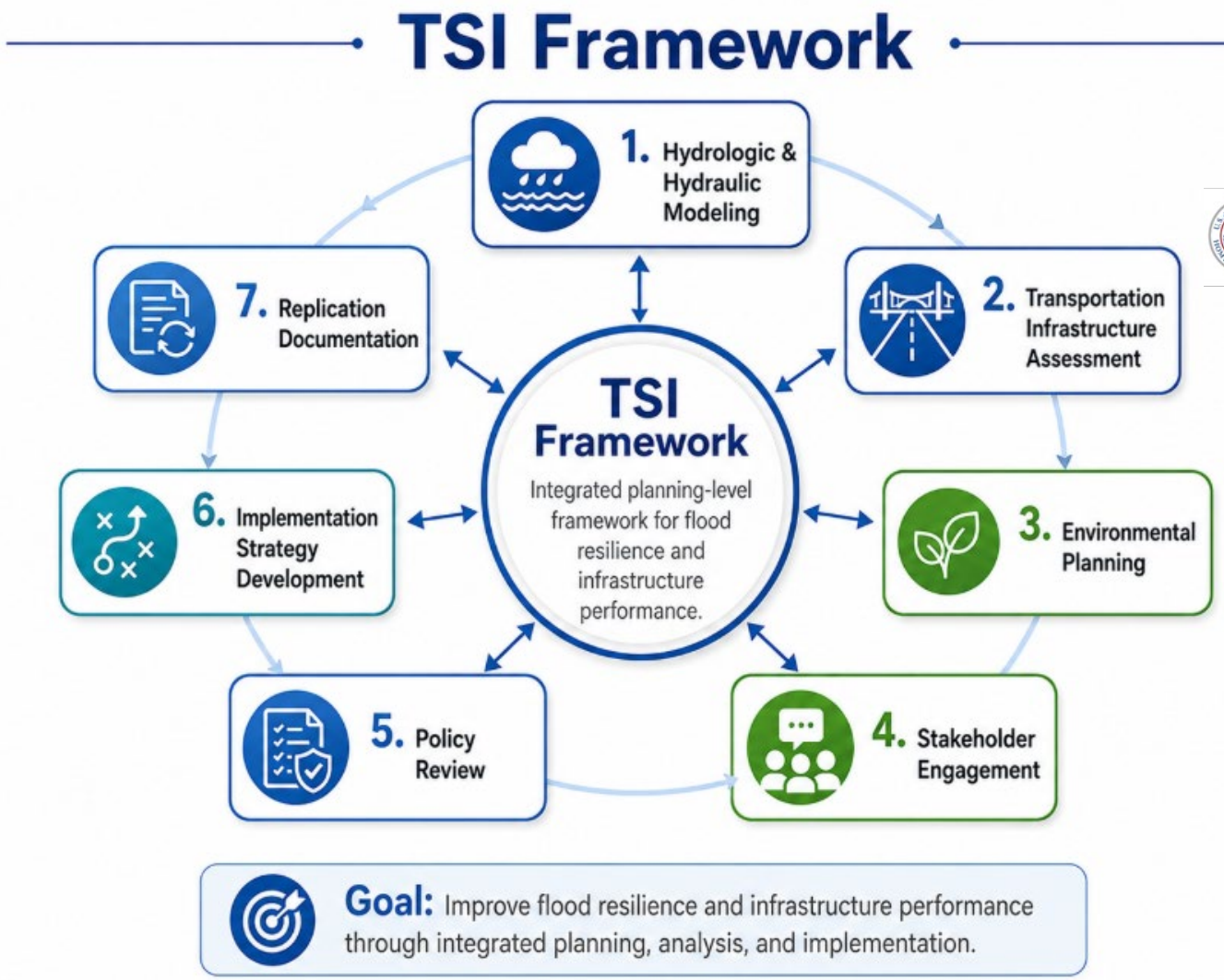
ELECTRONIC ITEM 7

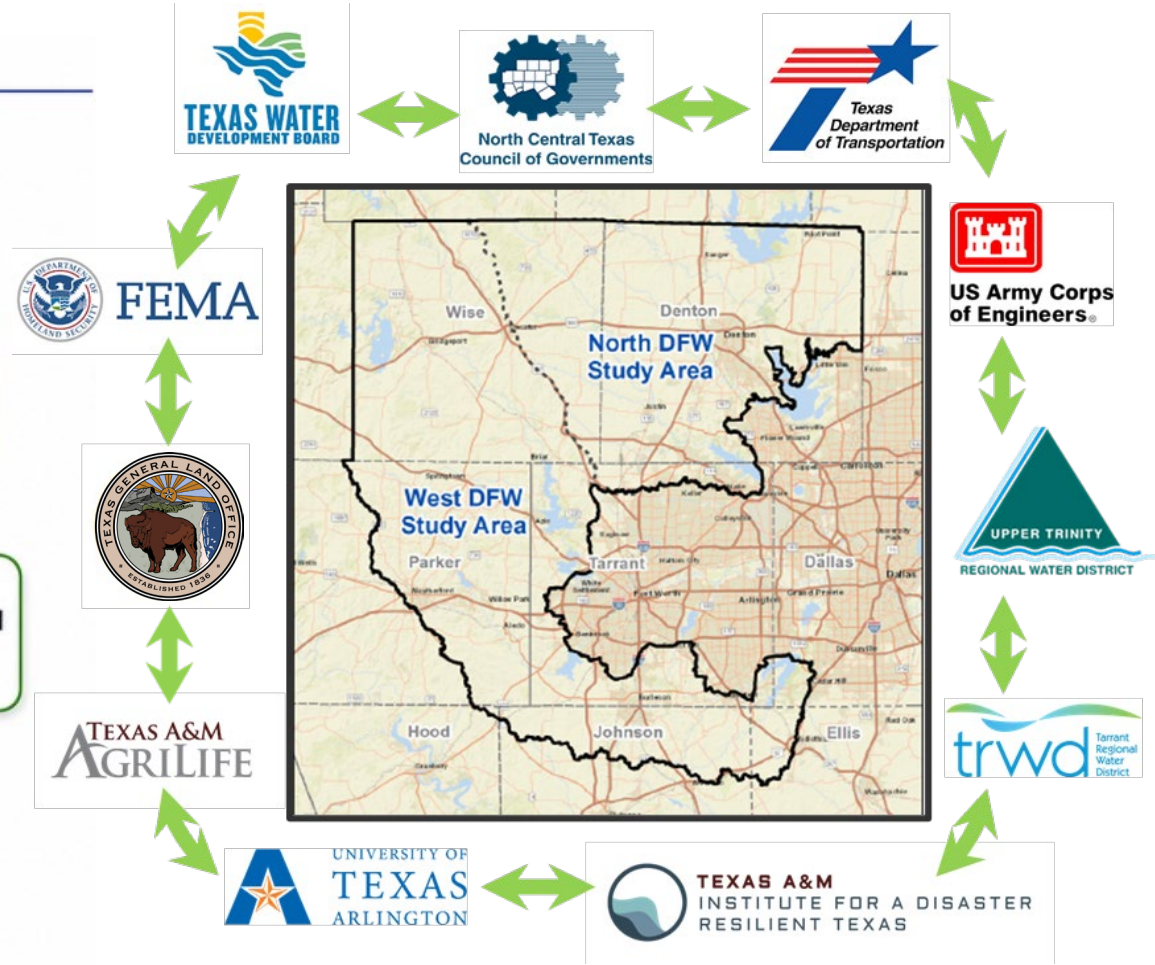
Historic events led to improvements in flood control infrastructure during the last century. New needs are developing in this century…



Rhome, May 2015
Courtesy: Tarrant Regional Water District (TRWD)

TSI Overview & Study Partners





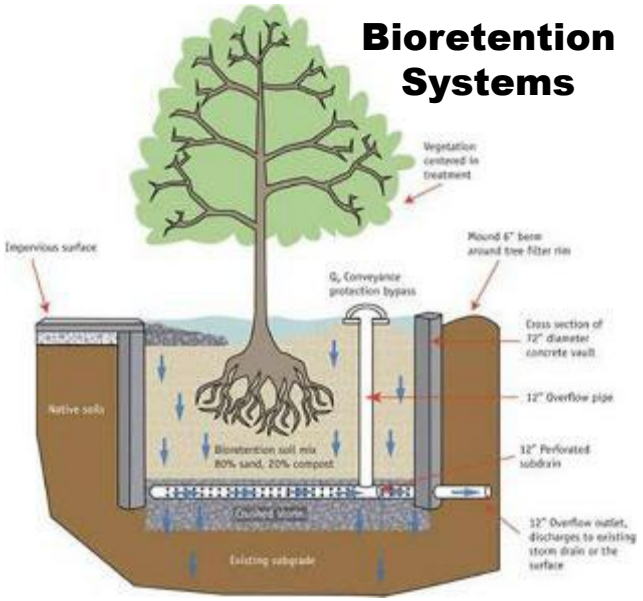
Consultant Partners:

- Freese and Nichols, Inc.
- Halff Associates, Inc.
- Highland Economics

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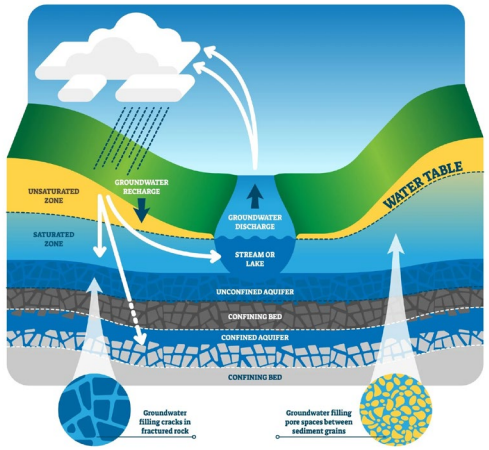
TSI Integration – Menu of Options to Address Flooding

Bioretention Systems

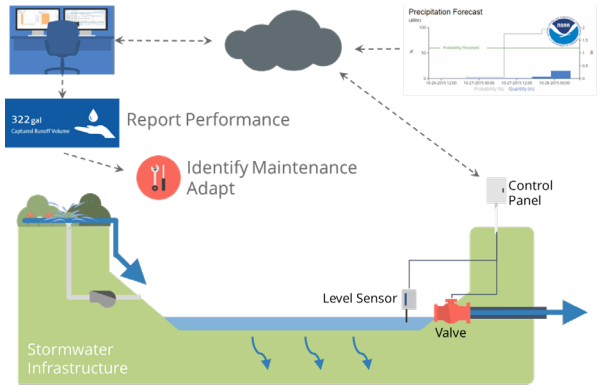




Groundwater Recharge/Reuse



Smart Stormwater Infrastructure

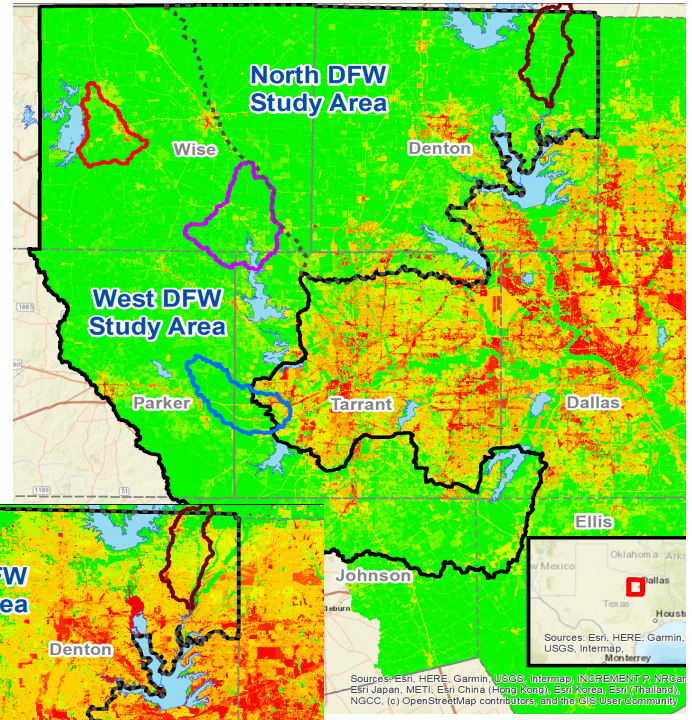


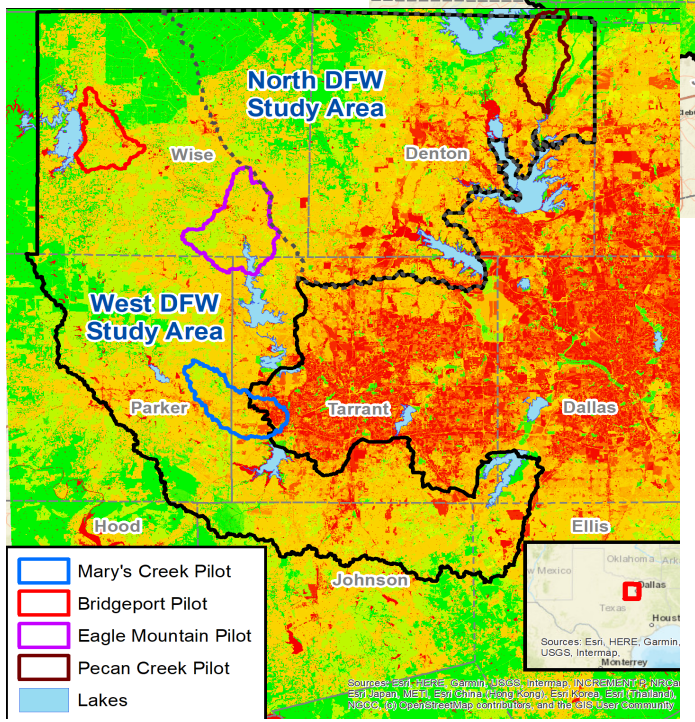
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Menu of Options – Categories

- Hydrology and Hydraulic (H&H) Model Enhancements
- **Flood Control and Green Stormwater Infrastructure (GSI)/Nature-Based Solutions (NBS) Prioritization**
- **Alternatives Analysis**
  - **Optimization Process**
  - **Detailed Projects**
  - **No Action Evaluation**
- Flood Early Warning Systems (FEWS) Planning
- **Funding Opportunities**
- **Policy Recommendations**

6.4% Impervious (2020)





35.2% Impervious (2070)

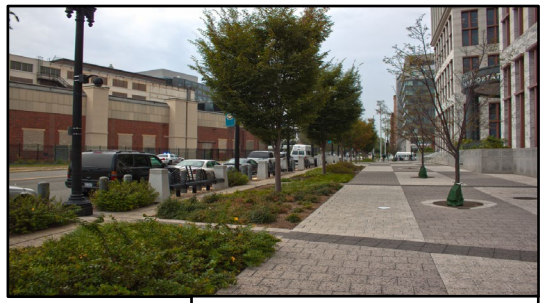
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Menu of Options: Flood Control & GSI/NBS Prioritization

- **Includes four condition factor categories** *(social, environmental, institutional, and transportation)*
- **Aids development of a GSI/NBS suitability index for flood mitigation:**
  - Which areas should be prioritized for GSI/NBS to reduce regional flood risk?
  - How can GSI/NBS be designed/modeled to achieve a target performance?
  - What is the efficiency of applying GSI/NBS at a watershed or community scale?

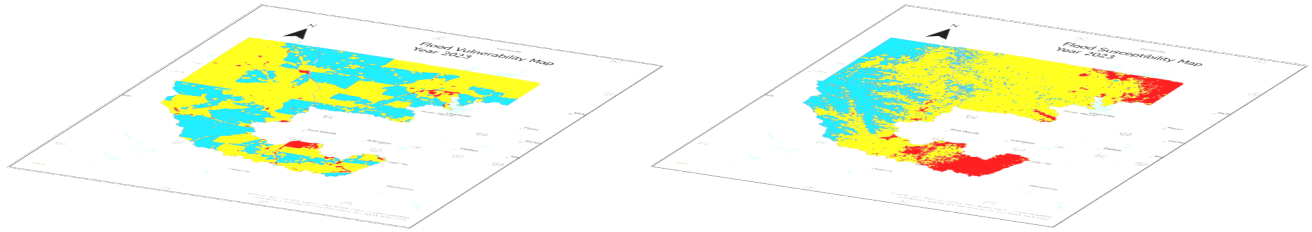


Bioswales

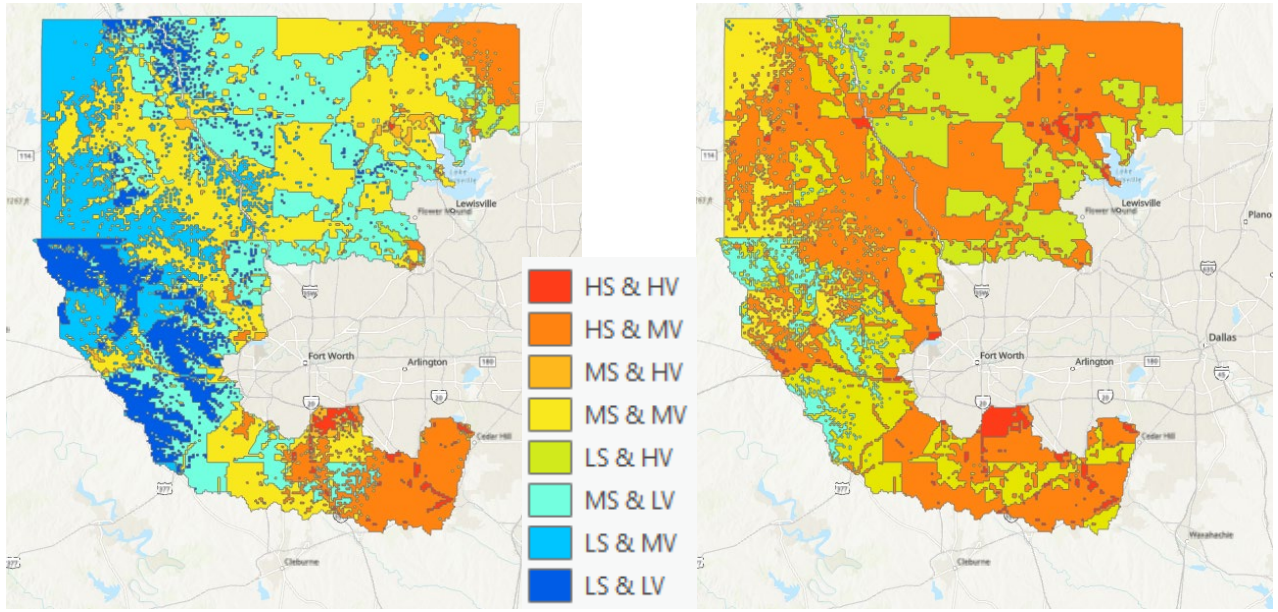


Permeable Surfaces

Flood Vulnerability Map + Flood Susceptibility Map



Flood Control Prioritization Map



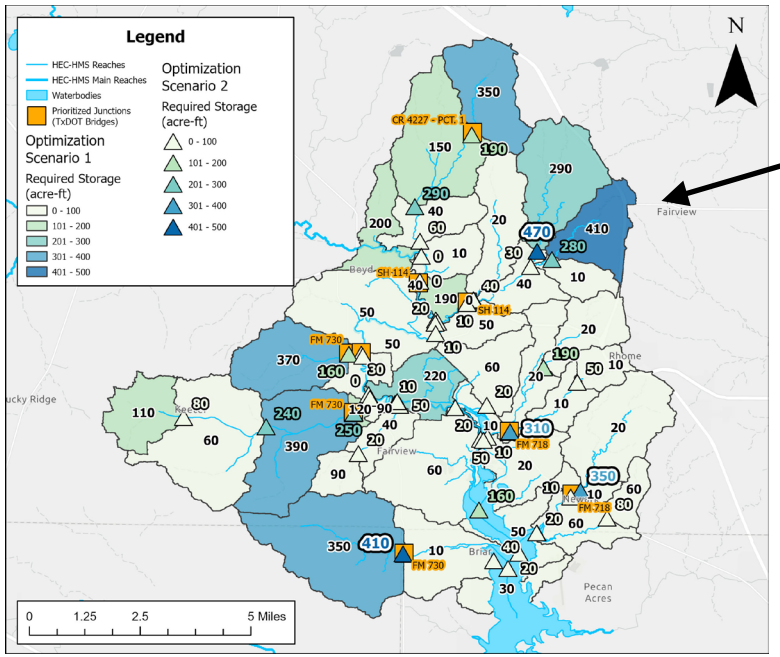
2023 2045

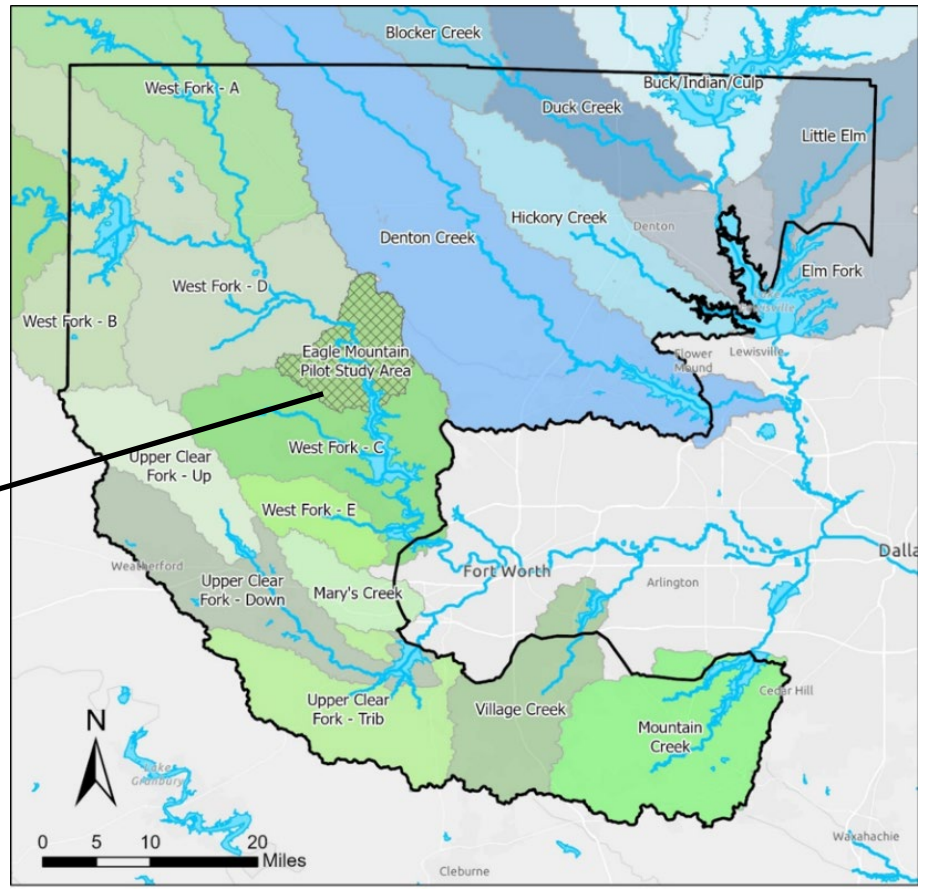
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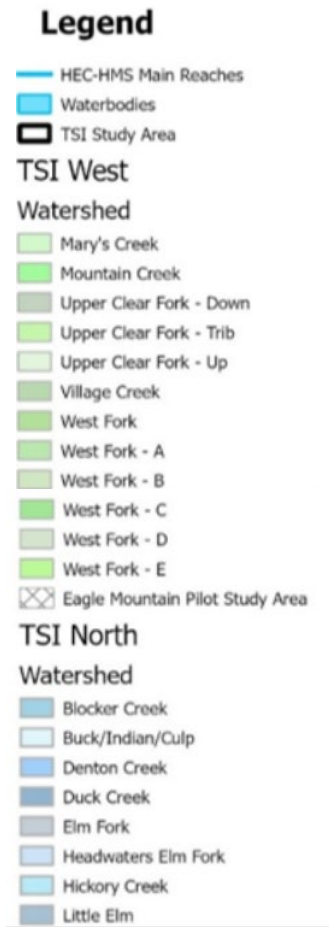
Menu of Options: Alternative Analysis – Optimization

Identify optimal storage volumes at specific locations to mitigate future peak discharge increases, based on estimated 2020-2070 land use change effects on impervious cover and valley storage loss

Scenario 1
Subbasin
(local)
Scenario 2
Junction
(regional)

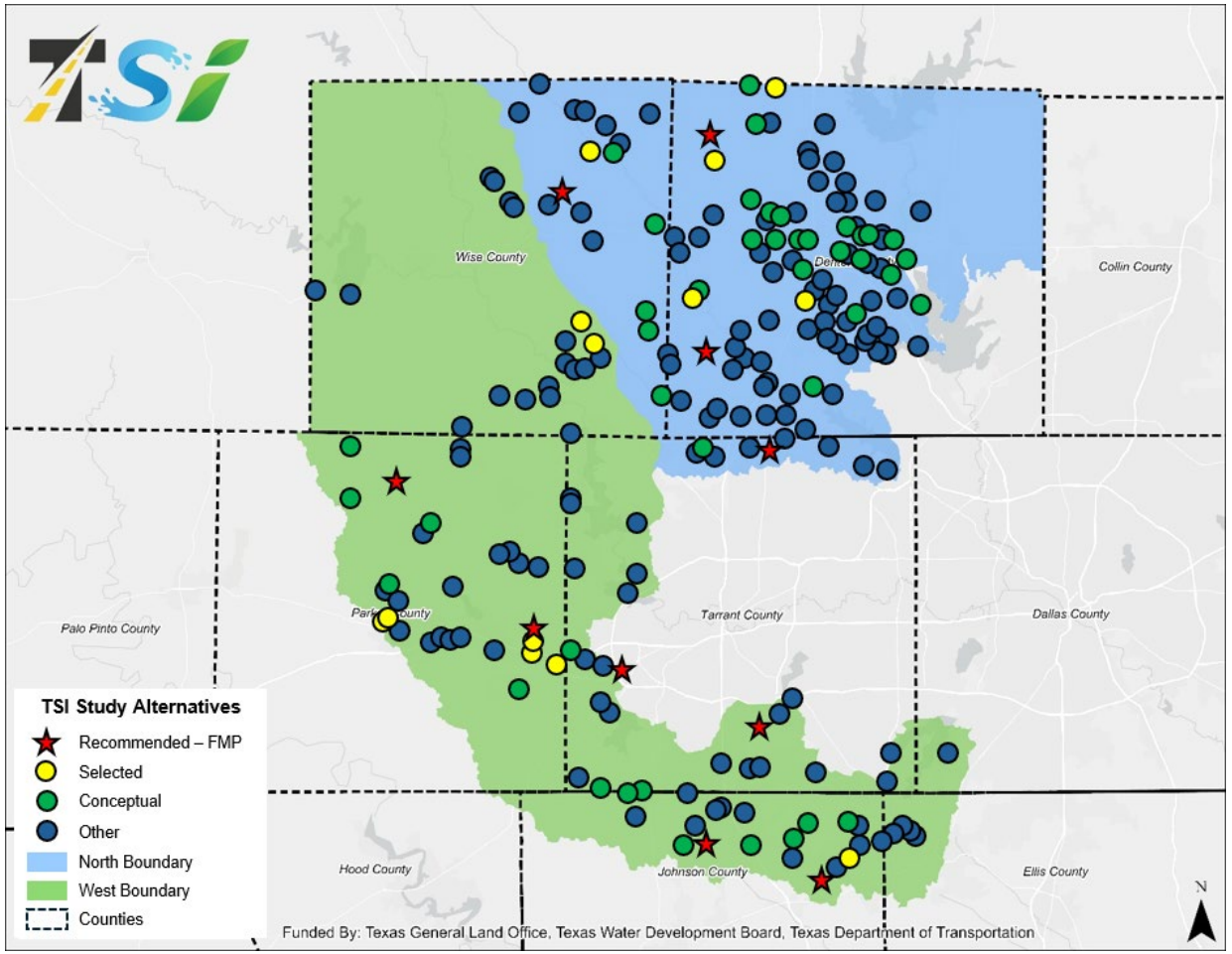






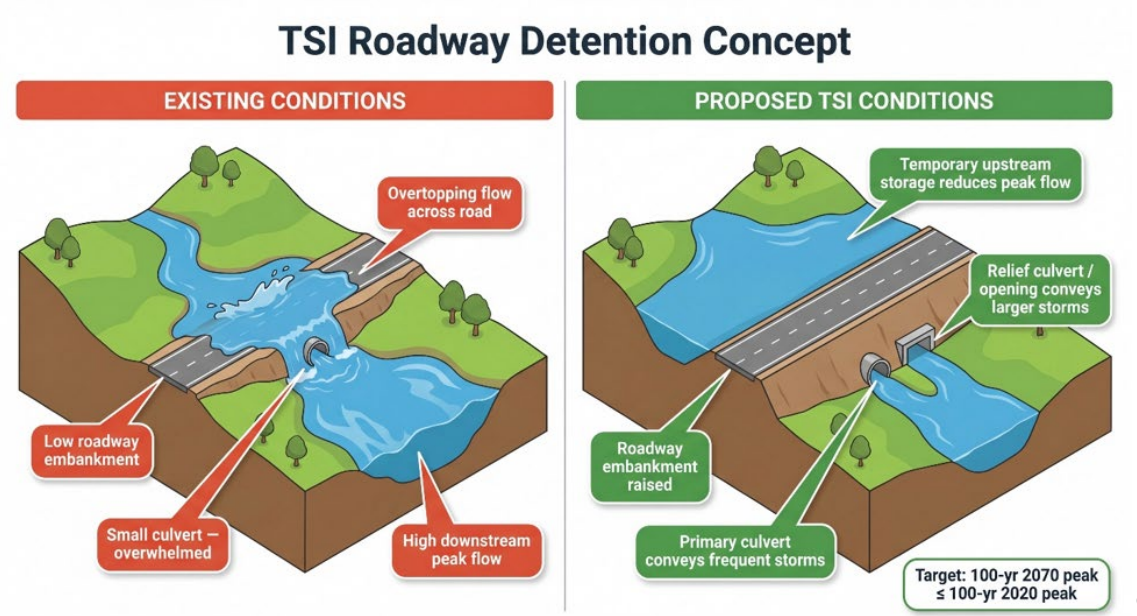
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Detailed Projects



FMP – Flood Management Project

SCREENING STAGE	LOCATIONS		DESCRIPTION
	North	West	
Other	85	67	Asset flood exposure, transportation improvements, & other indicators suggest opportunity for risk reduction
Conceptual	29	15	H&H modeling identified site location effects & considered likely constraints
Selected	5	8	Watershed-scale analysis, downstream interactions, cumulative effects, & systemwide costs/benefits evaluated
Recommended – FMP	4	6	Technical performance & stakeholder concurrence sufficient for State Flood Plan inclusion, plus examination of watershed benefit attribution
TOTAL	**123**	**96**	



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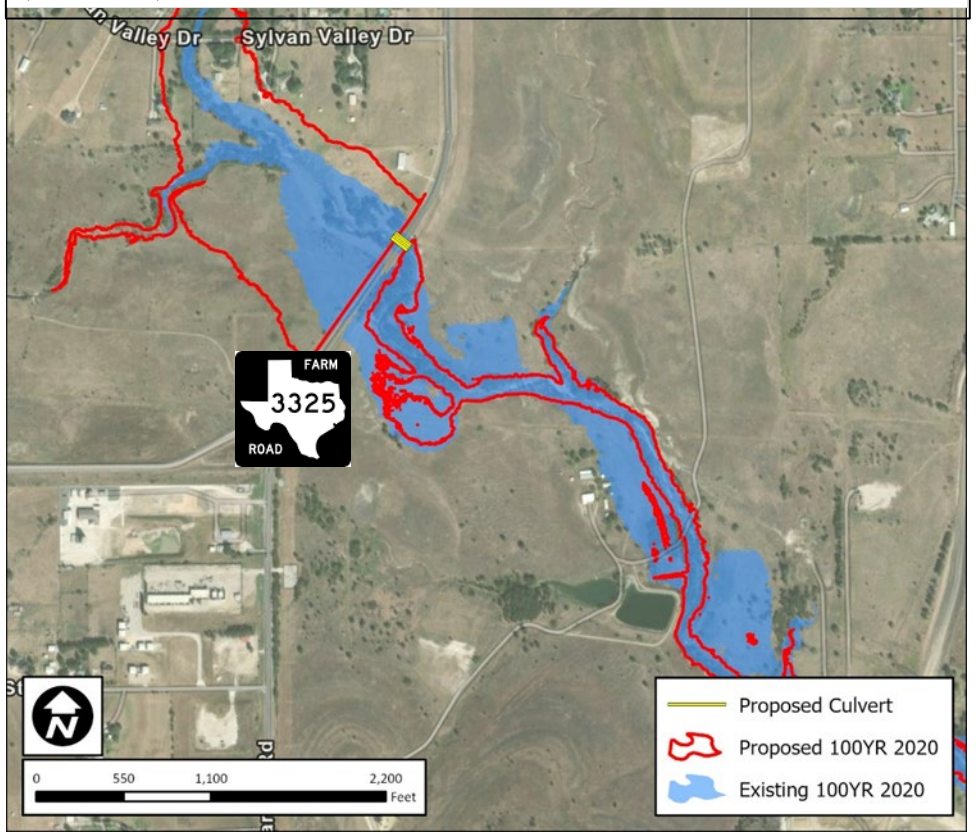
Detailed Project Example – FM 3325 @ Mary's Creek

PROJECT NAME	TSI ADDED COST *(New Detention & Flow Cuts)*	BUYOUT COST *(Induced Flooding to Properties/ Structures)*	TOTAL ADDED COST	MODELED FLOOD DAMAGE REDUCTION *(Present Value)*	BENEFIT COST RATIO *(BCR)*
MARY'S CREEK WATERSHED					
FM 3325 @ Mary's Creek	$2,200,000	$1,600,000	$3,800,000	$14,300,000	**3.8**

	100-year 2020 Flows		100-year 2070 Flows	
	Existing	Proposed	Existing	Proposed
Peak downstream flow* (cfs)	13,200	8,100	14,100	8,300
Peak headwater* (ft)	919.2	925.4	920.3	925.4
Max depth over roadway* (ft)	1.9	-	2.1	-
Added storage* (ac-ft)	-	237	-	238

*Rounded values

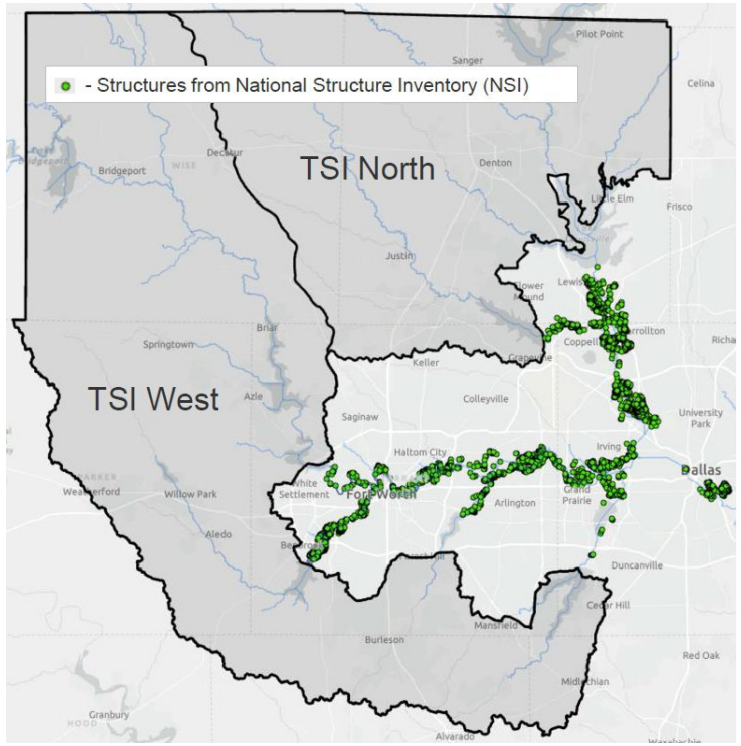
	Existing	Proposed
Crossing	110' Span Bridge	4 - 10'x10' RCBs @ 902.5'
Minimum road elevation (ft)	911.1	927.8
Level of Service (2020 Flows)	2-year	100-year



Project Details:

- Mobility 2050 – Capacity increase from 2-lane rural to 4/6-lane urban divided
- Raise roadway nearly 17 feet for an approximate length of 1,500 feet
- Replace current bridge with multi-barrel culvert system
- Conveyance improves from 2-year to 100-year flood event *(under 2020 flows)*

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No Action – Increased Damage

YEAR	TSI WEST SUBAREA – WATERSHED DAMAGE *(in $ Millions)*						TOTAL
	Lake Worth	West Fork	Village Creek	Mary's Creek	Upper Clear Fork	Mountain Creek	TSI WEST *(Modeled)*
2020 *(Initial H&H Model Year)*	$0	$0	$0	$0	$0	$0	$0
2027	$1.0	$5.9	$2.1	$0.4	$3.4	$0.5	$13.3
2050	$4.6	$34.9	$10.0	$2.2	$21.3	$2.8	$75.8
2070 *(Horizon H&H Model Year)*	$11.4	$154.2	$25.9	$6.7	$102.0	$11.1	$311.3
2076	$16.2	$268.8	$38.1	$10.3	$183.7	$18.9	$536.0
Average Annualized Damage *(2027-2076)*	$4.5	$44.1	$9.9	$2.3	$28.1	$3.3	$92.2
Present Value Damage *(2027-2076)*	**$110.7**	**$1,082.9**	**$244.1**	**$57.3**	**$690.2**	**$81.6**	**$2,266.8**
Present Value % by Watershed	**5%**	**48%**	**11%**	**3%**	**30%**	**4%**	**100%**

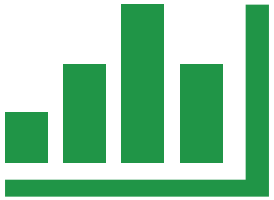
YEAR	500-YEAR STORM DOWNSTREAM DAMAGE *(in $ Millions)*						TOTAL
	Lake Worth	West Fork	Village Creek	Mary's Creek	Upper Clear Fork	Mountain Creek	TSI WEST *(Modeled)*
Increased Damage *(2020 vs. 2070 flows)*	**N/A**	**N/A**	**$27.3**	**$198.0**	**$25.3**	**$0.1**	**$250.8**
% Watershed Contribution	**N/A**	**N/A**	**11%**	**79%**	**10%**	**< 1%**	**100%**

KEY FINDINGS (500-Year Storm):

- In TSI West, 400 more homes inundated without valley storage preservation
- Increased flood depths (≥ 1 ft) for nearly 900 existing homes in vulnerable Mary's Creek & Upper Clear Fork areas
- Over 10,000 downstream structures potentially impacted by TSI Study Area valley storage loss

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Menu of Options: Funding Opportunities



- Downloadable Excel Spreadsheet
- FAQ



Identifies funding opportunities to support implementation of TSI strategy recommendations



Topics include:

- Flood Hazard Mitigation
- Water and Stormwater Infrastructure
- Watershed Protection and GSI/NBS Applications

North Central Texas Council of Governments

TSI integrating **Transportation & Stormwater Infrastructure**

TSI FUNDING OPPORTUNITIES TABLE – FREQUENTLY ASKED QUESTIONS

Menu of Options: Policy Recommendations

Higher Floodplain Strategies (examples):

- Require development setbacks
- **Preserve valley storage**

Built Environment Strategies (examples):

- Downstream impact evaluation
- Reduced impervious cover

Comprehensive regional inventory within final report



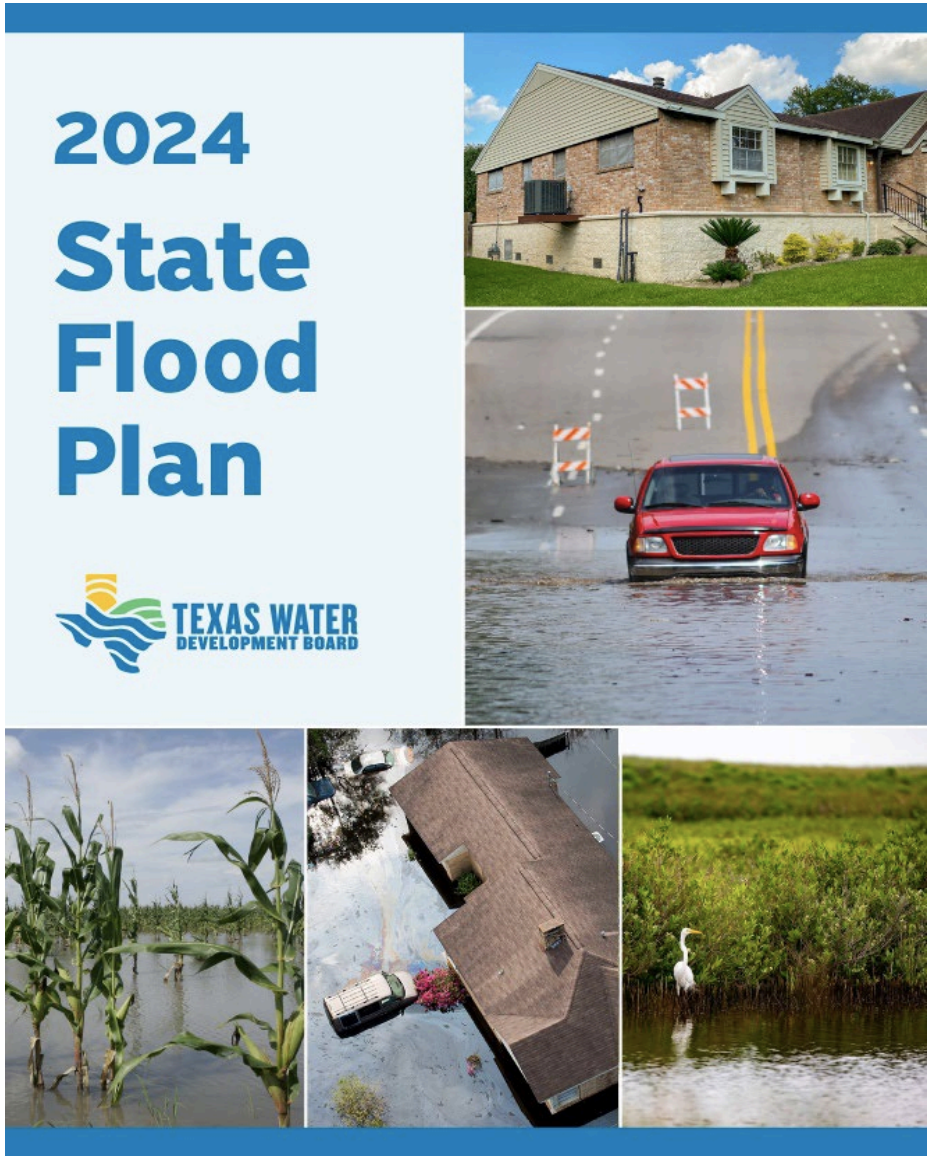


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How Does TSI Get Implemented?

TSI will…

- Leverage, enhance, and/or recommend expanding existing regulatory frameworks
- Identify/recommend FMPs, Flood Management Evaluations *(FMEs)*, and Flood Management Strategies *(FMSs)*
- **Collaboratively explore/promote expansion of flood resiliency and improve funding/programming opportunities for selected and conceptual alternatives**
  - **State Flood Plan** *(Flood Infrastructure Fund – FIF)*
  - **Mitigation Reallocation Program** *(Texas General Land Office: Community Development Block Grant Mitigation funds)*
  - **USDOT Federal Grants** *(PROTECT, BUILD, INFRA, etc.)*
- Find proactive solutions that provide benefit values beyond what projects may cost



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TSI STUDY CONTACTS:

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StoryMap

Website:
www.nctcog.org/tsi

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REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE - PROJECTS THAT ARE UNDER CONSTRUCTION OR COMPLETED

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	ACTUAL START DATE	ESTIMATED /ACTUAL COMPLETION DATE
20066	2374-03-074	TXDOT DALLAS	DALLAS	IH 20 AT BONNIE VIEW RD	IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	$3,876,525	STBG, LOCAL CONTRIBUTION	05/2021 (ACTUAL)	05/2023 (ACTUAL)
20261.2	0918-47-297	MESQUITE	MESQUITE	MGR TRAIL AT MESQUITE CITY LIMITS NEAR DUCK CREEK TO MESQUITE HERITAGE TRAIL NEAR NORTHWEST DR	CONSTRUCT NEW HIKE/BIKE TRAIL FROM MESQUITE HERITAGE TRAIL TO CONNECTING MGR TRAIL IN GARLAND; CONNECTS ACROSS IH 30 AND DUCK CREEK	$827,115	RTR, LOCAL CONTRIBUTION	07/2021 (ACTUAL)	05/2022 (ACTUAL)
20113	0918-46-240	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM FM 544 TO JOSEY LANE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 6	$19,164,449	RTR	12/2021 (ACTUAL) ~~10/2021~~ ~~07/2021~~	02/2025 (ACTUAL)
20213	0918-47-051	DALLAS COUNTY	GRAND PRAIRIE	WILDLIFE PARKWAY FROM SH 161 TO BELT LINE RD	CONSTRUCT 0/2 LANE RURAL TO 2/4 LANE DIVIDED INCLUDING BRIDGE OVER TRINITY RIVER	$54,575,908	RTR, LOCAL CONTRIBUTION	01/2022 (ACTUAL) ~~11/2021~~ ~~08/2022~~	03/2027
20240	0918-47-027	DALLAS	DALLAS	COLLECTIVE MIXED USE DEVELOPMENT	BICYCLE LANES, SIDEWALKS, PEDESTRIAN AND INTERSECTION IMPROVEMENTS BOUNDED BY FORT WORTH AVE, BAHAMA DR, IH 30, AND PLYMOUTH ROAD; AND CONNECTION TO COOMBS CREEK TRAIL ALONG PLYMOUTH RD	$2,482,813	RTR	01/2022 (ACTUAL) ~~12/2021~~ ~~09/2021~~	08/2025 (ACTUAL)
11237.2	0918-45-812	IRVING	IRVING	CONFLANS RD FROM SH 161 TO VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	$30,708,329	STBG, LOCAL CONTRIBUTION	01/2023 (ACTUAL) ~~08/2022~~ ~~06/2022~~ ~~03/2022~~	08/2025 (ACTUAL)

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE - PROJECTS THAT ARE UNDER CONSTRUCTION OR COMPLETED

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	ACTUAL START DATE	ESTIMATED /ACTUAL COMPLETION DATE
11734	0902-90-034	DFW AIRPORT	VARIOUS	EAST-WEST CONNECTOR FROM SH 360 TO INTERNATIONAL PARKWAY	CONSTRUCTION OF EAST-WEST CONNECTOR FROM 0 TO 2 LANES UNDIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE (ULTIMATE BUILD OUT 2 TO 4 LANES DIVIDED)	$46,115,637	STBG, LOCAL CONTRIBUTION	02/2023 (ACTUAL) ~~11/2022~~ ~~06/2022~~ ~~12/2022~~ ~~05/2022~~	06/2026 (ACTUAL)
20060	0918-24-154	PLANO	PLANO	LEGACY DRIVE FROM INDEPENDENCE PARKWAY TO K AVENUE	ADD RIGHT TURN LANES AND DUAL LEFT TURN LANES	$2,015,500	RTR, LOCAL CONTRIBUTION	06/2023 (ACTUAL) ~~07/2021~~ ~~(ACTUAL)~~	07/2025 (ACTUAL)
20131	0918-46-236	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE TO DGNO RR	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 2	$11,812,679	RTR, LOCAL CONTRIBUTION	10/2023 (ACTUAL) ~~09/2022~~ ~~05/2022~~ ~~12/2022~~	08/2026 (ACTUAL)
20152	0918-46-237	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE AT ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 3	$21,844,715	RTR; LOCAL CONTRIBUTION	11/2023 (ACTUAL) ~~03/2023~~ ~~09/2022~~ ~~05/2022~~ ~~12/2022~~	08/2026 (ACTUAL)
20084	0047-14-053	TXDOT DALLAS	VARIOUS	US 75 FROM NORTH OF CR 370 TO CR 375 (GRAYSON COUNTY LINE)	RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONTAGE ROADS	$91,604,860	SW PE, S102, 4, 12	01/2024 (ACTUAL) 12/2023 09/2023	07/2026 (ACTUAL)

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE - PROJECTS THAT ARE UNDER CONSTRUCTION OR COMPLETED

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	ACTUAL START DATE	ESTIMATED /ACTUAL COMPLETION DATE
20108	0918-46-238	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 4	$15,502,609	RTR, LOCAL CONTRIBUTION	03/2024 (ACTUAL) ~~04/2024~~ ~~03/2023~~ ~~01/2023~~ ~~12/2022~~	05/2027
20111	0918-46-239	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO FM 2281	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 5	$6,843,921	RTR, LOCAL CONTRIBUTION	03/2024 (ACTUAL) ~~04/2024~~ ~~03/2023~~ ~~01/2023~~ ~~12/2022~~	05/2027
11726.4	0918-47-168	DALLAS COUNTY	DALLAS	RIVERFRONT BLVD FROM CADIZ STREET TO JUSTICE CENTER WAY	RECONSTRUCT 6/8 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS	$76,775,511	RTR, LOCAL CONTRIBUTION	09/2024 (ACTUAL) ~~10/2023~~ ~~09/2022~~ ~~08/2022~~	12/2029
11263.2	0902-48-645	HALTOM CITY	HALTOM CITY	UNION PACIFIC RAILROAD CROSSING AT NORTH HALTOM ROAD AND GLENVIEW DRIVE	INSTALL NON-TRANSVERSABLE MEDIANS ON NORTH HALTOM AND NON-TRANSVERSABLE MEDIANS AND OFF-SETTING FOUR QUADRANT GATES AT GLENVIEW DR	$550,000	LOCAL CONTRIBUTION, 7, 12S	12/2025 (ACTUAL) ~~10/2020~~	09/2026 (ACTUAL)
20115	0081-03-047	TXDOT DALLAS	ARGYLE	US 377 FROM SOUTH OF FM 1171 TO CRAWFORD ROAD	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE TO 4 LANE ;SIDEWALKS, TURN LANES, TEXAS U-TURN, NEW SIGNAL INSTALLATION WITH RETIMING, AND A GRADE SEPARATION	$212,015,095	CAT 2M, CAT 4, CMAQ, SW PE, SW ROW, LOCAL CONTRIBUTION	05/2026 (ACTUAL) ~~09/2027~~ ~~12/2023~~ ~~09/2024~~	08/2030
11572	0902-48-579	TXDOT FORT WORTH	VARIOUS	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY	CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287	$25,681,329	CAT 2M, STBG, LOCAL CONTRIBUTION	08/2026 (ACTUAL) ~~05/2025~~ ~~10/2023~~ ~~1/2027~~	08/2030

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE - PROJECTS THAT ARE UNDER CONSTRUCTION OR COMPLETED

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	ACTUAL START DATE	ESTIMATED /ACTUAL COMPLETION DATE
53029	0014-15-033	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	$11,470,000	SW PE, SW ROW, CAT 2M, STBG	08/2026 (ACTUAL) ~~05/2025~~ ~~10/2023~~ ~~1/2027~~	05/2028
53030	0014-15-034	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 LANE ONE WAY TO 2 LANE ONE WAY SOUTHBOUND FRONTAGE ROAD	$21,596,000	SW PE, SW ROW, CAT 2M, STBG	08/2026 (ACTUAL) ~~05/2025~~ ~~10/2023~~ ~~1/2027~~	05/2028
53031	0014-15-035	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT NB AND SB EXIT RAMP TO HARMON ROAD/NORTH TARRANT PARKWAY AND SB ENTRANCE RAMP FROM HARMON ROAD	$2,338,179	SW PE, CAT 2M	08/2026 (ACTUAL) ~~05/2025~~ ~~10/2023~~ ~~1/2027~~	05/2028
53032	0014-15-036	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF FM 3479 TO NORTH OF IH 35W INTERCHANGE	CONSTRUCT AUXILIARY LANE FROM NORTHBOUND EXIT TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND ENTRANCE FROM NORTH TARRANT PKWY	$19,356,480	SW PE, CAT 2M	08/2026 (ACTUAL) ~~05/2025~~ ~~10/2023~~ ~~1/2027~~	05/2028
					TOTAL FUNDING	**$677,157,654**			

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE - CANCELLED PROJECTS

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	COMMENTS
83129.1	0000-18-030	FLOWER MOUND	FLOWER MOUND	DENTON CREEK BLVD AT GRAHAM BRANCH	BUILD NEW LOCATION 0 TO 4 LANE BRIDGE	$0 ~~$7,000,000~~	LOCAL CONTRIBUTION	PROJECT REMOVED FROM THE TIP THROUGH 2023-2026 TIP DEVELOPMENT AT THE REQUEST OF THE TOWN OF FLOWER MOUND
82384	0000-18-019	FLOWER MOUND	FLOWER MOUND	KIRKPATRICK LN (PHASE III) FROM FM 1171 TO BELLAIRE BLVD	CONSTRUCT 0 TO 4 LANE ROADWAY	$0 ~~$9,500,000~~	LOCAL CONTRIBUTION	PROJECT REMOVED FROM THE TIP THROUGH 2023-2026 TIP DEVELOPMENT AT THE REQUEST OF THE TOWN OF FLOWER MOUND
53079	0902-50-104	BURLESON	BURLESON	ALSBURY FROM HULEN ST TO CR 1020 (APPROXIMATELY 0.2 MILES)	CONSTRUCTION OF A 4 LANE EXTENSION OF ALSBURY BOULEVARD	$0 ~~$1,287,880~~	CAT 10 (CONGRESSIONAL EARMARK), LOCAL CONTRIBUTION	EARMARK FUNDS WERE REMOVED FROM THE PROJECT DURING 2023-2026 TIP DEVELOPMENT

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
25066.1	0918-47-310	DALLAS	DALLAS	R	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	$350,000	$0	$0	$350,000	$350,000	08/2025 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025; ENVIRONMENTAL CLEARANCE RECEIVED APRIL 2025; CITY WORKING ON 100% PS&E
11657.2	0918-00-482	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	$1,025,000	$0	$0	$1,025,000	$1,025,000	12/2025 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025
13076	2921-01-010	TXDOT-DALLAS	DALLAS	C	SS 394	IH 35E	FM 877	CONSTRUCT 0 TO 4 LANE ROADWAY AT NEW LOCATION WITH NEW SHARED USE PATH, CURB RAMPS, GRADE SEPARATED PEDESTRIAN CROSSING, TURN LANES, AND SIGNAL IMPROVEMENTS	$4,280,192	$1,070,048	$0	$5,350,240	$4,280,192	02/2026 (ACTUAL)	OBLIGATED (2026)	ADVANCED TO FY2026 FROM FY2028
21055	0918-46-331	LEWISVILLE	DALLAS	C	VA	DENTON TO DALLAS TRAIL (DCTA-A TRAIN RAIL) SOUTHERN EXPANSION FROM DCTA HEBRON STATION	CARROLLTON CITY LIMITS	CONSTRUCT SHARED-USE PATH	$3,008,000	$0	$0	$3,008,000	$2,193,726	02/2026 (ACTUAL)	OBLIGATED (2026)	
83221	1015-01-024	TXDOT-DALLAS	DALLAS	C	FM 549	SH 205	SH 276	RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE ROADWAY WITH NEW SHARED USE PATH AND INTERSECTION IMPROVEMENTS	$4,790,306	$1,197,576	$0	$5,987,882	$4,790,306	02/2026 (ACTUAL)	OBLIGATED (2026)	ADVANCED TO FY2026
14037	0013-10-092	FORT WORTH	FORT WORTH	C	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE		ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO NORTHERN AIRPORT ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	$521,000	$0	$0	$521,000	$468,404	03/2026 ~~04/2026~~ (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025
25013	0902-90-172	FORT WORTH	FORT WORTH	C	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	$6,000,000	$0	$0	$6,000,000	$6,000,000	04/2026 (ACTUAL) ~~03/2026~~	OBLIGATED (2026)	DELAYED FROM FY2025
20115	0081-03-047	TXDOT-DALLAS	DALLAS	C	US 377	SOUTH OF FM 1171	CRAWFORD ROAD	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE TO 4 LANE; SIDEWALKS, TURN LANES, TEXAS U-TURN, NEW SIGNAL INSTALLATION WITH RETIMING, AND A GRADE SEPARATION	$4,886,820	$1,221,705	$0	$6,108,525	$4,886,819	05/2026 (ACTUAL)	OBLIGATED (2026)	MPO MILESTONE POLICY PROJECT
25107	0918-47-474	DALLAS	DALLAS	E	VA	FIVE MILE CREEK AT WESTMORELAND DART STATION FROM ILLINOIS AVE TO WESTMORELAND AND	FROM HAMPTON TO RUGGED DRIVE	CONSTRUCT NEW SHARED USE PATH/TRAIL	$1,400,000	$0	$0	$1,400,000	$1,400,000	05/2026	OBLIGATED (2026)	DELAYED FROM FY2025; SCHEDULE UPDATE PENDING
14063	0019-01-146	TXDOT-FORT WORTH	FORT WORTH	C	SH 174	N OF ELK DR	WICKER HILL RD	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES RURAL DIVIDED WITH SIDEWALKS	$720,000	$180,000	$0	$900,000	$720,000	06/2026 (ACTUAL) ~~03/2026~~	OBLIGATED (2026)	DELAYED FROM FY2025
24030	0902-00-392	FWTA	FORT WORTH	T	VA	NEW TEXRAIL VEHICLES FOR TEXRAIL LINE		PURCHASE 4 NEW PASSENGER RAIL VEHICLES FOR TEXRAIL TO ENABLE EXPANSION OF SERVICE FROM EXISTING T&P STATION TO NEAR SOUTHSIDE STATION IN THE FORT WORTH MEDICAL DISTRICT	$27,984,636	$0	$0	$27,984,636	$27,984,636	06/2026 (ACTUAL) ~~03/2026~~	OBLIGATED (2026)	

Sorted by Obligation Status, then Estimated Start Date
Obligations and Estimated Start Dates as of 10/26/2026
Yellow rows represent project phases that have been delayed beyond their original start date by 4+ years

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
24030	0902-00-393	FWTA	FORT WORTH	T	VA	NEW TEXRAIL VEHICLES FOR TEXRAIL LINE		PURCHASE 4 NEW PASSENGER RAIL VEHICLES FOR TEXRAIL TO ENABLE EXPANSION OF SERVICE FROM EXISTING T&P STATION TO NEAR SOUTHSIDE STATION IN THE FORT WORTH MEDICAL DISTRICT	$3,250,000	$0	$0	$3,250,000	$3,250,000	06/2026 (ACTUAL) ~~03/2026~~	OBLIGATED (2026)	FUNDING ADVANCED TO FY2026 FROM FY2027
14055	0902-90-169	FORT WORTH	FORT WORTH	C	CS	UNIVERSITY DRIVE FROM TRAIL DRIVE	ROSEDALE BRIDGE	REHABILITATE 6 TO 6 LANE ROADWAY AND CONSTRUCT PEDESTRIAN IMPROVEMENTS INCLUDING NEW AND WIDENED SIDEWALKS, CROSSWALKS, WAYFINDING SIGNAGE, TRAFFIC SIGNALS, AND INTERSECTION IMPROVEMENTS AT UNIVERSITY DR AND IH 30	$3,853,887	$0	$0	$3,853,887	$5,207,150	07/2026 (ACTUAL) ~~06/2026~~	OBLIGATED (2026)	
14088	0902-90-176	TXDOT-FORT WORTH	FORT WORTH	C	CS	ON LAS VEGAS TRAIL FROM QUEBEC DRIVE	IH 820	RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIDEWALKS, STORMWATER, AND INTERSECTION IMPROVEMENTS	$1,300,000	$0	$325,000	$1,625,000	$1,300,000	07/2026 (ACTUAL) ~~08/2026~~	OBLIGATED (2026)	DELAYED FROM FY2025
24016	0260-02-055	TXDOT-DALLAS	DALLAS	C	US 67	MAIN ST	WARD ROAD	INSTALLATION OF NEW CCTV, DMS AND VEHICLE DETECTION UNITS	$880,000	$220,000	$0	$1,100,000	$731,339	07/2026 (ACTUAL) ~~05/2026~~	OBLIGATED (2026)	PROJECT ADVANCED FROM FY2027 TO FY2026
24016.1	0261-02-086	TXDOT-DALLAS	DALLAS	C	US 67	BELT LINE ROAD	DALLAS COUNTY LINE	INSTALLATION OF NEW CCTV, DMS AND VEHICLE DETECTION UNITS	$960,000	$240,000	$0	$1,200,000	$907,160	07/2026 (ACTUAL) ~~05/2026~~	OBLIGATED (2026)	PROJECT ADVANCED FROM FY2027 TO FY2026
24016.2	0261-01-052	TXDOT-DALLAS	DALLAS	C	US 67	DALLAS COUNTY LINE	MAIN ST	INSTALLATION OF NEW CCTV, DMS AND VEHICLE DETECTION UNITS	$960,000	$240,000	$0	$1,200,000	$913,760	07/2026 (ACTUAL) ~~05/2026~~	OBLIGATED (2026)	PROJECT ADVANCED FROM FY2027 TO FY2026
24017	0918-00-474	TXDOT-DALLAS	DALLAS	C	VA	VARIOUS LOCATIONS ALONG IH 30, IH 35E, IH 35W, IH 45, IH 20 & US 75		INSTALL NEW DYNAMIC MESSAGE SIGNS	$3,200,000	$800,000	$0	$4,000,000	$2,087,866	07/2026 (ACTUAL) ~~05/2026~~	OBLIGATED (2026)	PROJECT ADVANCED FROM FY2027 TO FY2026
24053	0196-03-297	DART	DALLAS	T	IH 35E	AT TRINITY RAILWAY EXPRESS (MP 639.52)		CONSTRUCT DOUBLE TRACKED TRE BRIDGE OVER IH 35E THAT IS RAISED TO ACCOMMODATE FUTURE IH 35E PROJECT	$4,000,000	$0	$0	$4,000,000	$4,000,000	07/2026 (ACTUAL) ~~06/2026~~ ~~03/2026~~	OBLIGATED (2026)	
25072.2	0918-47-530	DART	DALLAS	T	VA	NORTH TEXAS MOVES TRE DOUBLE TRACKING FROM IH 35E TO MEDICAL MARKET CENTER STATION		REHAB EXISTING BRIDGE OVER INWOOD ROAD AND ADD NEW BRIDGE FOR 2ND TRACK; ADD BRIDGE AT KNIGHTS BRANCH FOR A 2ND TRACK; REPLACE CURRENT NOBLE BRANCH BRIDGE AND ADD NEW BRIDGE FOR 2ND TRACK; RAISE TRACK AND ADD RETAINING WALL FOR FUTURE IH 35 RAIL BRIDGE	$3,820,000	$0	$955,000	$4,775,000	$3,820,000	07/2026 (ACTUAL) ~~08/2026~~ ~~03/2026~~	OBLIGATED (2026)	
25072.5	0902-00-421	FWTA	FORT WORTH	T	VA	NORTH TEXAS MOVES WESTERN SUBREGION TRE PROJECT FROM HANDLEY EDERVILLE ROAD	PRECINCT LINE ROAD	REPLACE BRIDGES AT WALKERS CREEK AND MESQUITE CREEK; AND CONSTRUCT 2.4 MILES OF NEW SECOND TRACK FROM EAST OF HANDLEY EDERVILLE ROAD TO EAST OF PRECINCT LINE ROAD	$2,052,000	$0	$0	$2,052,000	$2,052,000	07/2026 (ACTUAL) ~~06/2026~~ ~~03/2026~~	OBLIGATED (2026)	
53076.1	0902-90-112	TXDOT-FORT WORTH	FORT WORTH	C	VA	VARIOUS LOCATIONS ON IH 35W, SH 114, SH 360		INSTALL NEW ITS AND COMMUNICATIONS EQUIPMENT	$2,960,000	$740,000	$0	$3,700,000	$2,960,000	07/2026 (ACTUAL)	OBLIGATED (2026)	
11612.3	0918-00-445	NCTCOG	DALLAS	I	VA	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR)	TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM;	PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	$1,360,300	$0	$0	$1,360,300	$1,360,300	08/2026 (ACTUAL)	OBLIGATED (2026)	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT, BUT WAS ABLE TO ADVANCE IN 2026

Sorted by Obligation Status, then Estimated Start Date
Obligations and Estimated Start Dates as of 10/26/2026
Yellow rows represent project phases that have been delayed beyond their original start date by 4+ years

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14018	0918-47-281	DALLAS	DALLAS	R	CS	BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST,	LOVERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH	PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS	$1,600,000	$0	$400,000	$2,000,000	$1,600,000	08/2026	OBLIGATED (2026)	DELAYED FROM FY2025; ENVIRONMENTAL CLEARANCE RECEIVED MARCH 2026; CITY IS COORDINATING WITH AFFECTED PROPERTY OWNERS; SCHEDULE UPDATE PENDING
11616.1	0918-00-465	NCTCOG	DALLAS	I	VA	REGIONAL TRAFFIC SIGNAL RETIMING PROJECT; DEVELOP & IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NONATTAINMENT AREA		INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	$4,500,000	$0	$0	$4,500,000	$4,500,000	09/2026 (ACTUAL) ~~08/2026~~	OBLIGATED (2026)	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT, BUT WAS ABLE TO ADVANCE IN 2026
24015	0047-06-178	TXDOT-DALLAS	DALLAS	C	US 75	WILSON CREEK	EXCHANGE PKWY	ADD ITS FIBER OPTIC CABLE; INSTALL ADDITIONAL CCTV	$960,000	$240,000	$0	$1,200,000	$1,158,879	09/2026 (ACTUAL)	OBLIGATED (2026)	PROJECT ADVANCED FROM FY2027 TO FY2026
24015.1	0047-14-092	TXDOT-DALLAS	DALLAS	C	US 75	SPUR 195/LAUD HOWELL PARKWAY	WILSON CREEK	ADD ITS FIBER OPTIC CABLE; INSTALL ADDITIONAL CCTV	$1,440,000	$360,000	$0	$1,800,000	$2,037,318	09/2026 (ACTUAL)	OBLIGATED (2026)	PROJECT ADVANCED FROM FY2027 TO FY2026
21068	0918-47-391	DALLAS	DALLAS	C	VA	INTERSECTION OF ZANG BLVD	AND SANER AVE	CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT TURN LANES, REALIGNMENT, UPGRADED TRAFFIC SIGNAL AND PEDESTRIAN CROSSWALKS	$600,000	$0	$150,000	$750,000	$600,000	10/2026	OBLIGATED (2026)	DELAYED FROM FY2025; WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; CITY WORKING ON 100% PLANS AND WAS ABLE TO ADVANCE THE PROJECT IN 2026
21075	0581-02-158	DALLAS	DALLAS	C	SL 12	AT COUNTRY CREEK DRIVE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT TURN LANES, NEW TRAFFIC SIGNAL, AND PEDESTRIAN CROSSWALKS	$520,000	$0	$130,000	$650,000	$520,000	10/2026	OBLIGATED (2026)	DELAYED FROM FY2025; WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; CITY WORKING ON 100% PLANS AND WAS ABLE TO ADVANCE THE PROJECT IN 2026
50013	0095-03-108	TXDOT-DALLAS	DALLAS	C	US 80	AT BUFFALO CREEK		REPLACE BRIDGE AND APPROACHES AND CONSTRUCT NEW SIDEWALKS	$154,021	$38,505	$0	$192,526	$154,021	10/2026 ~~09/2026~~	OBLIGATED (2026)	PROJECT ADVANCED FROM FY2027 TO FY2026
50013.1	0095-03-109	TXDOT-DALLAS	DALLAS	C	US 80	AT BUFFALO CREEK RELIEF		REPLACE EXISTING MULTIPLE CULVERTS WITH A BRIDGE, APPROACHES, AND CONSTRUCT NEW SIDEWALKS	$211,674	$52,918	$0	$264,592	$211,674	10/2026 ~~09/2026~~	OBLIGATED (2026)	PROJECT ADVANCED FROM FY2027 TO FY2026
50013.2	0095-03-098	TXDOT-DALLAS	DALLAS	C	US 80	SOUTH FRONTAGE ROAD	AT BUFFALO CREEK	REPLACE BRIDGE AND APPROACHES AND CONSTRUCT NEW SIDEWALKS	$220,381	$55,095	$0	$275,476	$220,381	10/2026 ~~09/2026~~	OBLIGATED (2026)	PROJECT ADVANCED FROM FY2027 TO FY2026
50013.4	0095-03-099	TXDOT-DALLAS	DALLAS	C	US 80	SOUTH FRONTAGE ROAD	AT BUFFALO CREEK RELIEF	REPLACE BRIDGE AND APPROACHES AND CONSTRUCT NEW SIDEWALKS	$197,022	$49,255	$0	$246,277	$197,022	10/2026 ~~09/2026~~	OBLIGATED (2026)	PROJECT ADVANCED FROM FY2027 TO FY2026
13021	0047-04-032	TXDOT-DALLAS	DALLAS	C	SH 5	NORTH OF COLLIN COUNTY OUTER LOOP	FM 455 WITH TRANSITIONAL SECTION/NORTH OF HACKBERRY DR	RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE ROADWAY WITH NEW SIDEWALKS, NEW SHARED USE PATH, TURN LANES AND SIGNALS, AND SIGNAL RETIMING	$4,240,000	$1,060,000	$0	$5,300,000	$4,240,000	11/2026	OBLIGATED (2026)	PROJECT ADVANCED FROM FY2027 TO FY2026
55197.5	0195-02-092	TXDOT-DALLAS	DALLAS	C	IH 35	NORTH OF RECTOR	SOUTH OF FM 455	RECONSTRUCT AND WIDEN 4 LANE TO 6 LANE FREEWAY, AND 4 LANE DISCONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS WITH NEW SIDEWALKS, NEW SHARED USE PATH, TURN LANES, TEXAS U TURN, ITS INSTALLATION, AND SIGNAL IMPROVEMENTS	$4,771,200	$1,192,800	$0	$5,964,000	$4,771,200	11/2026	OBLIGATED (2026)	PROJECT ADVANCED FROM FY2027 TO FY2026
14058	0902-90-330	FORT WORTH	FORT WORTH	E	CS	CONDUCTOR ROAD FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	$202,000	$0	$0	$202,000	$202,000	12/2026 ~~05/2026~~ ~~01/2026~~	OBLIGATED (2026)	CITY WAITING ON APPROVAL OF PROCUREMENT PROCESS

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CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21039	0008-08-079	GRAND PRAIRIE	DALLAS	C	SH 180	ON MAIN STREET AT JEFFERSON STREET		CONSTRUCT ROUNDABOUT	$1,877,325	$469,331	$0	$2,346,656	$1,397,325	12/2026 ~~05/2026~~ ~~12/2025~~	OBLIGATED (2026)	DELAYED FROM FY2025; ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED; PROJECT TO BE RE-LET (PROJECT SPECIFIC AGREEMENT [PSA] BETWEEN DALLAS COUNTY AND GRAND PRAIRIE EXECUTED)
25022.1	2266-02-164	FORT WORTH	FORT WORTH	E	VA	CENTREPORT TRAIL PHASE 1B FROM TRINITY BLVD/SKYVIEW DR	ARLINGTON RIVER LEGACY TRAIL	CONSTRUCT REGIONAL VELOWEB SHARED-USE PATH	$200,000	$0	$0	$200,000	$550,000	12/2026 ~~05/2026~~ ~~02/2026~~	OBLIGATED (2026)	DELAYED FROM FY2025; CITY WORKING ON 95% PS&E; UTILITY DESIGN AT 90%
21036	0918-47-395	FARMERS BRANCH	DALLAS	C	VA	ALONG AND ADJACENT TO DENTON DRIVE FROM FARMERS BRANCH/DALLAS CITY LIMITS	ROSSFORD STREET	CONSTRUCT SHARED-USE PATH	$2,641,715	$0	$0	$2,641,715	$1,067,718	02/2027 ~~08/2026~~	OBLIGATED (2026)	PROJECT DOUBLE-LISTED VIA TIP DEV, BUT FUNDS OBLIGATED IN FY2026
24021	0902-90-334	FORT WORTH	FORT WORTH	E	VA	EVERMAN SAFE STREETS PROJECT; BOUNDED BY ENON AVENUE TO THE NORTH, OAK GROVE ROAD TO THE WEST,	OAK GROVE-SHELBY ROAD TO THE SOUTH, AND FOREST HILL DRIVE TO THE EAST	CONSTRUCT BIKE/PED & TRAFFIC CALMING IMP INCL RESTRIPING TO REDUCE LANE WIDTHS, BIKE LANES, SIDEWALKS, CROSSWALKS & HAWK SIGNALS NEAR EVERMAN HS, EVERMAN ACADEMY HS, DAN POWELL EARLY LEARNING ACADEMY, ROY JOHNSON STEM ACADEMY, JW BISHOP ELEM & HOMMEL ELEM	$1,000,000	$0	$0	$1,000,000	$1,000,000	03/2027 ~~08/2026~~ ~~03/2026~~	OBLIGATED (2026)	
25066.2	0581-01-157	DALLAS	DALLAS	U	SL 12	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS	$40,000	$10,000	$0	$50,000	$0	08/2025 (ACTUAL)	DID NOT OBLIGATE IN FY2026	DELAYED FROM FY2025; ENVIRONMENTAL CLEARANCE RECEIVED APRIL 2025; CITY HAS STARTED SURVEYING AND APPRAISAL BUT THE FPAA HAS NOT BEEN RECEIVED; CITY MAY OPT TO NOT UTILIZE FEDERAL FUNDS FOR UTILITY RELOCATIONS
11630.7	2964-01-052	GRAND PRAIRIE	DALLAS	C	SH 161	ON FRONTAGE ROADS FROM IH 20	IH 30	INSTALL 6 NEW DMS AND 2 NEW CCTV CAMERAS ALONG SH 161 NB AND SB FRONTAGE ROADS INCLUDING SH 180 AND JEFFERSON	$1,363,571	$340,893	$0	$1,704,464	$0	11/2026	DID NOT OBLIGATE IN FY2026	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; CITY WORKING ON 100% PLANS HOWEVER PROJECT LETTING DELAYED DUE TO ANTICIPATED COST OVERRUNS
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	R	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	$371,484	$0	$92,871	$464,355	$0	11/2026 ~~02/2026~~	DID NOT OBLIGATE IN FY2026	DELAYED FROM FY2025; CITY PROCURED CONSULTANT FOR FINAL 10% OF DESIGN; ENVIRONMENTAL CLEARANCE RECEIVED JUNE 2025; 95% PLANS IN PROGRESS; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
14065	0918-47-274	DALLAS	DALLAS	C	VA	SOPAC TRAIL FROM INTERSECTION OF GREENVILLE AVENUE AND MEADOW	NORTHAVEN TRAIL	CONSTRUCT SHARED USE PATH	$3,600,000	$0	$0	$3,600,000	$0	12/2026 ~~08/2026~~ ~~05/2026~~	DID NOT OBLIGATE IN FY2026	DELAYED FROM FY2025; CITY WORKING ON 95% PS&E; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
14094	0918-24-299	FRISCO	DALLAS	C	VA	PANTHER CREEK TRAIL FROM BNSF	PANTHER CREEK PARKWAY	CONSTRUCT NEW SHARED USE PATH	$1,848,000	$0	$0	$1,848,000	$0	12/2026	DID NOT OBLIGATE IN FY2026	WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; CITY WORKING ON 30% PS&E; SCHEDULE UPDATE PENDING
11657.2	0918-00-483	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	$1,050,000	$0	$0	$1,050,000	$0	01/2027 ~~08/2026~~	DID NOT OBLIGATE IN FY2026	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
11684.3	0918-47-381	DALLAS COLLEGE	DALLAS	I	VA	DALLAS COLLEGE AUTONOMOUS VEHICLE (AV) INITIATIVE	CEDAR VALLEY CAMPUS AV SERVICE/WORKFORCE DEVELOPMENT AND EASTFIELD CAMPUS WORKFORCE DEVELOPMENT	PROVISION OF TRANSIT SERVICES SERVING THE CAMPUSES AND NEIGHBORING COMMUNITIES IN LANCASTER, DALLAS, & HUTCHINS FOR 3 YRS USING AV, INCLUDING WORKFORCE DEVELOPMENT TRAINING IN TRANS TECHNOLOGY, OVER-THE-ROAD TRUCKING AND/OR DELIVERY OF GOODS	$3,240,000	$0	$810,000	$4,050,000	$0	01/2027	DID NOT OBLIGATE IN FY2026	WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT

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TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14079	0918-47-295	DALLAS	DALLAS	R	CS	PARK LANE FROM GREENVILLE AVENUE	HEMLOCK AVENUE	RECONSTRUCT ROADWAY TO ACCOMMODATE BICYCLE LANE AND SIDEWALKS FROM GREENVILLE AVE TO HEMLOCK AVE; INTERSECTION IMPROVEMENTS AT SHADY BROOK AND 5-POINT INTERSECTIONS; RESTRIPE PAVEMENT TO ACCOMMODATE 4 THROUGH LANES WITH LEFT TURN LANES AND BICYCLE LANES	$500,000	$0	$0	$500,000	$0	01/2027 ~~01/2026~~	DID NOT OBLIGATE IN FY2026	WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; ENVIRONMENTAL CLEARANCE PENDING; TXDOT AWAITING 95% SCHEMATIC
21058	0918-22-166	WAXAHACHIE	DALLAS	R	VA	MIDLOTHIAN TO WAXAHACHIE HIKE & BIKE TRAIL FROM GETZENDANER PARK	FM 875	CONSTRUCT NEW SHARED-USE PATH	$960,000	$0	$240,000	$1,200,000	$0	01/2027 ~~05/2026~~	DID NOT OBLIGATE IN FY2026	ENVIRONMENTAL CLEARANCE ANTICIPATED DECEMBER 2026; CITY WORKING ON 30% PS&E; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	U	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	$60,000	$0	$15,000	$75,000	$0	02/2027	DID NOT OBLIGATE IN FY2026	DELAYED FROM FY2025; CITY PROCURED CONSULTANT FOR FINAL 10% OF DESIGN; ENVIRONMENTAL CLEARANCE RECEIVED JUNE 2025; WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; 95% PLANS IN PROGRESS
21052	0918-47-371	DALLAS	DALLAS	C	VA	PRESTON ROAD FROM WEST NW HWY TO WALNUT HILL LANE	DOUGLAS AVE FROM COLGATE AVE TO NW HWY	CONSTRUCT SIDEWALKS	$1,160,000	$0	$290,000	$1,450,000	$0	03/2027	DID NOT OBLIGATE IN FY2026	DELAYED FROM FY2025; CITY WORKING ON 95% PS&E; WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
21063	0918-47-368	DALLAS	DALLAS	C	CS	CAMP WISDOM RD FROM US 67	WESTMORELAND RD	RECONSTRUCT AND WIDEN SIDEWALKS, INSTALL PEDESTRIAN LIGHTING, AND RECONSTRUCT/UPGRADE CROSSWALKS AND ASSOCIATED TRAFFIC SIGNAL INFRASTRUCTURE	$2,600,000	$0	$650,000	$3,250,000	$0	03/2027 ~~08/2026~~	DID NOT OBLIGATE IN FY2026	CITY WORKING ON 95% PS&E; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
21053	0918-47-372	DALLAS	DALLAS	C	CS	ALONG PINE ST FROM SM WRIGHT FWY/S CENTRAL EXPY TO MALCOLM X BLVD	ALONG ELSIE FAYE HEGGINS ST (PREVIOUSLY HATCHER RD) FROM SM WRIGHT FWY/S CENTRAL EXPY TO 2ND AVE	CONSTRUCT SIDEWALKS, CROSSWALKS, AND SIGNAL IMPROVEMENTS	$600,000	$0	$150,000	$750,000	$0	05/2027	DID NOT OBLIGATE IN FY2026	DELAYED FROM FY2025; WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; CITY WORKING ON 60% PS&E
21056.2	0918-22-168	MIDLOTHIAN	DALLAS	C	VA	LIMESTONE TRAIL; SEGMENT 2 FROM BRYAN PLACE TO TRAIL BRIDGE #6;	SEGMENT 3: FROM SHADY GROVE TO PLAINVIEW ROAD	DESIGN TWO SEGMENTS OF NEW SHARED-USE PATH AND CONSTRUCT SEGMENT 2 (PART OF LARGER MIDLOTHIAN TO WAXAHACHIE TRAIL)	$1,600,000	$0	$400,000	$2,000,000	$0	05/2027 ~~03/2027~~	DID NOT OBLIGATE IN FY2026	WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; TXDOT AWAITING 30% PS&E
21071	0918-24-286	PROSPER	DALLAS	C	CS	ON FIRST STREET AT SH 289		CONSTRUCT ADDITIONAL LEFT TURN LANES	$720,000	$0	$180,000	$900,000	$0	05/2027 ~~10/2026~~	DID NOT OBLIGATE IN FY2026	WAS DELAYED TO FY2027 VIA THE 2027-2030 TIP DEVELOPMENT; TXDOT REVIEWING REVISED 100% PS&E
21057	0918-24-269	PLANO	DALLAS	C	VA	BRECKENRIDGE TRAIL FROM BRADSHAW DR	FUTURE SHILOH RD SILVER LINE DART STATION	CONSTRUCT NEW SHARED-USE PATH	$3,200,000	$0	$0	$3,200,000	$0	06/2027 ~~03/2027~~	DID NOT OBLIGATE IN FY2026	WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; TXDOT AWAITING 30% PS&E
25066.1	0918-47-309	DALLAS	DALLAS	C	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	$4,000,000	$0	$1,000,000	$5,000,000	$0	09/2027 ~~09/2026~~	DID NOT OBLIGATE IN FY2026	CITY WORKING ON 100% PS&E; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
25066.1	0918-47-310	DALLAS	DALLAS	C	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	$2,250,000	$0	$0	$2,250,000	$0	09/2027 ~~09/2026~~	DID NOT OBLIGATE IN FY2026	CITY WORKING ON 100% PS&E; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT

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CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
25093	0918-47-362	DALLAS	DALLAS	C	VA	DEEP ELLUM AREA PEDESTRIAN AND TRAFFIC SIGNAL IMPROVEMENTS, BOUNDED BY LIVE OAK ST TO THE NORTH,	HALL ST TO THE EAST, IH 30 TO THE SOUTH, AND CESAR CHAVEZ BLVD TO THE WEST	CONSTRUCT NEW SIDEWALKS, ADA RAMPS, CURB EXTENSIONS, PEDESTRIAN LIGHTING, AND UPGRADES TO TRAFFIC SIGNALS IN THE DEEP ELLUM AREA	$5,053,000	$0	$0	$5,053,000	$0	09/2027 ~~09/2026~~	DID NOT OBLIGATE IN FY2026	WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; TXDOT AWAITING 30% PS&E
14054	0902-90-148	FORT WORTH	FORT WORTH	C	CS	HORNE STREET FROM VICKERY BLVD	CAMP BOWIE BLVD	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS	$2,127,635	$0	$0	$2,127,635	$0	11/2027 ~~12/2027~~ ~~02/2027~~	DID NOT OBLIGATE IN FY2026	95% PLANS BEING WORKED ON; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
24026	1469-01-024	TXDOT-FORT WORTH	FORT WORTH	C	FM 5	AT BANKHEAD DRIVE		CONSTRUCT INTERSECTION IMPROVEMENTS, INCLUDING LEFT AND RIGHT TURN LANES	$1,520,000	$380,000	$0	$1,900,000	$0	11/2027 ~~01/2027~~	DID NOT OBLIGATE IN FY2026	WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; SCHEDULE UPDATE PENDING
14058	0902-90-330	FORT WORTH	FORT WORTH	C	CS	CONDUCTOR ROAD FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	$1,600,000	$0	$0	$1,600,000	$0	07/2028 ~~03/2028~~ ~~11/2027~~	DID NOT OBLIGATE IN FY2026	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
21007	0014-01-026	FORT WORTH	FORT WORTH	C	VA	MAIN STREET (BUS 287) FROM THE TRINITY RIVER	WEATHERFORD STREET	TRAFFIC CALMING AND CURB EXTENSIONS (CROSSWALK BULB OUTS) TO REDUCE TRAFFIC LANE WIDTHS; ADJUSTING TURNING RADIUS OF MAIN ST AND ELIMINATE BAIL OUT LANE; NEW STAMPED CONCRETE PAVEMENT ON BELKNAP ST; TRAFFIC SIGNALS AT MULTIPLE INTERSECTIONS	$4,000,000	$0	$1,000,000	$5,000,000	$0	07/2028 ~~03/2027~~ ~~08/2027~~	DID NOT OBLIGATE IN FY2026	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; CITY WORKING ON 95% PS&E
21020	0902-90-219	TXDOT-FORT WORTH	FORT WORTH	C	CS	FOREST HILL DR AT FOREST HILL CIRCLE		CONSTRUCT SIGNAL AND INTERSECTION IMPROVEMENTS, INCLUDING SIGNAL RETIMING	$800,000	$0	$0	$800,000	$0	07/2028 ~~07/2026~~	DID NOT OBLIGATE IN FY2026	TXDOT TOOK OVER THE PROJECT FROM FOREST HILL IN 2024; PROJECT HAS NOT BEEN APPROVED BY FHWA
14070.1	0196-07-036	DALLAS	DALLAS	C	SS 366	SS 366 FRONTAGE ROADS FROM WEST OF AKARD STREET	ST PAUL STREET	CONSTRUCT TRAFFIC SIGNALS AND ADD FIBER OPTIC NETWORK FOR ITS IMPROVEMENTS	$750,000	$0	$187,500	$937,500	$0	12/2028 ~~06/2026~~	DID NOT OBLIGATE IN FY2026	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
25093.3	0918-47-361	DALLAS	DALLAS	E	VA	DEEP ELLUM RIDESHARE PLAZA; NORTHEAST CORNER OF N GOOD LATIMER	AT MONUMENT STREET	CONSTRUCT DEEP ELLUM RIDESHARE PLAZA TO PROVIDE OFF-STREET PASSENGER PICK-UP/DROP-OFF AREA FOR TRANSPORTATION NETWORK COMPANIES IN ORDER TO IMPROVE TRAFFIC FLOW IN DEEP ELLUM	$100,000	$0	$0	$100,000	$0	N/A ~~09/2026~~	DID NOT OBLIGATE IN FY2026	DELAYED FROM FY2025; PARTNERSHIP AGREEMENTS MUST BE IN PLACE TO PROCEED; AFA EXECUTION ON HOLD UNTIL CITY HAS A RESOLUTION WITH PARTNERS (DEEP ELLUM FOUNDATION AND DART) FOR FUNDING RESPONSIBILITIES; WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; PROJECT TO BE CANCELLED VIA FEB 2027 MOD CYCLE
25093.3	0918-47-361	DALLAS	DALLAS	C	VA	DEEP ELLUM RIDESHARE PLAZA; NORTHEAST CORNER OF N GOOD LATIMER	AT MONUMENT STREET	CONSTRUCT DEEP ELLUM RIDESHARE PLAZA TO PROVIDE OFF-STREET PASSENGER PICK-UP/DROP-OFF AREA FOR TRANSPORTATION NETWORK COMPANIES IN ORDER TO IMPROVE TRAFFIC FLOW IN DEEP ELLUM	$300,000	$0	$0	$300,000	$0	N/A ~~09/2027~~	DID NOT OBLIGATE IN FY2026	PARTNERSHIP AGREEMENTS MUST BE IN PLACE TO PROCEED; AFA EXECUTION ON HOLD UNTIL CITY HAS A RESOLUTION WITH PARTNERS (DEEP ELLUM FOUNDATION AND DART) FOR FUNDING RESPONSIBILITIES; WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; PROJECT TO BE CANCELLED VIA FEB 2027 MOD CYCLE
								TOTAL	**$154,311,169**	**$10,158,126**	**$6,975,371**	**$171,444,666**	**$107,116,196**			

TOTAL CLOSEOUTS/WITHDRAWALS	**($2,452,447)**
TOTAL PROJECT ADJUSTMENTS	**$465,617**
TOTAL OBLIGATED IN FY2026	**$107,116,196**
TOTAL DID NOT OBLIGATE IN FY2026	**$45,413,690**

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STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

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16007.1	0918-00-493	NCTCOG	DALLAS	I	VA	LIMITED ACCESS FACILITIES IN DALLAS DISTRICT	SUCH AS US 75, IH 635, IH 30, IH 20, SH 114, SH 183, IH 35W, SL12, US 67, US 80, IH 35E, IH 45, US 175	CONTRACT WITH TOW TRUCK OPERATORS TO STAGE TOW TRUCKS FOR QUICK CLEARANCE OF ABANDONED VEHICLES, STRANDED MOTORISTS OR CRASHES TO REDUCE CONGESTION AND IMPROVE SAFETY	$800,000	$0	$0	$800,000	$400,000	10/2025 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025
11647.2	0918-00-383	NCTCOG	DALLAS	I	VA	LAND USE/TRANS & BIKE/PED INITIATIVES INCLUDES BICYCLE/PED PLANNING & PROGRAMMING, & TRANSIT ORIENTED DEVELOPMENT	TECHNICAL ASSISTANCE, REGIONAL BIKE/PED SAFETY PROGRAM/LOOK OUT TEXANS, IMPL OF SUSTAINABLE DEV, REGIONAL WAYFINDING	ADA COMPLIANCE; COLLECT & ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, TARGETED SAFETY EDUCATION FOR ISDS AND TEEN DRIVERS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	$2,565,000	$0	$0	$2,565,000	$2,565,000	11/2025 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025
14014	0918-47-467	NCTCOG	DALLAS	I	VA	MCKINNEY AVENUE TRANSIT AUTHORITY M-LINE EXTENSION FROM UPTOWN	KNOX-HENDERSON NEIGHBORHOOD	CONDUCT A STUDY TO RECOMMEND ALIGNMNTS & STOPS, EVAL THE COST OF IMPL, OPERATION, & MAINTENANCE, PROVIDE TECH ASSIST PRODUCING RIDERSHIP EST & PRELIM ENV ANALYSIS, ID POTENTIAL FUNDING, & DEVELOP TIMELINE; INCL NCTCOG STAFF TIME & MAY INCL CONSULTANT ASST	$600,000	$0	$0	$600,000	$600,000	11/2025 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025
16007	0902-00-351	NCTCOG	FORT WORTH	I	VA	SPECIAL EVENTS MANAGEMENT; REGIONWIDE		INCLUDING MEASURES SUCH AS EXTENDED TRANSIT SERVICE FOR EVENTS, STAGING OF TOW TRUCKS TO CLEAR INCIDENTS QUICKLY, CLEARING ROADWAYS QUICKLY AFTER INCIDENTS, ETC. TO REDUCE CONGESTION DURING SPECIAL EVENTS; INCLUDES NCTCOG STAFF TIME	$550,000	$0	$0	$550,000	$550,000	11/2025 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025
11613.3	0918-00-441	NCTCOG	DALLAS	I	VA	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVMNT INCL NCTCOG STAFF TIME & CONSULTANT ASST TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT; MOVMNT	DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR FREIGHT PARTNERS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUC & OVERSIGHT OF PARTNER IMPL PROJECTS	$1,250,000	$0	$0	$1,250,000	$1,250,000	12/2025 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025
11657.2	0918-00-482	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	$1,025,000	$0	$0	$1,025,000	$1,025,000	12/2025 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025
16006	0918-00-425	NCTCOG	DALLAS	I	VA	ENVIRONMENTAL IMPACT STATEMENT COORDINATION ON REG PROJECTS; PROVIDE TECHNICAL, PLANNING, ENGINEERING, & ENV ASSISTANCE	TO TRANSPORTATION AGENCIES & THE RTC TO ADVANCE CORRIDORS IDENTIFIED FOR IMPROVEMENT IN OR BEING EVALUATED FOR THE	METROPOLITAN TRANSPORTATION PLAN; PROVIDE SUPPORT TO ADVANCE REGIONAL PROJECTS THROUGH THE ENVIRONMENTAL PROCESS; FACILITATE COORDINATION MEETINGS THAT MONITOR & ENSURE THE CONTINUED PROGRESS OF ENVIRONMENTAL DOCUMENT COMPLETION	$400,000	$0	$0	$400,000	$400,000	12/2025 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025
11554.2	0918-00-422	NCTCOG	DALLAS	E	VA	PLANO LEGACY AREA AUTOMATED TRANSPORTATION SYSTEM (ATS)		INCLUDING ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED PEOPLE MOVER LOCATIONS IN THE DFW REGION AND CONNECT THOSE LOCATIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS; INCLUDES PLANO LEGACY AREA AUTOMATED TRANSPORTATION SYSTEM	$375,000	$0	$0	$375,000	$375,000	01/2026 (ACTUAL) ~~12/2025~~	OBLIGATED (2026)	DELAYED FROM FY2025

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STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
13076	2921-01-010	TXDOT-DALLAS	DALLAS	C	SS 394	IH 35E	FM 877	CONSTRUCT 0 TO 4 LANE ROADWAY AT NEW LOCATION WITH NEW SHARED USE PATH, CURB RAMPS, GRADE SEPARATED PEDESTRIAN CROSSING, TURN LANES, AND SIGNAL IMPROVEMENTS	$15,000,000	$0	$0	$15,000,000	$15,000,000	02/2026 (ACTUAL)	OBLIGATED (2026)	ADVANCED TO FY2026 FROM FY2028
24032	0902-00-415	NCTCOG	FORT WORTH	I	VA	FLOODED ROADS INFORMATION SYSTEMS PROJECT; REGIONWIDE; IMPROVE ROADWAY SAFETY BY PROVIDING ADVANCE WARNINGS	TO DRIVERS/VEHICLES THROUGH MOBILE DRIVING APPS AND CONNECTED VEHICLE SYSTEMS; SYSTEM WILL FOCUS ON ALERTING	USERS OF A HIGH PROBABILITY OF WATER POOLING, PONDING, OR FLOODING ON ROADWAY SURFACES; INCLUDES INTEGRATION WITH EXISTING REGIONAL FLOOD DETECTION SYSTEMS AND A NEEDS ASSESSMENT TO DETERMINE WHERE ADDITIONAL RAIN SENSING INFRASTRUCTURE IS NEEDED	$2,000,000	$0	$0	$2,000,000	$2,000,000	02/2026 (ACTUAL) ~~12/2025~~	OBLIGATED (2026)	DELAYED FROM FY2025
24008	0918-00-472	DALLAS	DALLAS	E	CS	ON BELT LINE ROAD	AT SOUTH NORTH LAKE ROAD	CONSTRUCT RIGHT TURN/DECELERATION LANE TO IMPROVE SAFETY	$45,000	$0	$0	$45,000	$45,000	03/2026 (ACTUAL) ~~01/2026~~	OBLIGATED (2026)	CITY OF DALLAS AND CITY OF IRVING WORKING ON ILA; TXDOT APPROVED IN-HOUSE DESIGN DOCUMENTS AND AWAITING SCHEDULE
11650.1	0918-00-485	NCTCOG	DALLAS	I	VA	TRANSPORTATION TECHNICAL SUPPORT	REGIONWIDE	TECHNICAL ASSISTANCE FOR DEVELOPING, MONITORING, ENVIRONMENTALLY APPROVING, AND IMPLEMENTING CORRIDOR STUDIES/PROJECTS ACCORDING TO CAPITAL ASSET MANAGEMENT PRINCIPLES	$1,800,000	$0	$0	$1,800,000	$1,800,000	04/2026 (ACTUAL) ~~12/2025~~	OBLIGATED (2026)	
21028	0918-47-364	NCTCOG	DALLAS	E	VA	HIGH-SPEED RAIL/CEDARS PLANNING STUDY BOUNDED BY GOOD LATIMER ON THE EAST, CORINTH ON THE SOUTH	THE TRINITY RIVER ON THE WEST, AND YOUNG STREET ON THE NORTH	PLANNING STUDY TO LOOK AT POTENTIAL IMPROVEMENTS TO THE GRID SYSTEM OVER IH 30 & IN THE CEDARS NEIGHBORHOOD OF DALLAS, & TO REVIEW THE POTENTIAL FOR PLACING STRUCTURES ON TOP OF IH 30; INCL. PRELIM ENG FOR IMPROVEMENTS THAT COME OUT OF PLANNING WORK	$2,000,000	$0	$0	$2,000,000	$2,000,000	04/2026 (ACTUAL) ~~12/2025~~	OBLIGATED (2026)	DELAYED FROM FY2025
25013	0902-90-172	FORT WORTH	FORT WORTH	C	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	$13,392,000	$0	$0	$13,392,000	$6,553,014	04/2026 (ACTUAL) ~~03/2026~~	OBLIGATED (2026)	DELAYED FROM FY2025
14033	0918-46-316	DENTON CO	DALLAS	C	CS	ON SOUTH SHADY SHORES ROAD FROM WEST SHADY SHORES ROAD TO OAKWOOD CIRCLE AND FROM PARKSIDE LANE	SILKTREE COURT	RECONSTRUCT ROAD FROM 2 TO 2 LANES TO ELEVATE OUT OF FLOOD PLAIN WITH DRAINAGE IMPROVEMENTS	$10,000,000	$0	$2,500,000	$12,500,000	$10,000,000	06/2026 (ACTUAL) ~~05/2026~~ ~~02/2026~~	OBLIGATED (2026)	
14063	0019-01-146	TXDOT-FORT WORTH	FORT WORTH	C	SH 174	N OF ELK DR	WICKER HILL RD	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES RURAL DIVIDED WITH SIDEWALKS	$17,743,826	$4,435,956	$0	$22,179,782	$16,427,214	06/2026 (ACTUAL) ~~03/2026~~	OBLIGATED (2026)	DELAYED FROM FY2025
14070	0196-07-034	TXDOT-DALLAS	DALLAS	C	SS 366	WEST OF AKARD ST	SAINT PAUL ST	CONSTRUCT EXTENSION OF EXISTING KLYDE WARREN PARK DECK PLAZA; STRUCTURE ONLY	$44,648,437	$0	$11,162,109	$55,810,546	$42,386,747	06/2026 (ACTUAL)	OBLIGATED (2026)	TXDOT IMPLEMENTING THE PROJECT ON BEHALF OF CITY OF DALLAS AND KLYDE WARREN PARK FOUNDATION
24052	0918-00-499	DART	DALLAS	T	VA	TRE IMPROVEMENTS FROM EBJ UNION STATION	FORT WORTH T&P STATION	IMPROVEMENTS TO TRE VEHICLES: LOCOMOTIVE PAINT AND REPAIR, CAB CAR/COACH OVERHAULS, UPGRADES TO INTERNAL SPEAKER SYSTEM FOR ANNOUNCEMENTS, VINYL SEAT INSTALLATION	$3,682,147	$0	$0	$3,682,147	$3,682,147	06/2026 (ACTUAL) ~~03/2026~~	OBLIGATED (2026)	

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11655.2	0918-00-484	NCTCOG	DALLAS	I	VA	REVENUE AND PROJECT TRACKING SYSTEM (RAPTS)		TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME	$515,000	$0	$0	$515,000	$515,000	07/2026 (ACTUAL) ~~12/2025~~	OBLIGATED (2026)	
14055	0902-90-344	FORT WORTH	FORT WORTH	C	CS	UNIVERSITY DRIVE FROM TRAIL DRIVE	ROSEDALE BRIDGE	REHABILITATE 6 TO 6 LANE ROADWAY AND CONSTRUCT PEDESTRIAN IMPROVEMENTS INCLUDING NEW AND WIDENED SIDEWALKS, CROSSWALKS, WAYFINDING SIGNAGE, TRAFFIC SIGNALS, AND INTERSECTION IMPROVEMENTS AT UNIVERSITY DR AND IH 30	$6,660,000	$0	$740,000	$7,400,000	$2,229,474	07/2026 (ACTUAL) ~~06/2026~~	OBLIGATED (2026)	
14085.4	0918-47-558	DART	DALLAS	T	VA	STATION CROSSING AT VICTORY STATION TRE PLATFORM	DART PLATFORM	CONSTRUCT PEDESTRIAN SAFETY IMPROVEMENTS AT VICTORY STATION	$6,800,000	$0	$0	$6,800,000	$6,800,000	07/2026 (ACTUAL) ~~12/2026~~ ~~03/2026~~	OBLIGATED (2026)	
14088	0902-90-176	TXDOT-FORT WORTH	FORT WORTH	C	CS	ON LAS VEGAS TRAIL FROM QUEBEC DRIVE	IH 820	RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIDEWALKS, STORMWATER, AND INTERSECTION IMPROVEMENTS	$6,700,000	$0	$1,675,000	$8,375,000	$4,471,842	07/2026 (ACTUAL) ~~08/2026~~	OBLIGATED (2026)	DELAYED FROM FY2025
21085	0918-47-432	GRAND PRAIRIE	DALLAS	C	CS	ON JEFFERSON STREET FROM SH 161	CIMARRON TRACE	RECONSTRUCT 6 LANE ASPHALT TO 6 LANE CONCRETE ROADWAY TO WITHSTAND TRUCK TRAFFIC	$4,000,000	$0	$1,000,000	$5,000,000	$3,247,563	07/2026 (ACTUAL) ~~03/2026~~ ~~01/2026~~	OBLIGATED (2026)	
24036.9	0918-00-453	NCTCOG	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; REGIONWIDE INCLUDING BUT NOT LIMITED TO THE CITIES OF	COLLEYVILLE, DUNCANVILLE, GRAPEVINE, HIGHLAND PARK, HURST, KAUFMAN, MCKINNEY, RICHLAND HILLS, ROCKWALL, SAGINAW, & WYLIE	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	$5,987,580	$0	$0	$5,987,580	$5,987,580	07/2026 (ACTUAL) ~~08/2026~~ ~~04/2026~~	OBLIGATED (2026)	
24051	0918-47-559	DART	DALLAS	T	VA	SHILOH ROAD	DFW AIRPORT	SILVER LINE IMPROVEMENTS ALONG 26 MILES OF REGIONAL RAIL SERVICE CONNECTING DFW AIRPORT, GRAPEVINE, COPPELL, DALLAS, CARROLLTON, ADDISON, RICHARDSON, AND PLANO	$5,600,000	$0	$1,400,000	$7,000,000	$5,600,000	07/2026 (ACTUAL) ~~12/2026~~ ~~03/2026~~	OBLIGATED (2026)	
25072.2	0918-47-530	DART	DALLAS	T	VA	NORTH TEXAS MOVES TRE DOUBLE TRACKING FROM IH 35E TO MEDICAL MARKET CENTER STATION		REHAB EXISTING BRIDGE OVER INWOOD ROAD AND ADD NEW BRIDGE FOR 2ND TRACK; ADD BRIDGE AT KNIGHTS BRANCH FOR A 2ND TRACK; REPLACE CURRENT NOBLE BRANCH BRIDGE AND ADD NEW BRIDGE FOR 2ND TRACK; RAISE TRACK AND ADD RETAINING WALL FOR FUTURE IH 35 RAIL BRIDGE	$19,648,000	$0	$4,912,000	$24,560,000	$19,648,000	07/2026 (ACTUAL) ~~08/2026~~ ~~03/2026~~	OBLIGATED (2026)	
25072.5	0902-00-421	FWTA	FORT WORTH	T	VA	NORTH TEXAS MOVES WESTERN SUBREGION TRE PROJECT FROM HANDLEY EDERVILLE ROAD	PRECINCT LINE ROAD	REPLACE BRIDGES AT WALKERS CREEK AND MESQUITE CREEK; AND CONSTRUCT 2.4 MILES OF NEW SECOND TRACK FROM EAST OF HANDLEY EDERVILLE ROAD TO EAST OF PRECINCT LINE ROAD	$1,848,000	$0	$0	$1,848,000	$1,848,000	07/2026 (ACTUAL) ~~06/2026~~ ~~03/2026~~	OBLIGATED (2026)	
25102	0902-00-328	FWTA	FORT WORTH	T	VA	TEXRAIL CORRIDOR RAIL LINE PROJECT		ENGINEERING/ENVIRONMENTAL AND CONSTRUCTION OF COMMUTER RAIL LINE EXTENSION TO SOUTH OF IH 30	$1,000,000	$0	$0	$1,000,000	$1,000,000	07/2026 (ACTUAL) ~~06/2026~~ ~~01/2026~~	OBLIGATED (2026)	

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11612.3	0918-00-445	NCTCOG	DALLAS	I	VA	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR)	TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM;	PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	$1,360,300	$0	$0	$1,360,300	$1,360,300	08/2026 (ACTUAL)	OBLIGATED (2026)	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT, BUT WAS ABLE TO ADVANCE IN 2026
11663.3	0918-00-411	NCTCOG	DALLAS	I	VA	ENTIRE MANAGED LANE SYSTEM		DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE & NCTCOG STAFF TIME	$1,800,000	$0	$0	$1,800,000	$1,800,000	08/2026 (ACTUAL) ~~12/2025~~	OBLIGATED (2026)	DELAYED FROM FY2025
11663.3	0918-00-447	NCTCOG	DALLAS	I	VA	ENTIRE MANAGED LANE SYSTEM		DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE & NCTCOG STAFF TIME	$2,088,000	$0	$0	$2,088,000	$2,088,000	08/2026 (ACTUAL)	OBLIGATED (2026)	
11691.1	0918-00-444	NCTCOG	DALLAS	I	VA	IMPLEMENT AND OPERATE TRAVELER INFORMATION SYSTEM; DEVELOP CONCEPT OF OPERATIONS AND DEPLOYMENT OF TRANS SYS	MANAGEMENT AND OPERATIONS DATA ENGINE TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGIONS TRANSP NETWORK BY INTEGRATING	DATA SOURCES INCL REGIONAL TRAFFIC MGMT AND TRAVELER INFORMATION SYS; ITS DATA UPDATES AND COMPLIANCE; COORDINATION WITH REGIONAL PARTNERS ON INFORMATION SHARING AND AGREEMENT TRACKING; ADMINISTRATION OF MOBILITY ASSISTANCE PATROL; INCL NCTCOG STAFF TIME	$2,765,000	$0	$0	$2,765,000	$2,765,000	08/2026 (ACTUAL)	OBLIGATED (2026)	
14034	0918-47-289	HIGHLAND PARK	DALLAS	C	CS	ON WYCLIFFE AVENUE FROM OAK LAWN AVENUE	WEST OF GLENWOOD AVENUE	RECONSTRUCTION OF A 2/3 LANE ROADWAY THAT WILL INCLUDE A NEW BRIDGE STRUCTURE TO RAISE ROADWAY OUT OF THE 100-YEAR FLOODPLAIN AS WELL AS DRAINAGE IMPROVEMENTS AT TRIBUTARY 1 IN ORDER TO REDUCE/ELIMINATE FLOOD FREQUENCY	$12,520,000	$0	$3,130,000	$15,650,000	$12,520,000	08/2026 (ACTUAL) ~~09/2026~~ ~~01/2026~~	OBLIGATED (2026)	
16003	0902-00-346	NCTCOG	FORT WORTH	E	VA	MANSFIELD LINE PASSENGER RAIL STUDY FROM MIDLOTHIAN	TO FORT WORTH CENTRAL STATION	MANSFIELD LINE PASSENGER RAIL CONCEPTUAL ENGINEERING STUDY INCLUDING ALTERNATIVE ROUTE ANALYSIS AND FUNDING OPTIONS; INCLUDES CONSULTANT AND NCTCOG STAFF TIME	$1,000,000	$0	$0	$1,000,000	$1,000,000	08/2026 (ACTUAL) ~~04/2026~~	OBLIGATED (2026)	DELAYED FROM FY2025
16008	0918-00-413	NCTCOG	DALLAS	I	VA	TECHNOLOGY AND INNOVATION 3.0; IMPLEMENT PROJECTS FOCUSED ON EMERGING TRANSPORTATION TECHNOLOGIES	THAT IMPROVE SAFETY, EFFICIENCY, & CONNECTIVITY; COORDINATING & IMPLEMENTING EMERGING MOBILITY TECHNOLOGY DEPLOYMENTS &	CONNECTED VEHICLE/INFRASTRUCTURE IMPROVEMENTS; SUPPORTING ROADWAY SAFETY TECHNOLOGIES, FOOD DESERT ELIMINATION, DELIVERY ROBOTS AND DRONES, NEXT-GEN TRAFFIC SIGNALS AND AUTONOMOUS SHUTTLES; AND MANAGING ADMINISTRATIVE TASKS TO FACILITATE PROJECTS	$1,650,000	$0	$0	$1,650,000	$1,650,000	08/2026 (ACTUAL) ~~08/2027~~	OBLIGATED (2026)	
21014.2	0918-00-458	NCTCOG	DALLAS	T	VA	REGIONAL TRANSIT COORDINATION PROGRAM		REGIONAL COORDINATION OF TRANSIT SERVICES WITH A FOCUS ON INCREASING ECONOMIES OF SCALE, TECHNICAL ASSISTANCE, MOBILITY ON DEMAND, AND MOBILITY AS A SERVICE	$500,000	$0	$0	$500,000	$500,000	08/2026 (ACTUAL) ~~03/2026~~	OBLIGATED (2026)	

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21093.4	0314-07-070	TXDOT-FORT WORTH	FORT WORTH	C	IH 20	FM 1884	SH 171	CONSTRUCT NEW RAMPS AND AUXILIARY LANES AT BETHEL RD	$15,392,000	$3,848,000	$0	$19,240,000	$14,701,149	08/2026 (ACTUAL) ~~05/2026~~	OBLIGATED (2026)	
25072.4	0918-47-562	DART	DALLAS	T	VA	CNG BUS FLEET REPLACEMENT		CNG BUS FLEET REPLACEMENT	$135,069	$0	$0	$135,069	$135,069	08/2026 (ACTUAL) ~~03/2026~~	OBLIGATED (2026)	PROJECT ORIGINALLY 100% CRP FUNDED, BUT ALL OF THE REGION'S CRP FUNDS HAVE BEEN OBLIGATED, SO PORTION OF FUNDING OBLIGATED AS STBG
53029	0014-15-033	TXDOT-FORT WORTH	FORT WORTH	C	US 81	NORTH OF HARMON ROAD	NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	$4,813,065	$1,203,266	$0	$6,016,331	$4,813,065	08/2026 (ACTUAL)	OBLIGATED (2026)	MPO MILESTONE POLICY PROJECT; DELAYED FROM FY2025
53030	0014-15-034	TXDOT-FORT WORTH	FORT WORTH	C	US 81	NORTH OF HARMON ROAD	NORTH OF IH 35W	RECONSTRUCT 2 LANE ONE WAY TO 2 LANE ONE WAY SOUTHBOUND FRONTAGE ROAD	$5,782,257	$1,445,564	$0	$7,227,821	$5,782,257	08/2026 (ACTUAL)	OBLIGATED (2026)	MPO MILESTONE POLICY PROJECT; DELAYED FROM FY2025
11619.2	0902-00-361	TXDOT-FORT WORTH	FORT WORTH	I	VA	REGIONAL MOBILITY ASSISTANCE PATROL (FORT WORTH DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	$3,000,000	$750,000	$0	$3,750,000	$3,000,000	09/2026 (ACTUAL)	OBLIGATED (2026)	
11622.4	0918-00-479	NCTCOG	DALLAS	I	VA	TRAVEL SURVEY, DATA COLLECTION, MODEL REFINEMENT PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS	FOR ALL PLANNING, AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND	FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REG TRAVEL MODEL; DEV OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS; CONDUCT TRAVEL SURVEYS & INTERSECTION OPERATIONAL ANALYSES	$2,610,000	$0	$0	$2,610,000	$2,610,000	09/2026 (ACTUAL) ~~08/2026~~ ~~03/2026~~	OBLIGATED (2026)	DELAYED FROM FY2025
11626.1	0902-90-385	NCTCOG	FORT WORTH	E	VA	FEASIBILITY STUDY FOR THE EXTENSION OF THE EXISTING COTTON BELT TRAIL IN NORTH RICHLAND HILLS	AND EXISTING TRINITY TRAILS NEAR NORTHSIDE DRIVE AND NEAR HANDLEY EDERVILLE ROAD	CONDUCT FEASIBILITY STUDY FOR EXTENSION OF REGIONAL TRAILS INCLUDING CONNECTIONS TO RAIL STATIONS	$1,500,000	$0	$0	$1,500,000	$1,500,000	09/2026 (ACTUAL) ~~08/2026~~	OBLIGATED (2026)	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT, BUT WAS ABLE TO ADVANCE IN 2026
14038.2	0902-00-345	NCTCOG	FORT WORTH	I	VA	REGIONAL SAFETY PROGRAM PLANNING		INCLUDING RESEARCH, REGIONAL DATA TOOLS AND ANALYSIS, DRIVE AWARE NORTH TEXAS SAFETY CAMPAIGN, STRATEGIC TARGETING OF AGGRESSIVE DRIVING AND ROAD RAGE AND SAFETY EQUIPMENT	$6,070,000	$0	$0	$6,070,000	$6,070,000	09/2026 (ACTUAL) ~~08/2027~~ ~~08/2026~~	OBLIGATED (2026)	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT, BUT WAS ABLE TO ADVANCE IN 2026
25078	0918-47-313	BALCH SPRINGS	DALLAS	R	CS	ON HICKORY TREE ROAD; FROM ELAM ROAD	LAKE JUNE ROAD	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALKS AND SHARED-USE PATH	$864,000	$0	$216,000	$1,080,000	$864,000	09/2026 (ACTUAL) ~~06/2026~~	OBLIGATED (2026)	ENVIRONMENTAL CLEARANCE RECEIVED JUNE 2026; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT, BUT WAS ABLE TO ADVANCE IN 2026
24054	0902-90-369	MANSFIELD	FORT WORTH	E	CS	SOUTH MATLOCK RD FROM HERITAGE PKWY	RIVER BIRCH DR	CONSTRUCT 0 TO 4 LANE ROADWAY WITH GRADE SEPARATION OVER UP RR	$1,820,000	$0	$455,000	$2,275,000	$1,820,000	10/2026 ~~06/2026~~	OBLIGATED (2026)	MANSFIELD TO LEAD PRE-CONSTRUCTION; TXDOT TO LET PROJECT
11684.5	0918-47-389	RICHARDSON	DALLAS	C	VA	CITY OF RICHARDSON CONNECTED & AUTOMATED VEHICLE (AV) TEST BED & COMMUNITY CONNECTOR; TRAFFIC DETECTION & COMMS UPGRADES	INCLUDE CELLULAR VEHICLE-TO-EVERYTHING/LTE-TO-EVERYTHING ROADSIDE & ONBOARD UNITS; RAPID FLASHING BEACONS AT	GREENVILLE/ARAPAHO STATION; RECTANGLE RAPID FLASHING BEACONS XING; SYSTEMS ENG FOR CONNECTED VEHICLE-TO-EVERYTHING IMP; ON-DEMAND AV SERVICES CONNECTING POINTS-OF-INTEREST AROUND ARAPAHO STATION, INCL NETWORK OF NEIGHBORHOODS AND COMMUNITY CENTERS	$1,542,668	$0	$0	$1,542,668	$5,925,800	12/2026	OBLIGATED (2026)	FY2027 AND FY2028 FUNDING OBLIGATED IN FY2026
25096	0902-90-265	ARLINGTON	FORT WORTH	E	CS	ON AT&T WAY FROM SH 180/DIVISION ST	ABRAM ST	CONDUCT A FEASIBILITY STUDY OF THE EXTENSION OF AT&T WAY TO ABRAM ST (0 TO 6 LANES), INCLUDING A GRADE SEPARATION ACROSS THE UNION PACIFIC MAIN LINE AND A CREEK CROSSING	$3,000,000	$0	$750,000	$3,750,000	$3,000,000	01/2027 ~~10/2026~~ ~~12/2025~~	OBLIGATED (2026)	DELAYED FROM FY2025; CITY WORKING THROUGH ENGINEERING PROCUREMENT PROCESS

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STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

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11898.5	0902-90-267	TXDOT-FORT WORTH	FORT WORTH	E	CS	ON AVONDALE-HASLET ROAD	AT BNSF RAIL LINE	CONSTRUCT GRADE SEPARATION	$1,000,000	$0	$250,000	$1,250,000	$0	09/2025 ~~09/2023 (ACTUAL)~~	DID NOT OBLIGATE IN FY2026	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; AFA EXECUTION PENDING; CURRENTLY AT 60% PS&E (ENGINEERING HAS STARTED WITH OTHER FUNDS); TIMELINE FOR OBLIGATION OF THESE FUNDS TO BE DETERMINED
25013	0902-90-172	FORT WORTH	FORT WORTH	U	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LTJG BARNETT	$1,742,000	$0	$0	$1,742,000	$0	04/2026 (ACTUAL) ~~03/2026~~	DID NOT OBLIGATE IN FY2026	DELAYED FROM FY2025; UTILITIES TO BE RELOCATED DURING CONSTRUCTION (OBLIGATION TIMEFRAME TO BE DETERMINED)
13061.1	0008-03-133	TXDOT-FORT WORTH	FORT WORTH	C	IH 20	FM 1187/FM 3325	IH 20/IH 30 SPLIT	RECONST 2 LANE CONTINUOUS TO 2 LANE CONTINUOUS FRTG ROADS, CONST SHARED USE PATH, CONST NEW RAMPS ON IH 20 BETWEEN FM 1187/FM 3325 AND IH 30, LOWER IH 20 MAIN LANES AT FM 1187/FM 3325 & WB IH 20, LOWER IH 30 MAIN LANES	$432,000	$108,000	$0	$540,000	$0	05/2026 ~~05/2024 (ACTUAL)~~	DID NOT OBLIGATE IN FY2026	ADDITIONAL FUNDING FOR A PROJECT THAT HAS ALREADY OBLIGATED TO COVER THE CHANGE ORDER FOR IH 30 AT FUTURE UTA WEST CAMPUS DECELERATION RAMP
14015.3	0918-47-483	DALLAS	DALLAS	E	CS	ON HARRY HINES BLVD/MCKINNON STREET FROM DALLAS NORTH TOLLWAY	MOODY STREET	REHABILITATE ROADWAY WITH SIGNAGE, SIGNAL, AND INTERSECTION IMPROVEMENTS TO ADDRESS SAFETY ISSUES (WRONG WAY DRIVING ON DNT)	$2,000,000	$0	$0	$2,000,000	$0	08/2026 ~~06/2026~~	DID NOT OBLIGATE IN FY2026	DELAYED FROM FY2025; AFA EXECUTION PENDING; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; SCHEDULE UPDATE PENDING
21060	0095-05-062	TERRELL	DALLAS	C	US 80	ON MOORE AVE (US 80) WEST FROM BROOKSHIRES DRIVE	BRADSHAW STREET	PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMPS AND CROSSWALKS, AND MINOR LANDSCAPING	$3,000,000	$0	$0	$3,000,000	$0	08/2026 ~~04/2026~~	DID NOT OBLIGATE IN FY2026	AFA EXECUTED; CITY WORKING ON 95% PS&E; APPROVAL OF BRIDGE LAYOUT PENDING; SCHEDULE UPDATE PENDING; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
21061	0918-11-107	TERRELL	DALLAS	C	SS 226	ON VIRGINIA STREET (SS 226) FROM BRIN STREET	ROCHESTER STREET	PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMPS AND CROSSWALKS, AND MINOR LANDSCAPING	$450,000	$0	$0	$450,000	$0	08/2026 ~~04/2026~~	DID NOT OBLIGATE IN FY2026	AFA EXECUTED; CITY WORKING ON 95% PS&E; APPROVAL OF BRIDGE LAYOUT PENDING; SCHEDULE UPDATE PENDING; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
24034.2	0902-90-363	WHITE SETTLEMENT	FORT WORTH	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	ALONG CHERRY, CLIFFORD, LAS VEGAS TRAIL, WHITE SETTLEMENT, AND SADDLE RD	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	$276,165	$0	$0	$276,165	$0	08/2026 ~~12/2025~~	DID NOT OBLIGATE IN FY2026	AFA EXECUTED; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; SCHEDULE UPDATE PENDING
24035	0902-90-338	TARRANT CO	FORT WORTH	E	CS	ON FOREST HILL DRIVE; FROM LON STEPHENSON ROAD	SHELBY ROAD	RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED ROADWAY WITH SIDEWALKS	$2,500,000	$0	$0	$2,500,000	$0	08/2026 ~~01/2026~~	DID NOT OBLIGATE IN FY2026	AFA EXECUTION PENDING; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; SCHEDULE UPDATE PENDING
11898.6	0902-90-166	TXDOT-FORT WORTH	FORT WORTH	R	CS	ON SPUR 170 FROM IH 35W	INTERMODAL PKWY	CONSTRUCT 0 TO 2 LANE GRADE SEPARATED DIRECT CONNECTORS	$5,000,000	$0	$0	$5,000,000	$0	09/2026 ~~09/2027~~	DID NOT OBLIGATE IN FY2026	AFA EXECUTION PENDING; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; SCHEDULE UPDATE PENDING
24036.1	0918-47-547	DALLAS	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	CITYWIDE	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	$15,800,000	$0	$0	$15,800,000	$0	09/2026	DID NOT OBLIGATE IN FY2026	AFA EXECUTION PENDING; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; SCHEDULE UPDATE PENDING
24036.2	0918-47-548	FARMERS BRANCH	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; ALONG SPRING VALLEY, ALPHA RD, DENNIS RD, DENTON DR,	DIPLOMAT, WEBB CHAPEL, JOSEY LN, VALLEY VIEW LN, VALWOOD, IH 35E, IH 635, INWOOD, LUNA, MARSH, & MIDWAY	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	$495,255	$0	$0	$495,255	$0	09/2026	DID NOT OBLIGATE IN FY2026	AFA EXECUTION PENDING; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; SCHEDULE UPDATE PENDING
24036.4	0918-47-550	IRVING	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	ALONG FREEPORT PKWY, IRVING BLVD, SECOND, AND MACARTHUR BLVD	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	$163,779	$0	$0	$163,779	$0	09/2026	DID NOT OBLIGATE IN FY2026	AFA EXECUTION PENDING; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; SCHEDULE UPDATE PENDING

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24036.5	0918-47-551	LANCASTER	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	ALONG BELT LINE RD, PLEASANT RUN RD, AND HOUSTON SCHOOL RD	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	$230,375	$0	$0	$230,375	$0	09/2026	DID NOT OBLIGATE IN FY2026	AFA EXECUTION PENDING; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; SCHEDULE UPDATE PENDING
11651.7	0918-47-277	CARROLLTON	DALLAS	E	VA	ON KELLY BLVD FROM COTTON BELT TRAIL	PURPLE TRAIL	CONSTRUCT SHARED USE PATH	$500,000	$0	$0	$500,000	$0	10/2026	DID NOT OBLIGATE IN FY2026	DETAILED PROJECT SCHEDULE PENDING; AFA EXECUTION PENDING; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
24004	0918-24-310	DALLAS	DALLAS	R	CS	ON FRANKFORD ROAD AT DNT/DALLAS PARKWAY		CONSTRUCT ADDITIONAL LANE ON SOUTHBOUND DALLAS PKWY FROM DNT EXIT RAMP; CONSTRUCT RIGHT TURN LANE AT SB DALLAS PKWY AT FRANKFORD RD; IMPROVE GEOMETRY AT NB DALLAS PKWY AT FRANKFORD RD BY ADDING PROTECTIVE BARRIER AND IMPROVE PEDESTRIAN INFRASTRUCTURE	$125,000	$0	$0	$125,000	$0	10/2026	DID NOT OBLIGATE IN FY2026	WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; AFA EXECUTED; CITY WORKING ON 95% SCHEMATIC; SCHEDULE UPDATE PENDING
24045	0918-47-557	DALLAS	DALLAS	E	CS	EAST CAMP WISDOM ROAD	AT UNIVERSITY HILLS BLVD	CONSTRUCT INTERSECTION IMPROVEMENTS (REMOVAL OF FREE FLOW RIGHT TURN LANES) AND PEDESTRIAN IMPROVEMENTS (PAVEMENT MARKINGS, MEDIAN REFUGE ISLANDS)	$320,000	$0	$80,000	$400,000	$0	10/2026	DID NOT OBLIGATE IN FY2026	AFA EXECUTION PENDING; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; SCHEDULE UPDATE PENDING
25092	0918-47-363	DALLAS	DALLAS	E	VA	DEEP ELLUM PARKING IMPROVEMENTS; FROM ELM ST	IH 30	CONSTRUCT NEW PARKING FACILITIES IN THE VACANT LAND UNDER IH 345 AND CONSTRUCT IMPROVEMENTS TO THE EXISTING PARKING LOTS UNDER IH 345, INCLUDING ELECTRIC VEHICLES CHARGING TECHNOLOGY, PARKING METERS, WAYFINDING, AND OTHER INNOVATIVE IMPROVEMENTS	$500,000	$0	$0	$500,000	$0	10/2026	DID NOT OBLIGATE IN FY2026	PROJECT ON HOLD PENDING COORDINATION BETWEEN NCTCOG, TXDOT, AND CITY OF DALLAS; WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; SCHEDULE UPDATE PENDING
83216.1	0047-07-252	DALLAS	DALLAS	E	US 75	AT HASKELL AVE		CONSTRUCT SIGNAL IMPROVEMENTS; INSTALL CONCRETE TRAFFIC BARRIER FOR PROTECTED SIDEWALKS; EXTEND SOUTHBOUND LEFT TURN BAY AND NEW FIBER OPTIC CONNECTIVITY FOR ITS AND IMPROVE CROSSWALKS AND SIDEWALKS	$240,000	$60,000	$0	$300,000	$0	10/2026	DID NOT OBLIGATE IN FY2026	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; TXDOT AWAITING CONTACT FROM CITY TO DRAFT AFA; SCHEDULE UPDATE PENDING
24034.1	0902-90-361	FORT WORTH	FORT WORTH	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	CITYWIDE	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	$6,200,027	$0	$0	$6,200,027	$0	11/2026 ~~08/2026~~	DID NOT OBLIGATE IN FY2026	AFA EXECUTED; FPAA PENDING; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; SCHEDULE UPDATE PENDING
24036.7	0902-90-362	NORTH RICHLAND HILLS	FORT WORTH	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	ALONG GLENVIEW DR, HOLIDAY LN, SMITHFIELD, RUFE SNOW DR, AND IRON HORSE	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	$258,985	$0	$0	$258,985	$0	11/2026 ~~09/2026~~	DID NOT OBLIGATE IN FY2026	AFA EXECUTED; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
14077	0918-24-249	ANNA	DALLAS	R	CS	FERGUSON PKWY FROM ELM STREET	THE COLLIN COUNTY OUTER LOOP	FROM ELM ST TO TAYLOR ST: RECONSTRUCT AND WIDEN 2 TO 4 LANE (6 LANE ULTIMATE); FROM TAYLOR ST TO COLLIN CO OUTER LOOP: CONSTRUCT 0 TO 4 LANE ROAD (6 LANE ULTIMATE), INCLUDING NEW SIDEWALKS AND 0 TO 6 LANE BRIDGE OVER SLAYTER CREEK	$4,312,000	$0	$1,078,000	$5,390,000	$0	12/2026 ~~03/2026~~	DID NOT OBLIGATE IN FY2026	ENVIRONMENTAL CLEARANCE RECEIVED SEPTEMBER 2026; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; AFA AMENDMENT PENDING, AND OBLIGATION CANNOT OCCUR UNTIL IT IS EXECUTED
21029	0918-47-370	DALLAS	DALLAS	C	VA	PEDESTRIAN ROUTES TO RAIL STATIONS AT DALLAS ZOO DART STATION		CONSTRUCT SIDEWALKS AND OTHER PEDESTRIAN IMPROVEMENTS AT AND AROUND THE DALLAS ZOO DART STATION/SOUTHERN GATEWAY PUBLIC GREEN AND MAKE SYSTEM CONNECTIONS TO THE PEROT MUSEUM/KLYDE WARREN PARK	$3,600,000	$0	$0	$3,600,000	$0	12/2026	DID NOT OBLIGATE IN FY2026	CITY WORKING ON 95% PS&E; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT

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24036.8	0918-47-553	BALCH SPRINGS	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	ALONG ELAM, LAKE JUNE, AND BELT LINE RD	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	$217,700	$0	$0	$217,700	$0	12/2026 ~~09/2026~~	DID NOT OBLIGATE IN FY2026	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
24042	0918-47-556	BALCH SPRINGS	DALLAS	E	CS	ON ELAM ROAD FROM PEACHTREE ROAD	PIONEER ROAD	FEASIBILITY STUDY TO IDENTIFY NEEDED SAFETY AND CORRIDOR IMPROVEMENTS	$1,600,000	$0	$400,000	$2,000,000	$0	12/2026 ~~10/2026~~ ~~03/2026~~	DID NOT OBLIGATE IN FY2026	WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
24058	0902-90-374	FORT WORTH	FORT WORTH	R	CS	MEACHAM BLVD FROM BLUE MOUND ROAD	IH 35W	RECONSTRUCT AND WIDEN 2/4 LANE TO 4 LANE ROADWAY; CONSTRUCT INTERSECTION IMPROVEMENTS AT BLUE MOUND ROAD; RECONSTRUCT TRAFFIC SIGNAL AT MARK IV PKWY; CONSTRUCT SHARED USE PATH AND SIDEWALKS	$1,200,000	$0	$300,000	$1,500,000	$0	12/2026 ~~10/2026~~	DID NOT OBLIGATE IN FY2026	AFA COMPLETED; 90% SCHEMATIC COMMENTS WITH CITY FOR REVIEW; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
11554.3	0918-00-462	NCTCOG	DALLAS	E	VA	AUTOMATED TRANSPORTATION SYSTEM INITIATIVE		ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED AUTOMATED TRANSPORTATION SYSTEMS (ATS) IN THE DFW REGION AND EVALUATE CONNECTIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS; INCLUDES PROJECT PLANNING AND DEVELOPMENT SUPPORT FOR ATS	$250,000	$0	$0	$250,000	$0	01/2027 ~~09/2026~~	DID NOT OBLIGATE IN FY2026	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; SCHEDULE UPDATE PENDING
11615.4	0918-00-456	NCTCOG	DALLAS	I	VA	REGIONAL GEOSPATIAL IMAGERY: DATA COLLECTION/PLANNING		DATA COLLECTION/PLANNING COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES, AND SUPPORT VARIOUS ADDITIONAL ANALYTICAL TRANSP PLANNING ACTIVITIES	$1,150,000	$287,500	$0	$1,437,500	$0	01/2027 ~~08/2026~~	DID NOT OBLIGATE IN FY2026	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
11651.8	0902-90-386	NCTCOG	FORT WORTH	I	VA	DFW DISCOVERY TRAIL FROM DOWNTOWN FORT WORTH TO DOWNTOWN DALLAS	COTTON BELT TRAIL FROM DOWNTOWN FORT WORTH TO SHILOH RD PLANO	INSTALL WAYFINDING SIGNAGE FOR DFW DISCOVERY TRAIL AND DEVELOP WAYFINDING SIGNAGE PLAN FOR COTTON BELT TRAIL; INSTALL PEDESTRIAN AND BICYCLE COUNT EQUIPMENT FOR DFW DISCOVERY TRAIL AND COTTON BELT TRAIL INCLUDING HARDWARE AND SOFTWARE FOR DATA PROCESSING	$775,000	$0	$0	$775,000	$0	01/2027 ~~08/2026~~	DID NOT OBLIGATE IN FY2026	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
11657.2	0918-00-483	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	$1,050,000	$0	$0	$1,050,000	$0	01/2027 ~~08/2026~~	DID NOT OBLIGATE IN FY2026	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
11692.1	0918-00-426	NCTCOG	DALLAS	I	VA	REGIONAL PARKING MANAGEMENT TOOLS & STRATEGIES PROGRAM		CONDUCT DATA COLLECTION AND/OR PLANNING TO DEVELOP AND IMPLEMENT DATA DRIVEN TOOLS AND STRATEGIES TO SUPPORT PUBLIC SECTOR IN MANAGEMENT OF PARKING AT MULTIMODAL LOCATIONS	$550,000	$0	$0	$550,000	$0	01/2027 ~~09/2026~~ ~~12/2025~~	DID NOT OBLIGATE IN FY2026	DELAYED FROM FY2025; AFA EXECUTION PENDING; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
11694.1	0918-00-455	NCTCOG	DALLAS	I	VA	PLANNING FOR REGIONAL AQ INITIATIVES; RESEARCH AND IMPLEMENT INITIATIVES TO IMPROVE AQ AND ATTAIN FEDERAL STANDARDS,	INCLUDING STRATEGIES TO SUPPORT INCREASED ADOPTION OF ZERO-EMISSION AND OTHER LOW-EMISSION VEHICLES, RESEARCH AND	IMPLEMENTATION OF NEW EMISSIONS-REDUCING TRANSPORTATION TECHNOLOGIES, DEVELOPMENT OF REGIONAL RESOURCES TO ADVANCE EMISSIONS-REDUCING EFFORTS, AND COORDINATION EFFORTS ACROSS LOCAL STAKEHOLDERS	$3,200,000	$0	$0	$3,200,000	$0	01/2027 ~~09/2026~~ ~~06/2026~~	DID NOT OBLIGATE IN FY2026	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT

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14038.2	0902-00-343	NCTCOG	FORT WORTH	I	VA	REGIONAL SAFETY PROGRAM PLANNING		INCLUDING RESEARCH, REGIONAL DATA TOOLS AND ANALYSIS, DRIVE AWARE NORTH TEXAS SAFETY CAMPAIGN, STRATEGIC TARGETING OF AGGRESSIVE DRIVING AND ROAD RAGE AND SAFETY EQUIPMENT	$5,005,000	$0	$0	$5,005,000	$0	01/2027 ~~08/2026~~ ~~12/2025~~	DID NOT OBLIGATE IN FY2026	DELAYED FROM FY2025; AFA AMENDMENT EXECUTED; DETAILED PROJECT SCHEDULE PENDING
21082	0918-47-352	DALLAS	DALLAS	C	CS	ON COPENHAGEN AVE FROM E BELT LINE ROAD	SOUTH OF DART ROW	CONSTRUCT 0 TO 4 LANE ROADWAY	$1,200,000	$0	$300,000	$1,500,000	$0	01/2027	DID NOT OBLIGATE IN FY2026	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; CITY WORKING ON 60% PS&E; SCHEDULE UPDATE PENDING
24036.3	0918-47-549	GARLAND	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; ALONG BELT LINE RD, BOBTOWN RD, BROADWAY BLVD,	SH 78/GARLAND AVE, LAVON DR, BUCKINGHAM RD, JUPITER RD, NW HWY, FIRST ST, SH 66, SHILOH RD, CASTLE, & PLEASANT VALLEY RD	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	$895,434	$0	$0	$895,434	$0	01/2027 ~~08/2026~~ ~~12/2025~~	DID NOT OBLIGATE IN FY2026	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; SCHEDULE UPDATE PENDING
11624	0918-47-422	DALLAS	DALLAS	C	CS	S LANCASTER RD FROM E KIEST BLVD	E LEDBETTER DR	CONSTRUCT PEDESTRIAN CONNECTIONS SUCH AS CROSSWALKS AND ADA RAMP AND ASSOCIATED IMPROVEMENTS AND PEDESTRIAN LIGHTING	$1,720,000	$0	$0	$1,720,000	$0	02/2027	DID NOT OBLIGATE IN FY2026	CITY WORKING ON 95% PS&E RESUBMITTAL; WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
24007	0918-47-514	DALLAS	DALLAS	C	CS	ON HARRY HINES BLVD AND	WITHIN 1-MILE RADIUS AROUND SOUTHWEST MEDICAL DISTRICT/HARRY HINES BLVD	UPDATE ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS) TO ACCOMMODATE AND INTEGRATE SIGNAL PREEMPTION AND CLOUD-BASED IMPROVEMENTS TO THE CITY'S SIGNAL SYSTEM; CONSTRUCT SIGNAL IMPROVEMENTS TO GIVE EMERGENCY VEHICLES PRIORITY IN THE CORRIDOR	$10,000,000	$0	$0	$10,000,000	$0	02/2027 ~~12/2025~~	DID NOT OBLIGATE IN FY2026	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; SCHEDULE UPDATE PENDING
21063	0918-47-368	DALLAS	DALLAS	C	CS	CAMP WISDOM RD FROM US 67	WESTMORELAND RD	RECONSTRUCT AND WIDEN SIDEWALKS, INSTALL PEDESTRIAN LIGHTING, AND RECONSTRUCT/UPGRADE CROSSWALKS AND ASSOCIATED TRAFFIC SIGNAL INFRASTRUCTURE	$3,000,000	$0	$750,000	$3,750,000	$0	03/2027 ~~12/2026~~	DID NOT OBLIGATE IN FY2026	CITY WORKING ON 95% PS&E; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
21070	0918-47-387	RICHARDSON	DALLAS	C	CS	JUPITER ROAD AT CAMPBELL ROAD		INTERSECTION IMPROVEMENTS INCLUDING CONSTRUCTION OF NEW DEDICATED RIGHT-TURN LANES ON EB CAMPBELL ROAD & SB JUPITER ROAD	$1,788,000	$0	$447,000	$2,235,000	$0	03/2027 ~~08/2026~~ ~~03/2026~~	DID NOT OBLIGATE IN FY2026	DELAYED FROM FY2025; CITY WORKING TO RELOCATE UTILITIES; CITY WORKING ON 100% PS&E; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
24022	0902-90-335	FORT WORTH	FORT WORTH	E	CS	ON LTJG BARNETT AT NAVAL AIR STATION JOINT RESERVE BASE FORT WORTH EAST GATE		CONSTRUCT SECOND BRIDGE AT EAST SIDE OF ENTRANCE TO NASJRB FORT WORTH	$2,000,000	$0	$0	$2,000,000	$0	03/2027 ~~09/2026~~ ~~03/2026~~	DID NOT OBLIGATE IN FY2026	AFA EXECUTION PENDING; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
24036.6	0918-47-552	LEWISVILLE	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM ALONG BUS 121, FM 3040, FM 1171, SRT, BELLAIRE,	CORPORATE, VISTA RIDGE MALL, OLD ORCHARD, FM 2181, FOX MILL, COLLEGE AND VARIOUS OTHER ROADS	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	$194,700	$0	$0	$194,700	$0	03/2027 ~~09/2026~~	DID NOT OBLIGATE IN FY2026	AFA EXECUTION PENDING; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
24043	0918-46-361	FRISCO	DALLAS	R	VA	ON LEGACY DRIVE FROM MAIN STREET	PANTHER CREEK PARKWAY	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES	$160,000	$0	$40,000	$200,000	$0	03/2027	DID NOT OBLIGATE IN FY2026	AFA EXECUTION PENDING; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; SCHEDULE UPDATE PENDING
24046	0918-46-360	LEWISVILLE	DALLAS	E	CS	ON MILL STREET FROM PURNELL STREET	HARVARD STREET	RECONSTRUCT 4 LANE TO 3 LANE ROADWAY WITH ON STREET PARKING, SIDEWALKS, BICYCLE LANES, AND BUMP OUTS	$3,500,000	$0	$0	$3,500,000	$0	04/2027 ~~10/2026~~	DID NOT OBLIGATE IN FY2026	AFA EXECUTION PENDING; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
11651.6	0918-47-533	DALLAS CO	DALLAS	E	VA	COTTON BELT TRAIL FROM WEST OF THE S MACARTHUR BLVD/E BELT LINE RD INTERSECTION	MCINNISH PARK	CONSTRUCT SHARED USE PATH	$1,500,000	$0	$0	$1,500,000	$0	06/2027 ~~06/2026~~	DID NOT OBLIGATE IN FY2026	AFA EXECUTION PENDING; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT

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STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11613.3	0918-00-442	NCTCOG	DALLAS	I	VA	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVMNT INCL NCTCOG STAFF TIME & CONSULTANT ASST TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT; MOVMNT	DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR FREIGHT PARTNERS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUC & OVERSIGHT OF PARTNER IMPL PROJECTS	$2,625,000	$0	$0	$2,625,000	$0	08/2027 ~~09/2026~~	DID NOT OBLIGATE IN FY2026	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
11618.2	0918-00-429	TXDOT-DALLAS	DALLAS	I	VA	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	$5,100,000	$1,275,000	$0	$6,375,000	$0	08/2027 ~~08/2026~~	DID NOT OBLIGATE IN FY2026	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
11647.2	0918-00-435	NCTCOG	DALLAS	I	VA	LAND USE/TRANS & BIKE/PED INITIATIVES INCLUDES BICYCLE/PED PLANNING & PROGRAMMING, & TRANSIT ORIENTED DEVELOPMENT	TECHNICAL ASSISTANCE, REGIONAL BIKE/PED SAFETY PROGRAM/LOOK OUT TEXANS, IMPL OF SUSTAINABLE DEV, REGIONAL WAYFINDING	ADA COMPLIANCE; COLLECT & ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, TARGETED SAFETY EDUCATION FOR ISDS AND TEEN DRIVERS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	$3,110,000	$0	$0	$3,110,000	$0	08/2027 ~~09/2026~~	DID NOT OBLIGATE IN FY2026	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
16007	0902-00-352	NCTCOG	FORT WORTH	I	VA	SPECIAL EVENTS MANAGEMENT; REGIONWIDE		INCLUDING MEASURES SUCH AS EXTENDED TRANSIT SERVICE FOR EVENTS, STAGING OF TOW TRUCKS TO CLEAR INCIDENTS QUICKLY, CLEARING ROADWAYS QUICKLY AFTER INCIDENTS, ETC. TO REDUCE CONGESTION DURING SPECIAL EVENTS; INCLUDES NCTCOG STAFF TIME	$600,000	$0	$0	$600,000	$0	08/2027	DID NOT OBLIGATE IN FY2026	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
16008.1	0918-00-495	NCTCOG	DALLAS	I	VA	SYSTEM MNGR SUPP SERVICES TO ENSURE SYSTEMS WORK AS INTENDED AND CAN COMMUNICATE WITH EACH OTHER ACROSS THE REGION	CONTRACT SERVICES TO PROVIDE OVERSIGHT FOR IMPLEMENTATION OF REGIONAL TSMO DATA EXCHANGE, TRANSPORTATION MGMT SYSTEM,	C2C APPS, EVENT MGMT APPS, 511DFW, WORK ZONE DATA EXCHANGE, CONNECTED VEHICLE SYSTEMS TO SUPPORT REGIONAL EFFORTS INCLUDING PLANNING, PROCUREMENT, IMPLEMENTATION, VALIDATION, AND OPERATIONS	$700,000	$0	$0	$700,000	$0	08/2027	DID NOT OBLIGATE IN FY2026	FUNDING NOT NEEDED IN 2026 SINCE 2025 FUNDS WILL START BEING SPENT IN 2026; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
24063	0902-90-383	NORTH RICHLAND HILLS	FORT WORTH	C	VA	SMITHFIELD FROM MID-CITIES BLVD	TEXRAIL LINE	CONSTRUCT PEDESTRIAN AND STREETSCAPE IMPROVEMENTS, INCLUDING NEW AND WIDENED SIDEWALKS, TREES AND STREET LIGHTING	$2,000,000	$0	$0	$2,000,000	$0	09/2027 ~~06/2027~~	DID NOT OBLIGATE IN FY2026	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; AFA EXECUTION PENDING
25066.2	0581-01-157	DALLAS	DALLAS	C	SL 12	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS	$789,800	$197,450	$0	$987,250	$0	09/2027 ~~09/2026~~	DID NOT OBLIGATE IN FY2026	CITY WORKING ON 100% PS&E; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
14002	0918-47-208	DALLAS CO	DALLAS	R	CS	ON WINTERGREEN RD FROM JEFFERSON STREET	WEST OF CARPENTER ROAD	RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN	$3,702,280	$0	$925,570	$4,627,850	$0	10/2027 ~~08/2026~~ ~~03/2026~~	DID NOT OBLIGATE IN FY2026	COUNTY WORKING ON 95% PS&E; ENVIRONMENTAL CLEARANCE EXPECTED SEPTEMBER 2027; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
14054	0902-90-148	FORT WORTH	FORT WORTH	C	CS	HORNE STREET FROM VICKERY BLVD	CAMP BOWIE BLVD	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS	$5,211,554	$0	$0	$5,211,554	$0	11/2027 ~~12/2027~~ ~~02/2027~~	DID NOT OBLIGATE IN FY2026	95% PLANS BEING WORKED ON; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
14054	0902-90-343	FORT WORTH	FORT WORTH	C	CS	HORNE STREET FROM VICKERY BLVD	CAMP BOWIE BLVD	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS	$5,152,500	$0	$1,288,125	$6,440,625	$0	11/2027 ~~12/2027~~ ~~02/2027~~	DID NOT OBLIGATE IN FY2026	95% PLANS BEING WORKED ON; WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT

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STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21007	0014-01-026	FORT WORTH	FORT WORTH	C	VA	MAIN STREET (BUS 287) FROM THE TRINITY RIVER	WEATHERFORD STREET	TRAFFIC CALMING AND CURB EXTENSIONS (CROSSWALK BULB OUTS) TO REDUCE TRAFFIC LANE WIDTHS; ADJUSTING TURNING RADIUS OF MAIN ST AND ELIMINATE BAIL OUT LANE; NEW STAMPED CONCRETE PAVEMENT ON BELKNAP ST; TRAFFIC SIGNALS AT MULTIPLE INTERSECTIONS	$2,640,000	$660,000	$0	$3,300,000	$0	07/2028 ~~08/2027~~	DID NOT OBLIGATE IN FY2026	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT; CITY WORKING ON 95% PS&E
21090	0902-90-222	FORT WORTH	FORT WORTH	C	VA	STOP SIX IMPROVEMENTS; ON MILLER AVENUE FROM EAST ROSEDALE STREET	WINDOWMERE STREET	RECONSTRUCT 2 TO 2 LANES AS A CONTEXT SENSITIVE ROADWAY, INCLUDING SIDEWALKS AND LIGHTING	$520,000	$0	$130,000	$650,000	$0	09/2028 ~~05/2028~~	DID NOT OBLIGATE IN FY2026	WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
21091	0902-90-221	FORT WORTH	FORT WORTH	C	VA	STOP SIX IMPROVEMENTS; ON RAMEY AVENUE FROM SOUTH HUGHES AVENUE	SOUTH EDGEWOOD TERRACE	RECONSTRUCT 2 TO 2 LANES AS A CONTEXT SENSITIVE ROADWAY, INCLUDING SIDEWALKS AND LIGHTING	$640,000	$0	$160,000	$800,000	$0	09/2028 ~~05/2028~~	DID NOT OBLIGATE IN FY2026	WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
21033	0902-90-223	FORT WORTH	FORT WORTH	C	VA	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,	POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST	DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	$800,000	$0	$0	$800,000	$0	10/2028	DID NOT OBLIGATE IN FY2026	WAS DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
14070.1	0196-07-036	DALLAS	DALLAS	C	SS 366	SS 366 FRONTAGE ROADS FROM WEST OF AKARD STREET	ST PAUL STREET	CONSTRUCT TRAFFIC SIGNALS AND ADD FIBER OPTIC NETWORK FOR ITS IMPROVEMENTS	$3,053,592	$0	$763,398	$3,816,990	$0	12/2028 ~~06/2026~~	DID NOT OBLIGATE IN FY2026	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
11699.2	0902-00-360	FWTA	FORT WORTH	T	VA	REGIONAL VANPOOL PROGRAM FOR (WESTERN SUBREGION)		OPERATE VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; INCLUDES COST OF VEHICLE LEASING AND PART OF ADMINISTRATIVE COSTS	$682,000	$0	$0	$682,000	$0	01/2030 ~~03/2026~~	DID NOT OBLIGATE IN FY2026	DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
11684.2	0081-12-053	FORT WORTH	FORT WORTH	E	IH 35W	IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD		CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE	$758,953	$0	$0	$758,953	$0	N/A ~~10/2026~~	DID NOT OBLIGATE IN FY2026	PROJECT TO BE CANCELED VIA THE FEBRUARY 2027 TIP MODIFICATION CYCLE DUE TO DRASTICALLY INCREASED COSTS
11684.2	0081-12-053	FORT WORTH	FORT WORTH	ENV	IH 35W	IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD		CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE	$100,000	$0	$0	$100,000	$0	N/A ~~10/2026~~	DID NOT OBLIGATE IN FY2026	PROJECT TO BE CANCELED VIA THE FEBRUARY 2027 TIP MODIFICATION CYCLE DUE TO DRASTICALLY INCREASED COSTS
								TOTAL	**$375,134,448**	**$14,270,736**	**$34,852,202**	**$424,257,386**	**$232,311,221**			

TOTAL CLOSEOUTS/WITHDRAWALS	**($5,654,185)**
TOTAL PROJECT ADJUSTMENTS	**($5,868,461)**
TOTAL OBLIGATED IN FY2026	**$232,311,221**
TOTAL DID NOT OBLIGATE IN FY2026	**$128,287,099**

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TASA FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
40080	0902-90-291	ARLINGTON	FORT WORTH	C	CS	ALLEN AVE FROM E MAYFIELD RD	E ARBROOK BLVD	CONSTRUCT NEW SIDEWALKS	$957,427	$0	$239,356	$1,196,783	$957,427	01/2026 (ACTUAL)	OBLIGATED (2026)	DELAYED FROM FY2025; 2022 TA SET ASIDE CALL FOR PROJECTS
40082	0902-90-293	FORT WORTH	FORT WORTH	C	VA	AM PATE ELEMENTARY SCHOOL SRTS PROJECT BOUNDED BY E BARRY ST ON THE NORTH	VILLAGE CREEK RD ON THE EAST, FRESHFIELD RD ON THE SOUTH, WIMAN DR ON THE WEST	CONSTRUCT NEW SIDEWALKS	$1,043,908	$0	$260,977	$1,304,885	$660,302	02/2026 (ACTUAL)	OBLIGATED (2026)	2022 TA SET ASIDE CALL FOR PROJECTS
40088	0918-47-472	DALLAS CO	DALLAS	C	VA	CHALK HILL TRAIL PHASE 1A ALONG FORMER RAILROAD ROW FROM GINGER AVE TO S COCKRELL HILL RD	AND ALONG S COCKRELL HILL RD FROM FORMER RAILROAD ROW TO W ILLINOIS AVE	CONSTRUCT NEW SHARED-USE PATH, RECONSTRUCT EXISTING SIDEWALK, AND BICYCLE AND PEDESTRIAN INTERSECTION IMPROVEMENTS	$3,412,553	$0	$853,138	$4,265,691	$1,462,163	03/2026 (ACTUAL)	OBLIGATED (2026)	2022 TA SET ASIDE CALL FOR PROJECTS
40087	0918-47-471	SUNNYVALE	DALLAS	C	VA	SUNNYVALE RAILS TO TRAILS PROJECT; BOUNDED BY NANCE RD ON THE NORTH	FORMER RAILROAD ROW ON THE EAST, E TRIPP RD ON THE SOUTH, AND WEST OF COLLINS RD ON THE WEST	CONSTRUCT NEW SEGMENTS OF SHARED-USE PATHS, BICYCLE AND PEDESTRIAN SIGNALIZATION, AND NEW SIDEWALK CONNECTIONS TO SUNNYVALE ELEMENTARY, INTERMEDIATE, AND HIGH SCHOOLS	$1,791,299	$0	$447,824	$2,239,123	$918,842	05/2026 (ACTUAL) ~~02/2026~~	OBLIGATED (2026)	DELAYED FROM FY2025; 2022 TA SET ASIDE CALL FOR PROJECTS
40089	0918-47-473	DALLAS CO	DALLAS	C	VA	CENTRAL TRAIL EXTENSION ALONG BUCKINGHAM RD FROM DART LIGHT RAIL CROSSING TO S GREENVILLE AVE	ALONG S GREENVILLE AVE FROM BUCKINGHAM RD TO WALNUT ST, AND ALONG WALNUT ST FROM S GREENVILLE AVE TO ABRAMS RD	CONSTRUCT NEW SIDEWALK, BICYCLE AND PEDESTRIAN SIGNALIZATION AND INTERSECTION IMPROVEMENTS, AND NEW SHARED-USE PATH	$6,473,650	$0	$0	$6,473,650	$5,886,863	07/2026 (ACTUAL) ~~06/2026~~ ~~03/2026~~	OBLIGATED (2026)	2022 TA SET ASIDE CALL FOR PROJECTS
40085	0918-24-296	ALLEN	DALLAS	C	VA	ROWLETT CREEK TRAIL FROM EXISTING TERMINUS AT MCDERMOTT DRIVE	EXISTING BLUEBONNET TRAIL AT US 75	CONSTRUCT NEW SEGMENTS OF SHARED-USE PATHS AND SHARED-USE BRIDGES OVER ROWLETT CREEK	$3,200,000	$0	$800,000	$4,000,000	$3,200,000	08/2026 (ACTUAL) ~~04/2026~~ ~~01/2026~~	OBLIGATED (2026)	DELAYED FROM FY2025; 2022 TA SET ASIDE CALL FOR PROJECTS
40084	0902-90-296	FORT WORTH	FORT WORTH	C	CS	OAKLAND/MILLER SRTS PROJECT; ALONG MILLER AVE FROM ROSEDALE ST	EASTLAND STREET	RESTRIPE ROADWAY TO IMPROVE BICYCLE SAFETY AND ADD SAFETY COUNTERMEASURES TO EXISTING BICYCLE LANES, INCLUDING LANE SEPARATORS, CONSTRUCT NEW BICYCLE AND PEDESTRIAN SIGNALIZATION, NEW ROUNDABOUT AND INTERSECTION IMPROVEMENTS	$800,000	$0	$200,000	$1,000,000	$800,000	09/2026 (ACTUAL) ~~05/2026~~ ~~02/2026~~	OBLIGATED (2026)	2022 TA SET ASIDE CALL FOR PROJECTS; PROJECT WAS RE-BID DUE TO NO BIDS BEING RECEIVED AFTER FIRST ADVERTISEMENT
40084.1	0902-90-350	FORT WORTH	FORT WORTH	C	CS	OAKLAND/MILLER SRTS PROJECT; ALONG OAKLAND BLVD FROM E 1ST STREET	E ROSEDALE STREET	RESTRIPE ROADWAY TO IMPROVE BICYCLE SAFETY AND ADD SAFETY COUNTERMEASURES TO EXISTING BICYCLE LANES INCLUDING LANE SEPARATORS, CONSTRUCT NEW BICYCLE AND PEDESTRIAN SIGNALIZATION AND INTERSECTION IMPROVEMENTS	$1,200,000	$0	$300,000	$1,500,000	$1,200,000	09/2026 (ACTUAL) ~~05/2026~~ ~~02/2026~~	OBLIGATED (2026)	2022 TA SET ASIDE CALL FOR PROJECTS; PROJECT WAS RE-BID DUE TO NO BIDS BEING RECEIVED AFTER FIRST ADVERTISEMENT
40086	0918-47-470	GARLAND	DALLAS	C	VA	GARLAND NEW SIDEWALK AT DART DOWNTOWN STATION BOUNDED BY CASTLE DR ON THE NORTH	N COUNTRY CLUB RD ON THE EAST, STATE ST ON THE SOUTH, N 4TH ST ON THE WEST	CONSTRUCT SIDEWALKS AND PEDESTRIAN SAFETY IMPROVEMENTS AT AND AROUND THE DOWNTOWN GARLAND DART STATION	$3,344,389	$0	$836,097	$4,180,486	$0	12/2026 ~~06/2026~~	DID NOT OBLIGATE IN FY2026	2022 TA SET ASIDE CALL FOR PROJECTS; CITY WORKING ON 100% PS&E RESUBMITTAL; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
40102	0918-00-500	RICHARDSON	DALLAS	E	VA	RICHARDSON CITYWIDE SAFE ROUTES TO SCHOOL PROGRAM		DEVELOP MULTIPLE SAFE ROUTES TO SCHOOL PLANS WITHIN THE CITY OF RICHARDSON	$400,000	$0	$100,000	$500,000	$0	04/2027 ~~09/2026~~	DID NOT OBLIGATE IN FY2026	2025 TA SET ASIDE CALL FOR PROJECTS; AFA EXECUTION PENDING; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
40090	0918-46-348	FRISCO	DALLAS	C	VA	IRON HORSE TRAIL FROM STONEBROOK PKWY	ROCK CREEK PKWY	CONSTRUCTION OF A NEW SHARED-USE PATH ALONG STEWART CREEK	$4,200,000	$0	$1,050,000	$5,250,000	$0	06/2027 ~~08/2026~~	DID NOT OBLIGATE IN FY2026	2022 TA SET ASIDE CALL FOR PROJECTS; CITY WORKING ON 95% PS&E; DELAYED VIA THE 2027-2030 TIP DEVELOPMENT
								TOTAL	**$26,823,226**	**$0**	**$5,087,392**	**$31,910,618**	**$15,085,597**			

TOTAL CLOSEOUTS/WITHDRAWALS	**($242,440)**
TOTAL PROJECT ADJUSTMENTS	**($1,243,553)**
TOTAL OBLIGATED IN FY2026	**$15,085,597**
TOTAL DID NOT OBLIGATE IN FY2026	**$7,944,389**

Sorted by Obligation Status, then Estimated Start Date
Obligations and Estimated Start Dates as of 10/26/2026
Yellow rows represent project phases delayed beyond the RTC established deadline for construction

CRP FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2026

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
24030	0902-00-385	FWTA	FORT WORTH	T	VA	NEW TEXRAIL VEHICLES FOR TEXRAIL LINE		PURCHASE 4 NEW PASSENGER RAIL VEHICLES FOR TEXRAIL TO ENABLE EXPANSION OF SERVICE FROM EXISTING T&P STATION TO NEAR SOUTHSIDE STATION IN THE FORT WORTH MEDICAL DISTRICT	$1,701,101	$0	$0	$1,701,101	$1,701,101	06/2026 (ACTUAL)	OBLIGATED (2026)	UNOBLIGATED BALANCE OF FY2025 FUNDING ADDED UNDER NEW CSJ
24030	0902-00-392	FWTA	FORT WORTH	T	VA	NEW TEXRAIL VEHICLES FOR TEXRAIL LINE		PURCHASE 4 NEW PASSENGER RAIL VEHICLES FOR TEXRAIL TO ENABLE EXPANSION OF SERVICE FROM EXISTING T&P STATION TO NEAR SOUTHSIDE STATION IN THE FORT WORTH MEDICAL DISTRICT	$1,265,364	$0	$0	$1,265,364	$1,265,364	06/2026 (ACTUAL) ~~03/2026~~	OBLIGATED (2026)	
25072.4	0918-47-562	DART	DALLAS	T	VA	CNG BUS FLEET REPLACEMENT		CNG BUS FLEET REPLACEMENT	$17,000,000	$0	$0	$17,000,000	$16,864,931	08/2026 (ACTUAL) ~~03/2026~~	OBLIGATED (2026)	ALL OF THE REGION'S CRP FUNDS HAVE BEEN OBLIGATED, SO REMAINDER OF FUNDING OBLIGATED AS STBG
								TOTAL	**$19,966,465**	**$0**	**$0**	**$19,966,465**	**$19,831,396**			

TOTAL CLOSEOUTS/WITHDRAWALS	**$0**
TOTAL PROJECT ADJUSTMENTS	**$0**
TOTAL OBLIGATED IN FY2026	**$19,831,396**
TOTAL DID NOT OBLIGATE IN FY2026	**$0**

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CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2027

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11630.7	2964-01-052	GRAND PRAIRIE	DALLAS	C	SH 161	ON FRONTAGE ROADS FROM IH 20	IH 30	INSTALL 6 NEW DMS AND 2 NEW CCTV CAMERAS ALONG SH 161 NB AND SB FRONTAGE ROADS INCLUDING SH 180 AND JEFFERSON	$1,363,571	$340,893	$0	$1,704,464	$0	11/2026	EXPECTED TO OBLIGATE IN FY2027	CITY WORKING ON 100% PLANS
14024	0918-47-240	SACHSE	DALLAS	C	CS	ON MERRITT RD/WOODBRIDGE PKWY FROM PLEASANT VALLEY ROAD	NORTH OF SACHSE ROAD	RECONSTRUCT AND WIDEN 2 TO 4 LANE DIVIDED URBAN; INTERSECTION, SIGNAL, AND SHARED-USE PATH IMPROVEMENTS ALONG MERRITT ROAD, INCLUDING ILLUMINATION AND MEDIAN LANDSCAPE	$1,201,700	$0	$300,425	$1,502,125	$0	11/2026	EXPECTED TO OBLIGATE IN FY2027	TXDOT REVIEWING 100% PS&E
14065	0918-47-274	DALLAS	DALLAS	C	VA	SOPAC TRAIL FROM INTERSECTION OF GREENVILLE AVENUE AND MEADOW	NORTHAVEN TRAIL	CONSTRUCT SHARED USE PATH	$3,600,000	$0	$0	$3,600,000	$0	12/2026	EXPECTED TO OBLIGATE IN FY2027	CITY WORKING ON 95% PS&E
11616.2	0902-00-429	NCTCOG	FORT WORTH	I	VA	REGIONAL TRAFFIC SIGNAL RETIMING PROJECT; DEVELOP & IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NONATTAINMENT AREA		INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	$3,500,000	$0	$0	$3,500,000	$0	01/2027	EXPECTED TO OBLIGATE IN FY2027	
11657.2	0918-00-483	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	$1,050,000	$0	$0	$1,050,000	$0	01/2027	EXPECTED TO OBLIGATE IN FY2027	
14073.3	0918-00-437	DART	DALLAS	T	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH SILVER LINE STATION	SHILOH STATION	COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, AND DALLAS)	$7,600,000	$0	$1,900,000	$9,500,000	$0	01/2027	EXPECTED TO OBLIGATE IN FY2027	TRANSIT TRANSFER REQUEST TO BE SUBMITTED
21058	0918-22-166	WAXAHACHIE	DALLAS	R	VA	MIDLOTHIAN TO WAXAHACHIE HIKE & BIKE TRAIL FROM GETZENDANER PARK	FM 875	CONSTRUCT NEW SHARED-USE PATH	$960,000	$0	$240,000	$1,200,000	$0	01/2027	EXPECTED TO OBLIGATE IN FY2027	ENVIRONMENTAL CLEARANCE ANTICIPATED DECEMBER 2026; CITY WORKING ON 30% PS&E
24039	0091-06-063	DALLAS	DALLAS	C	SH 289	IH 635	MCCALLUM BLVD	CONSTRUCT TRAFFIC SIGNAL CONTROL SYSTEM IMPROVEMENTS ALONG PRESTON ROAD	$3,040,000	$760,000	$0	$3,800,000	$0	01/2027	EXPECTED TO OBLIGATE IN FY2027	SCHEDULE UPDATE PENDING
24039.1	0091-05-081	DALLAS	DALLAS	C	SH 289	MCCALLUM BLVD	FRANKFORD RD	CONSTRUCT TRAFFIC SIGNAL CONTROL SYSTEM IMPROVEMENTS	$960,000	$240,000	$0	$1,200,000	$0	01/2027	EXPECTED TO OBLIGATE IN FY2027	PROJECT HAS NOT BEEN APPROVED BY FHWA; SCHEDULE UPDATE PENDING
21052	0918-47-371	DALLAS	DALLAS	C	VA	PRESTON ROAD FROM WEST NW HWY TO WALNUT HILL LANE	DOUGLAS AVE FROM COLGATE AVE TO NW HWY	CONSTRUCT SIDEWALKS	$1,160,000	$0	$290,000	$1,450,000	$0	03/2027	EXPECTED TO OBLIGATE IN FY2027	AFA IS EXECUTED; CITY WORKING ON 95% PS&E
11543.4	0902-90-431	FWTA	FORT WORTH	T	VA	TEXRAIL EXTENSION PROJECT FROM FORT WORTH T&P STATION	MEDICAL DISTRICT	ENGINEERING/ENVIRONMENTAL AND CONSTRUCTION OF COMMUTER RAIL LINE EXTENSION	$20,583,877	$0	$5,145,970	$25,729,847	$0	04/2027	EXPECTED TO OBLIGATE IN FY2027	TRANSIT TRANSFER REQUEST TO BE SUBMITTED (TIP/STIP FEDERAL APPROVAL PENDING)

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CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2027

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
25089.4	0918-24-287	DALLAS	DALLAS	C	VA	TIMBERGLEN TRAIL FROM TIMBERGLEN PARK & PRESTON RIDGE TRAIL	MIDWAY & MOSS GLEN PARK	CONST BIKE LANE/TRAIL ON EB MAPLESHADE TO LINK MOSS GLEN & PRESTON RIDGE TR & RECONST EB LANES FROM 2 TO 1 LANE; PED HAWK SIGNAL & SIGNAL UPGRADES AT MAPLESHADE/PRESTON RIDGE TR; RRFB ON LLOYD CR; SIGNAL UPGRADES & RECONST SIDEWALK ON TIMBERGLEN TO MIDWAY	$1,039,340	$0	$259,835	$1,299,175	$0	04/2027	EXPECTED TO OBLIGATE IN FY2027	AFA IS EXECUTED; CITY WORKING ON 95% PS&E
25089.4	0918-24-288	DALLAS	DALLAS	C	VA	TIMBERGLEN TRAIL FROM TIMBERGLEN PARK & PRESTON RIDGE TRAIL	MIDWAY & MOSS GLEN PARK	CONST BIKE LANE/TRAIL ON EB MAPLESHADE TO LINK MOSS GLEN & PRESTON RIDGE TR & RECONST EB LANES FROM 2 TO 1 LANE; PED HAWK SIGNAL & SIGNAL UPGRADES AT MAPLESHADE/PRESTON RIDGE TR; RRFB ON LLOYD CR; SIGNAL UPGRADES & RECONST SIDEWALK ON TIMBERGLEN TO MIDWAY	$2,190,000	$0	$0	$2,190,000	$0	04/2027	EXPECTED TO OBLIGATE IN FY2027	AFA IS EXECUTED; CITY WORKING ON 95% PS&E
21071	0918-24-286	PROSPER	DALLAS	C	CS	ON FIRST STREET AT SH 289		CONSTRUCT ADDITIONAL LEFT TURN LANES	$720,000	$0	$180,000	$900,000	$0	05/2027	EXPECTED TO OBLIGATE IN FY2027	TXDOT REVIEWING REVISED 100% PS&E
21097.1	1092-01-026	TXDOT-DALLAS	DALLAS	C	FM 741	US 175	SPRING CREEK BLVD	RECONSTRUCT AND WIDEN FROM 2 LANE TO 4 LANE ROADWAY INCLUDING NEW SHARED USE PATH, NEW TURN LANES, AND NEW TRAFFIC SIGNALS AND RETIMING	$1,486,342	$371,586	$0	$1,857,928	$0	05/2027	EXPECTED TO OBLIGATE IN FY2027	
13056	0008-05-029	TXDOT-FORT WORTH	FORT WORTH	C	VA	LANCASTER AVE/SH 180; IH 35W	TIERNEY RD	RECONSTRUCT ROADWAY 6 TO 6 LANES WITH PEDESTRIAN IMPROVEMENTS, NEW SIGNALS, AND TURN LANES	$13,600,000	$3,400,000	$0	$17,000,000	$0	06/2027	EXPECTED TO OBLIGATE IN FY2027	RAISE GRANT PROJECT THAT MUST OBLIGATE BY SEPTEMBER 2027
25109	0918-24-301	PLANO	DALLAS	C	VA	ON SH 121 FR FROM SPRING CREEK TO CUSTER, US 75 FR FROM PLANO PKWY TO LEGACY DR, COIT ROAD AT SPRING CREEK PKWY,	PGBT FR FROM PRESTON RD TO ALMA DR, DALLAS PKWY FROM PLANO PKWY TO HEADQUARTERS DR, AND PRESTON ROAD AT LEGACY DR	CONSTRUCT INTERSECTION IMPROVEMENTS, INCLUDING RIGHT AND LEFT TURN LANES, TRAFFIC SIGNAL IMPROVEMENTS, SIDEWALKS, ADA RAMPS, CROSSWALKS, PEDESTRIAN SIGNALS, PAVEMENT MARKINGS, AND SIGNAGE IMPROVEMENTS AT DIAMOND INTERSECTIONS TO ENHANCE SAFETY	$5,175,000	$0	$0	$5,175,000	$0	07/2027	EXPECTED TO OBLIGATE IN FY2027	AFA IS EXECUTED; TXDOT REVIEWING 95% RESUBMITTAL
25066.1	0918-47-309	DALLAS	DALLAS	C	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	$4,000,000	$0	$1,000,000	$5,000,000	$0	09/2027	EXPECTED TO OBLIGATE IN FY2027	CITY WORKING ON 100% PS&E
25066.1	0918-47-310	DALLAS	DALLAS	C	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	$2,250,000	$0	$0	$2,250,000	$0	09/2027	EXPECTED TO OBLIGATE IN FY2027	CITY WORKING ON 100% PS&E

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CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2027

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14094	0918-24-299	FRISCO	DALLAS	C	VA	PANTHER CREEK TRAIL FROM BNSF	PANTHER CREEK PARKWAY	CONSTRUCT NEW SHARED USE PATH	$1,848,000	$0	$0	$1,848,000	$0	12/2026	NOT EXPECTED TO OBLIGATE IN FY2027	CITY WORKING ON 30% PS&E, SO CONSTRUCTION LETTING IN FY2027 IS UNLIKELY; SCHEDULE UPDATE PENDING
21053	0918-47-372	DALLAS	DALLAS	C	CS	ALONG PINE ST FROM SM WRIGHT FWY/S CENTRAL EXPY TO MALCOLM X BLVD	ALONG ELSIE FAYE HEGGINS ST (PREVIOUSLY HATCHER RD) FROM SM WRIGHT FWY/S CENTRAL EXPY TO 2ND AVE	CONSTRUCT SIDEWALKS, CROSSWALKS, AND SIGNAL IMPROVEMENTS	$600,000	$0	$150,000	$750,000	$0	05/2027	NOT EXPECTED TO OBLIGATE IN FY2027	CITY WORKING ON 60% PS&E; LETTING IN 2027 IS UNLIKELY BASED ON STATUS OF DESIGN AND ENVIRONMENTAL CLEARANCE
21058	0918-22-166	WAXAHACHIE	DALLAS	C	VA	MIDLOTHIAN TO WAXAHACHIE HIKE & BIKE TRAIL FROM GETZENDANER PARK	FM 875	CONSTRUCT NEW SHARED-USE PATH	$2,600,000	$0	$650,000	$3,250,000	$0	05/2027	NOT EXPECTED TO OBLIGATE IN FY2027	ENVIRONMENTAL CLEARANCE ANTICIPATED DECEMBER 2026; TXDOT AWAITING 30% PS&E, SO CONSTRUCTION LETTING IN FY2027 IS UNLIKELY; SCHEDULE UPDATE PENDING
21057	0918-24-269	PLANO	DALLAS	C	VA	BRECKENRIDGE TRAIL FROM BRADSHAW DR	FUTURE SHILOH RD SILVER LINE DART STATION	CONSTRUCT NEW SHARED-USE PATH	$3,200,000	$0	$0	$3,200,000	$0	06/2027	NOT EXPECTED TO OBLIGATE IN FY2027	CITY WORKING ON 30% PS&E, SO CONSTRUCTION LETTING IN FY2027 IS UNLIKELY
14028	0172-12-007	TXDOT-DALLAS	DALLAS	C	BUS 287S	MCKINNEY STREET	BRECKENRIDGE STREET	CONSTRUCT GRADE SEPARATION AT THE INTERSECTIONS OF BUS 287/ENNIS AVENUE AND BOTH UPRR AND E MAIN ST; RECONSTRUCT ENNIS AVE FROM 4 TO 4 LANES; CONSTRUCT NEW SIDEWALKS	$19,176,000	$4,794,000	$0	$23,970,000	$0	11/2027	NOT EXPECTED TO OBLIGATE IN FY2027	RAILROAD AGREEMENT WITH UNION PACIFIC IS PENDING
24026	1469-01-024	TXDOT-FORT WORTH	FORT WORTH	C	FM 5	AT BANKHEAD DRIVE		CONSTRUCT INTERSECTION IMPROVEMENTS, INCLUDING LEFT AND RIGHT TURN LANES	$1,520,000	$380,000	$0	$1,900,000	$0	11/2027	NOT EXPECTED TO OBLIGATE IN FY2027	SCHEDULE UPDATE PENDING
21020	0902-90-219	TXDOT-FORT WORTH	FORT WORTH	C	CS	FOREST HILL DR AT FOREST HILL CIRCLE		CONSTRUCT SIGNAL AND INTERSECTION IMPROVEMENTS, INCLUDING SIGNAL RETIMING	$800,000	$0	$0	$800,000	$0	07/2028	NOT EXPECTED TO OBLIGATE IN FY2027	TXDOT TOOK OVER THE PROJECT FROM FOREST HILL IN 2024; PROJECT HAS NOT BEEN APPROVED BY FHWA
14070.1	0196-07-036	DALLAS	DALLAS	C	SS 366	SS 366 FRONTAGE ROADS FROM WEST OF AKARD STREET	ST PAUL STREET	CONSTRUCT TRAFFIC SIGNALS AND ADD FIBER OPTIC NETWORK FOR ITS IMPROVEMENTS	$750,000	$0	$187,500	$937,500	$0	12/2028	NOT EXPECTED TO OBLIGATE IN FY2027	
								TOTAL	**$105,973,830**	**$10,286,479**	**$10,303,730**	**$126,564,039**	**$0**			

TOTAL CLOSEOUTS/WITHDRAWALS	**$0**
TOTAL PROJECT ADJUSTMENTS	**$0**
TOTAL OBLIGATED IN FY2027	**$0**
TOTAL EXPECTED TO OBLIGATE IN FY2027	**$75,479,830**
TOTAL NOT EXPECTED TO OBLIGATE IN FY2027	**$30,494,000**

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STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2027

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11898.5	0902-90-267	TXDOT-FORT WORTH	FORT WORTH	E	CS	ON AVONDALE-HASLET ROAD	AT BNSF RAIL LINE	CONSTRUCT GRADE SEPARATION	$1,000,000	$0	$250,000	$1,250,000	$0	09/2025	EXPECTED TO OBLIGATE IN FY2027	AFA EXECUTION PENDING; CURRENTLY AT 60% PS&E (ENGINEERING HAS STARTED WITH OTHER FUNDS); TIMELINE FOR OBLIGATION OF THESE FUNDS TO BE DETERMINED
11898.6	0902-90-166	TXDOT-FORT WORTH	FORT WORTH	E	CS	ON SPUR 170 FROM IH 35W	INTERMODAL PKWY	CONSTRUCT 0 TO 2 LANE GRADE SEPARATED DIRECT CONNECTORS	$8,000,000	$0	$0	$8,000,000	$0	09/2025	EXPECTED TO OBLIGATE IN FY2027	SCHEDULE UPDATE PENDING
14015.6	0918-47-576	DALLAS	DALLAS	E	VA	AMERICAN AIRLINES (AA) CENTER TRANSPORTATION STUDY BOUNDED BY SLOCUM ON THE WEST, MCKINNON ON THE EAST,	SOUTH OF OAK LAWN ON THE NORTH, AND MOODY/WOODALL RODGERS NORTHERN SERVICE ROAD ON THE SOUTH	PLANNING STUDY FOR IMPROVED CIRCULATION TO IDENTIFY NEEDED MOBILITY IMPROVEMENTS AROUND THE AA CENTER	$1,000,000	$0	$0	$1,000,000	$0	06/2026	EXPECTED TO OBLIGATE IN FY2027	SCHEDULE UPDATE PENDING
14015.3	0918-47-483	DALLAS	DALLAS	E	CS	ON HARRY HINES BLVD/MCKINNON STREET FROM DALLAS NORTH TOLLWAY	MOODY STREET	REHABILITATE ROADWAY WITH SIGNAGE, SIGNAL, AND INTERSECTION IMPROVEMENTS TO ADDRESS SAFETY ISSUES (WRONG WAY DRIVING ON DNT)	$2,000,000	$0	$0	$2,000,000	$0	08/2026	EXPECTED TO OBLIGATE IN FY2027	AFA EXECUTION PENDING; SCHEDULE UPDATE PENDING
24034.2	0902-90-363	WHITE SETTLEMENT	FORT WORTH	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	ALONG CHERRY, CLIFFORD, LAS VEGAS TRAIL, WHITE SETTLEMENT, AND SADDLE RD	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	$276,165	$0	$0	$276,165	$0	08/2026	EXPECTED TO OBLIGATE IN FY2027	AFA EXECUTED; SCHEDULE UPDATE PENDING
24035	0902-90-338	TARRANT CO	FORT WORTH	E	CS	ON FOREST HILL DRIVE; FROM LON STEPHENSON ROAD	SHELBY ROAD	RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED ROADWAY WITH SIDEWALKS	$2,500,000	$0	$0	$2,500,000	$0	08/2026	EXPECTED TO OBLIGATE IN FY2027	AFA EXECUTION PENDING; SCHEDULE UPDATE PENDING
11898.6	0902-90-166	TXDOT-FORT WORTH	FORT WORTH	R	CS	ON SPUR 170 FROM IH 35W	INTERMODAL PKWY	CONSTRUCT 0 TO 2 LANE GRADE SEPARATED DIRECT CONNECTORS	$5,000,000	$0	$0	$5,000,000	$0	09/2026	EXPECTED TO OBLIGATE IN FY2027	AFA EXECUTION PENDING; SCHEDULE UPDATE PENDING
24036.1	0918-47-547	DALLAS	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	CITYWIDE	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	$15,800,000	$0	$0	$15,800,000	$0	09/2026	EXPECTED TO OBLIGATE IN FY2027	AFA EXECUTION PENDING; SCHEDULE UPDATE PENDING
24036.2	0918-47-548	FARMERS BRANCH	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; ALONG SPRING VALLEY, ALPHA RD, DENNIS RD, DENTON DR,	DIPLOMAT, WEBB CHAPEL, JOSEY LN, VALLEY VIEW LN, VALWOOD, IH 35E, IH 635, INWOOD, LUNA, MARSH, & MIDWAY	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	$495,255	$0	$0	$495,255	$0	09/2026	EXPECTED TO OBLIGATE IN FY2027	AFA EXECUTION PENDING; SCHEDULE UPDATE PENDING
24036.4	0918-47-550	IRVING	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	ALONG FREEPORT PKWY, IRVING BLVD, SECOND, AND MACARTHUR BLVD	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	$163,779	$0	$0	$163,779	$0	09/2026	EXPECTED TO OBLIGATE IN FY2027	AFA EXECUTION PENDING; SCHEDULE UPDATE PENDING
24036.5	0918-47-551	LANCASTER	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	ALONG BELT LINE RD, PLEASANT RUN RD, AND HOUSTON SCHOOL RD	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	$230,375	$0	$0	$230,375	$0	09/2026	EXPECTED TO OBLIGATE IN FY2027	AFA EXECUTION PENDING; SCHEDULE UPDATE PENDING
11651.7	0918-47-277	CARROLLTON	DALLAS	E	VA	ON KELLY BLVD FROM COTTON BELT TRAIL	PURPLE TRAIL	CONSTRUCT SHARED USE PATH	$500,000	$0	$0	$500,000	$0	10/2026	EXPECTED TO OBLIGATE IN FY2027	DETAILED PROJECT SCHEDULE PENDING; AFA EXECUTION PENDING

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STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2027

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
24004	0918-24-310	DALLAS	DALLAS	R	CS	ON FRANKFORD ROAD AT DNT/DALLAS PARKWAY		CONSTRUCT ADDITIONAL LANE ON SOUTHBOUND DALLAS PKWY FROM DNT EXIT RAMP; CONSTRUCT RIGHT TURN LANE AT SB DALLAS PKWY AT FRANKFORD RD; IMPROVE GEOMETRY AT NB DALLAS PKWY AT FRANKFORD RD BY ADDING PROTECTIVE BARRIER AND IMPROVE PEDESTRIAN INFRASTRUCTURE	$125,000	$0	$0	$125,000	$0	10/2026	EXPECTED TO OBLIGATE IN FY2027	AFA IS EXECUTED; CITY WORKING ON 95% SCHEMATIC; SCHEDULE UPDATE PENDING
24045	0918-47-557	DALLAS	DALLAS	E	CS	EAST CAMP WISDOM ROAD	AT UNIVERSITY HILLS BLVD	CONSTRUCT INTERSECTION IMPROVEMENTS (REMOVAL OF FREE FLOW RIGHT TURN LANES) AND PEDESTRIAN IMPROVEMENTS (PAVEMENT MARKINGS, MEDIAN REFUGE ISLANDS)	$320,000	$0	$80,000	$400,000	$0	10/2026	EXPECTED TO OBLIGATE IN FY2027	AFA EXECUTION PENDING; SCHEDULE UPDATE PENDING
83216.1	0047-07-252	DALLAS	DALLAS	E	US 75	AT HASKELL AVE		CONSTRUCT SIGNAL IMPROVEMENTS; INSTALL CONCRETE TRAFFIC BARRIER FOR PROTECTED SIDEWALKS; EXTEND SOUTHBOUND LEFT TURN BAY AND NEW FIBER OPTIC CONNECTIVITY FOR ITS AND IMPROVE CROSSWALKS AND SIDEWALKS	$240,000	$60,000	$0	$300,000	$0	10/2026	EXPECTED TO OBLIGATE IN FY2027	TXDOT AWAITING CONTACT FROM CITY TO START AFA; SCHEDULE UPDATE PENDING
14024	0918-47-240	SACHSE	DALLAS	C	CS	ON MERRITT RD/WOODBRIDGE PKWY FROM PLEASANT VALLEY ROAD	NORTH OF SACHSE ROAD	RECONSTRUCT AND WIDEN 2 TO 4 LANE DIVIDED URBAN; INTERSECTION, SIGNAL, AND SHARED-USE PATH IMPROVEMENTS ALONG MERRITT ROAD, INCLUDING ILLUMINATION AND MEDIAN LANDSCAPE	$23,351,790	$0	$5,837,947	$29,189,737	$0	11/2026	EXPECTED TO OBLIGATE IN FY2027	TXDOT REVIEWING 100% PS&E
21077	0918-47-384	ROWLETT	DALLAS	R	CS	ON MERRITT ROAD FROM PRESIDENT GEORGE BUSH TURNPIKE	CHIESA ROAD	CONSTRUCT 0 TO 4 LANE DIVIDED ROADWAY WITH SHARED USE PATHS, LIGHTING, AND LANDSCAPING; CONSTRUCT BRIDGE OVER MUDDY CREEK	$400,000	$0	$100,000	$500,000	$0	11/2026	EXPECTED TO OBLIGATE IN FY2027	ENVIRONMENTAL CLEARANCE ANTICIPATED MARCH 2027; CITY WORKING ON 95% PS&E RESUBMITTAL; SCHEDULE UPDATE PENDING
24034.1	0902-90-361	FORT WORTH	FORT WORTH	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	CITYWIDE	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	$6,200,027	$0	$0	$6,200,027	$0	11/2026	EXPECTED TO OBLIGATE IN FY2027	AFA EXECUTED; FPAA PENDING; SCHEDULE UPDATE PENDING
24036.7	0902-90-362	NORTH RICHLAND HILLS	FORT WORTH	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	ALONG GLENVIEW DR, HOLIDAY LN, SMITHFIELD, RUFE SNOW DR, AND IRON HORSE	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	$258,985	$0	$0	$258,985	$0	11/2026	EXPECTED TO OBLIGATE IN FY2027	AFA EXECUTED
14077	0918-24-249	ANNA	DALLAS	R	CS	FERGUSON PKWY FROM ELM STREET	THE COLLIN COUNTY OUTER LOOP	FROM ELM ST TO TAYLOR ST: RECONSTRUCT AND WIDEN 2 TO 4 LANE (6 LANE ULTIMATE); FROM TAYLOR ST TO COLLIN CO OUTER LOOP: CONSTRUCT 0 TO 4 LANE ROAD (6 LANE ULTIMATE), INCLUDING NEW SIDEWALKS AND 0 TO 6 LANE BRIDGE OVER SLAYTER CREEK	$4,312,000	$0	$1,078,000	$5,390,000	$0	12/2026	EXPECTED TO OBLIGATE IN FY2027	ENVIRONMENTAL CLEARANCE RECEIVED SEPTEMBER 2026; AFA AMENDMENT PENDING, AND OBLIGATION CANNOT OCCUR UNTIL IT IS EXECUTED
14101	0918-47-560	DALLAS	DALLAS	E	CS	DANIELDALE RD FROM IH 35E	WESTMORELAND RD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	$2,400,000	$0	$600,000	$3,000,000	$0	12/2026	EXPECTED TO OBLIGATE IN FY2027	AFA EXECUTION PENDING
21029	0918-47-370	DALLAS	DALLAS	C	VA	PEDESTRIAN ROUTES TO RAIL STATIONS AT DALLAS ZOO DART STATION		CONSTRUCT SIDEWALKS AND OTHER PEDESTRIAN IMPROVEMENTS AT AND AROUND THE DALLAS ZOO DART STATION/SOUTHERN GATEWAY PUBLIC GREEN AND MAKE SYSTEM CONNECTIONS TO THE PEROT MUSEUM/KLYDE WARREN PARK	$3,600,000	$0	$0	$3,600,000	$0	12/2026	EXPECTED TO OBLIGATE IN FY2027	CITY WORKING ON 95% PS&E

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21038	0918-47-383	GARLAND	DALLAS	C	CS	PEDESTRIAN ROUTES TO RAIL STATION AT GARLAND FOREST/JUPITER DART STATION BOUNDED BY WEST OF JUPITER ROAD TO THE WEST,	JACOBSON ROAD TO THE EAST, MARQUIS DRIVE TO THE SOUTH, AND EDGEWOOD DRIVE TO THE NORTH	CONSTRUCT SIDEWALKS AND OTHER PEDESTRIAN SAFETY IMPROVEMENTS AT AND AROUND THE GARLAND FOREST/JUPITER DART STATION	$3,500,000	$0	$875,000	$4,375,000	$0	12/2026	EXPECTED TO OBLIGATE IN FY2027	CITY WORKING ON 100% PS&E; COORDINATION WITH UPRR ONGOING
24036.8	0918-47-553	BALCH SPRINGS	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM	ALONG ELAM, LAKE JUNE, AND BELT LINE RD	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	$217,700	$0	$0	$217,700	$0	12/2026	EXPECTED TO OBLIGATE IN FY2027	
24042	0918-47-556	BALCH SPRINGS	DALLAS	E	CS	ON ELAM ROAD FROM PEACHTREE ROAD	PIONEER ROAD	FEASIBILITY STUDY TO IDENTIFY NEEDED SAFETY AND CORRIDOR IMPROVEMENTS	$1,600,000	$0	$400,000	$2,000,000	$0	12/2026	EXPECTED TO OBLIGATE IN FY2027	
24044	0918-24-315	DART	DALLAS	T	CS	ON RENNER ROAD FROM GREENSIDE DRIVE	ORCHARD RIDGE LANE	CONSTRUCT PEDESTRIAN SIGNALS, SIDEWALKS, AND CROSSWALKS	$1,000,000	$0	$250,000	$1,250,000	$0	12/2026	EXPECTED TO OBLIGATE IN FY2027	TRANSIT TRANSFER REQUEST TO BE SUBMITTED
40078	0918-47-325	DALLAS	DALLAS	C	CS	ROSS AVENUE FROM GREENVILLE AVENUE	IH 345	RECONSTRUCT ROADWAY, ADD SHARED USE PATH/SIDEWALKS, INTERSECTION IMPROVEMENTS, AND SIGNAL IMPROVEMENTS	$1,863,908	$0	$0	$1,863,908	$0	12/2026	EXPECTED TO OBLIGATE IN FY2027	AFA AMENDMENT PENDING; TXDOT REVIEWING 100% PS&E
11186.8	0918-47-581	NCTCOG	DALLAS	I	VA	FREEWAY/TRAFFIC INCIDENT MANAGEMENT TRAINING AND SAFETY EQUIPMENT PROGRAM	INCLUDES TRAINING FOR AGENCY EXECUTIVES AND FIRST RESPONDERS, QUICK	CLEARANCE CRASH RECONSTRUCTION TRAINING; TRAINING, EDUCATION, EQUIPMENT, AND SOFTWARE TO PROMOTE STRATEGIES TO MITIGATE TRAFFIC INCIDENTS, AND SAFE & QUICK CLEARANCES OF CRASHES	$1,725,000	$0	$0	$1,725,000	$0	01/2027	EXPECTED TO OBLIGATE IN FY2027	
11554.3	0918-00-462	NCTCOG	DALLAS	E	VA	AUTOMATED TRANSPORTATION SYSTEM INITIATIVE		ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED AUTOMATED TRANSPORTATION SYSTEMS (ATS) IN THE DFW REGION AND EVALUATE CONNECTIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS; INCLUDES PROJECT PLANNING AND DEVELOPMENT SUPPORT FOR ATS	$250,000	$0	$0	$250,000	$0	01/2027	EXPECTED TO OBLIGATE IN FY2027	
11615.4	0918-00-456	NCTCOG	DALLAS	I	VA	REGIONAL GEOSPATIAL IMAGERY: DATA COLLECTION/PLANNING		DATA COLLECTION/PLANNING COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES, AND SUPPORT VARIOUS ADDITIONAL ANALYTICAL TRANSP PLANNING ACTIVITIES	$1,150,000	$287,500	$0	$1,437,500	$0	01/2027	EXPECTED TO OBLIGATE IN FY2027	
11622.5	0902-00-432	NCTCOG	FORT WORTH	I	VA	ONBOARD TRANSIT SURVEY, DATA COLLECTION, MODEL REFINEMENT PROGRAM	ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES	INCLUSION OF NON-MOTORIZED TRIPS IN THE REGIONAL TRAVEL MODEL; TRAVEL MODE RECALIBRATION USING ROADWAY AND TRANSIT SURVEYS, INCLUDING MAINTENANCE AND DEVELOPMENT OF NEW MODELING TOOLS; INPUT/OUTPUT ECONOMIC MODEL; INCLUDES NCTCOG STAFF TIME	$500,000	$0	$0	$500,000	$0	01/2027	EXPECTED TO OBLIGATE IN FY2027	
11633.5	0902-00-434	NCTCOG	FORT WORTH	I	VA	PROGRAM OVERSIGHT COORDINATION AND COMPLIANCE, INCLUDING DEPARTMENT STREAMLINING INITIATIVES, PROCUREMENT (EDUCATION,	OUTREACH W/ POTENTIAL BIDDERS INCL WEB UPDATES), CONTRACT MGMT, ENHANCEMENT OF RESOURCES & COMPLIANCE W/ BUY AMERICA;	DBE PRGM, & LEGAL (COORDINATION OF RTC POLICIES, EVALUATION, DEVELOPMENT, REGULATION OF LEGAL INSTRUMENTS TO IMPLEMENT MPO PROJECTS)	$200,000	$0	$0	$200,000	$0	01/2027	EXPECTED TO OBLIGATE IN FY2027	PROJECT HAS NOT BEEN APPROVED BY FHWA

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11639.2	0918-46-343	DCTA	DALLAS	T	VA	DCTA VANPOOL PROGRAM		OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE	$900,000	$0	$225,000	$1,125,000	$0	01/2027	EXPECTED TO OBLIGATE IN FY2027	TRANSIT TRANSFER REQUEST TO BE SUBMITTED
11651.8	0902-90-386	NCTCOG	FORT WORTH	I	VA	DFW DISCOVERY TRAIL FROM DOWNTOWN FORT WORTH TO DOWNTOWN DALLAS	COTTON BELT TRAIL FROM DOWNTOWN FORT WORTH TO SHILOH RD PLANO	INSTALL WAYFINDING SIGNAGE FOR DFW DISCOVERY TRAIL AND DEVELOP WAYFINDING SIGNAGE PLAN FOR COTTON BELT TRAIL; INSTALL PEDESTRIAN AND BICYCLE COUNT EQUIPMENT FOR DFW DISCOVERY TRAIL AND COTTON BELT TRAIL INCLUDING HARDWARE AND SOFTWARE FOR DATA PROCESSING	$775,000	$0	$0	$775,000	$0	01/2027	EXPECTED TO OBLIGATE IN FY2027	
11657.2	0918-00-483	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; REGIONWIDE	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	$1,050,000	$0	$0	$1,050,000	$0	01/2027	EXPECTED TO OBLIGATE IN FY2027	
11678.1	0902-00-447	NCTCOG	FORT WORTH	I	VA	DFW AUTOMATED VEHICLE WORK ZONE PROJECT (REGION-WIDE)	ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM AND IMPROVE ROADWAY SAFETY THROUGH	THE IMPLEMENTATION OF WORK ZONE REPORTING FOR USE BY NAVIGATION SYSTEMS; PROJECT WILL CONVERT RAW WORK ZONE DATA INTO THE WORK ZONE DATA EXCHANGE (WZDX) SPECIFICATION DEVELOPED BY USDOT; ALL VEHICLES WILL BENEFIT FROM IMPROVED WORK ZONE REPORTING	$765,000	$0	$0	$765,000	$0	01/2027	EXPECTED TO OBLIGATE IN FY2027	
11692.1	0918-00-426	NCTCOG	DALLAS	I	VA	REGIONAL PARKING MANAGEMENT TOOLS & STRATEGIES PROGRAM		CONDUCT DATA COLLECTION AND/OR PLANNING TO DEVELOP AND IMPLEMENT DATA DRIVEN TOOLS AND STRATEGIES TO SUPPORT PUBLIC SECTOR IN MANAGEMENT OF PARKING AT MULTIMODAL LOCATIONS	$550,000	$0	$0	$550,000	$0	01/2027	EXPECTED TO OBLIGATE IN FY2027	AFA EXECUTION PENDING
11694.1	0918-00-455	NCTCOG	DALLAS	I	VA	PLANNING FOR REGIONAL AQ INITIATIVES; RESEARCH AND IMPLEMENT INITIATIVES TO IMPROVE AQ AND ATTAIN FEDERAL STANDARDS,	INCLUDING STRATEGIES TO SUPPORT INCREASED ADOPTION OF ZERO-EMISSION AND OTHER LOW-EMISSION VEHICLES, RESEARCH AND	IMPLEMENTATION OF NEW EMISSIONS-REDUCING TRANSPORTATION TECHNOLOGIES, DEVELOPMENT OF REGIONAL RESOURCES TO ADVANCE EMISSIONS-REDUCING EFFORTS, AND COORDINATION EFFORTS ACROSS LOCAL STAKEHOLDERS	$3,200,000	$0	$0	$3,200,000	$0	01/2027	EXPECTED TO OBLIGATE IN FY2027	
21014.4	0918-00-518	DART	DALLAS	T	VA	CONSTRUCT NEW BUS STOP ACCOMMODATIONS IN THE DART SERVICE AREA		CONSTRUCT BUS SHELTERS INCLUDING CONCRETE PADS, OVERHEAD SHELTERS, LIGHTING, SEATING, REAL-TIME SCHEDULE INFORMATION, ETC.	$2,100,000	$0	$0	$2,100,000	$0	01/2027	EXPECTED TO OBLIGATE IN FY2027	TRANSIT TRANSFER REQUEST TO BE SUBMITTED
21032.1	0918-47-524	DALLAS CO	DALLAS	E	VA	SOUTH DALLAS INLAND PORT BOUNDED BY LOOP 9 TO THE SOUTH, SH 342/LANCASTER HUTCHINS RD TO THE WEST,	NORTH OF PLEASANT RUN RD TO THE NORTH, AND IH 45 TO THE EAST	TRAFFIC & MULTIMODAL STUDY FOR SOUTHERN INLAND PORT AREA INCLUDING TRUCK ORDINANCE/PEDESTRIAN SAFETY ELEMENTS IN DOWNTOWN WILMER	$380,000	$0	$95,000	$475,000	$0	01/2027	EXPECTED TO OBLIGATE IN FY2027	
24036.3	0918-47-549	GARLAND	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM; ALONG BELT LINE RD, BOBTOWN RD, BROADWAY BLVD,	SH 78/GARLAND AVE, LAVON DR, BUCKINGHAM RD, JUPITER RD, NW HWY, FIRST ST, SH 66, SHILOH RD, CASTLE, & PLEASANT VALLEY RD	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	$895,434	$0	$0	$895,434	$0	01/2027	EXPECTED TO OBLIGATE IN FY2027	
24052.1	0918-00-519	DART	DALLAS	T	VA	CNG BUS FLEET REPLACEMENT		CNG BUS FLEET REPLACEMENT	$3,517,853	$0	$0	$3,517,853	$0	01/2027	EXPECTED TO OBLIGATE IN FY2027	TRANSIT TRANSFER REQUEST TO BE SUBMITTED

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11624	0918-47-422	DALLAS	DALLAS	C	CS	S LANCASTER RD FROM E KIEST BLVD	E LEDBETTER DR	CONSTRUCT PEDESTRIAN CONNECTIONS SUCH AS CROSSWALKS AND ADA RAMP AND ASSOCIATED IMPROVEMENTS AND PEDESTRIAN LIGHTING	$1,720,000	$0	$0	$1,720,000	$0	02/2027	EXPECTED TO OBLIGATE IN FY2027	CITY WORKING ON 95% PS&E RESUBMITTAL
24007	0918-47-514	DALLAS	DALLAS	C	CS	ON HARRY HINES BLVD AND	WITHIN 1-MILE RADIUS AROUND SOUTHWEST MEDICAL DISTRICT/HARRY HINES BLVD	UPDATE ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS) TO ACCOMMODATE AND INTEGRATE SIGNAL PREEMPTION AND CLOUD-BASED IMPROVEMENTS TO THE CITY'S SIGNAL SYSTEM; CONSTRUCT SIGNAL IMPROVEMENTS TO GIVE EMERGENCY VEHICLES PRIORITY IN THE CORRIDOR	$10,000,000	$0	$0	$10,000,000	$0	02/2027	EXPECTED TO OBLIGATE IN FY2027	SCHEDULE UPDATE PENDING
11622.4	0918-00-480	NCTCOG	DALLAS	I	VA	TRAVEL SURVEY, DATA COLLECTION, MODEL REFINEMENT PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS	FOR ALL PLANNING, AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND	FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REG TRAVEL MODEL; DEV OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS; CONDUCT TRAVEL SURVEYS & INTERSECTION OPERATIONAL ANALYSES	$2,850,000	$0	$0	$2,850,000	$0	03/2027	EXPECTED TO OBLIGATE IN FY2027	
21033	0902-90-223	FORT WORTH	FORT WORTH	E	VA	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,	POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST	DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	$200,000	$0	$0	$200,000	$0	03/2027	EXPECTED TO OBLIGATE IN FY2027	AFA EXECUTION PENDING
21070	0918-47-387	RICHARDSON	DALLAS	C	CS	JUPITER ROAD AT CAMPBELL ROAD		INTERSECTION IMPROVEMENTS INCLUDING CONSTRUCTION OF NEW DEDICATED RIGHT-TURN LANES ON EB CAMPBELL ROAD & SB JUPITER ROAD	$1,788,000	$0	$447,000	$2,235,000	$0	03/2027	EXPECTED TO OBLIGATE IN FY2027	CITY WORKING TO RELOCATE UTILITIES; CITY WORKING ON 100% PS&E
24022	0902-90-335	FORT WORTH	FORT WORTH	E	CS	ON LTJG BARNETT AT NAVAL AIR STATION JOINT RESERVE BASE FORT WORTH EAST GATE		CONSTRUCT SECOND BRIDGE AT EAST ENTRANCE TO NASJRB FORT WORTH	$2,000,000	$0	$0	$2,000,000	$0	03/2027	EXPECTED TO OBLIGATE IN FY2027	AFA EXECUTION PENDING
24023	0902-90-336	TXDOT-FORT WORTH	FORT WORTH	E	CS	ON MEANDERING ROAD FROM ROBERTS CUTOFF	SH 183	CONSTRUCT 0 TO 2 LANE ROADWAY WITH SIDEWALKS	$1,000,000	$0	$0	$1,000,000	$0	03/2027	EXPECTED TO OBLIGATE IN FY2027	SCHEDULE UPDATE PENDING
24036.6	0918-47-552	LEWISVILLE	DALLAS	I	VA	TRAFFIC SIGNAL EQUIPMENT STANDARDIZATION AND UPGRADE PROGRAM ALONG BUS 121, FM 3040, FM 1171, SRT, BELLAIRE,	CORPORATE, VISTA RIDGE MALL, OLD ORCHARD, FM 2181, FOX MILL, COLLEGE AND VARIOUS OTHER ROADS	INSTALL TRAFFIC SIGNAL COORDINATION IMPROVEMENTS IDENTIFIED IN REGIONAL TRAFFIC SIGNAL SURVEY	$194,700	$0	$0	$194,700	$0	03/2027	EXPECTED TO OBLIGATE IN FY2027	AFA EXECUTION PENDING
24046	0918-46-360	LEWISVILLE	DALLAS	E	CS	ON MILL STREET FROM PURNELL STREET	HARVARD STREET	RECONSTRUCT 4 LANE TO 3 LANE ROADWAY WITH ON STREET PARKING, SIDEWALKS, BICYCLE LANES, AND BUMP OUTS	$3,500,000	$0	$0	$3,500,000	$0	04/2027	EXPECTED TO OBLIGATE IN FY2027	AFA EXECUTION PENDING
21097.1	1092-01-026	TXDOT-DALLAS	DALLAS	C	FM 741	US 175	SPRING CREEK BLVD	RECONSTRUCT AND WIDEN FROM 2 LANE TO 4 LANE ROADWAY INCLUDING NEW SHARED USE PATH, NEW TURN LANES, AND NEW TRAFFIC SIGNALS AND RETIMING	$9,694,991	$2,423,748	$0	$12,118,739	$0	05/2027	EXPECTED TO OBLIGATE IN FY2027	
11651.6	0918-47-533	DALLAS CO	DALLAS	E	VA	COTTON BELT TRAIL FROM WEST OF THE S MACARTHUR BLVD/E BELT LINE RD INTERSECTION	MCINNISH PARK	CONSTRUCT SHARED USE PATH	$1,500,000	$0	$0	$1,500,000	$0	06/2027	EXPECTED TO OBLIGATE IN FY2027	AFA EXECUTION PENDING
21092	0422-05-011	TXDOT-FORT WORTH	FORT WORTH	C	VA	ON NOLAN RIVER ROAD FROM WESTBOUND US 67 FRONTAGE ROAD	EASTBOUND US 67 FRONTAGE ROAD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES INCLUDING BRIDGE AT US 67	$12,000,000	$3,000,000	$0	$15,000,000	$0	06/2027	EXPECTED TO OBLIGATE IN FY2027	

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11613.3	0918-00-442	NCTCOG	DALLAS	I	VA	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVMNT INCL NCTCOG STAFF TIME & CONSULTANT ASST TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT; MOVMNT	DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR FREIGHT PARTNERS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUC & OVERSIGHT OF PARTNER IMPL PROJECTS	$2,625,000	$0	$0	$2,625,000	$0	08/2027	EXPECTED TO OBLIGATE IN FY2027	
11618.2	0918-00-429	TXDOT-DALLAS	DALLAS	I	VA	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	$5,100,000	$1,275,000	$0	$6,375,000	$0	08/2027	EXPECTED TO OBLIGATE IN FY2027	
11647.2	0918-00-435	NCTCOG	DALLAS	I	VA	LAND USE/TRANS & BIKE/PED INITIATIVES INCLUDES BICYCLE/PED PLANNING & PROGRAMMING, & TRANSIT ORIENTED DEVELOPMENT	TECHNICAL ASSISTANCE, REGIONAL BIKE/PED SAFETY PROGRAM/LOOK OUT TEXANS, IMPL OF SUSTAINABLE DEV, REGIONAL WAYFINDING	ADA COMPLIANCE; COLLECT & ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, TARGETED SAFETY EDUCATION FOR ISDS AND TEEN DRIVERS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	$3,110,000	$0	$0	$3,110,000	$0	08/2027	EXPECTED TO OBLIGATE IN FY2027	
11655.2	0918-00-516	NCTCOG	DALLAS	I	VA	REVENUE AND PROJECT TRACKING SYSTEM (RAPTS)		TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE MAINTENANCE & NCTCOG STAFF TIME	$260,000	$0	$0	$260,000	$0	08/2027	EXPECTED TO OBLIGATE IN FY2027	
16007	0902-00-352	NCTCOG	FORT WORTH	I	VA	SPECIAL EVENTS MANAGEMENT; REGIONWIDE		INCLUDING MEASURES SUCH AS EXTENDED TRANSIT SERVICE FOR EVENTS, STAGING OF TOW TRUCKS TO CLEAR INCIDENTS QUICKLY, CLEARING ROADWAYS QUICKLY AFTER INCIDENTS, ETC. TO REDUCE CONGESTION DURING SPECIAL EVENTS; INCLUDES NCTCOG STAFF TIME	$600,000	$0	$0	$600,000	$0	08/2027	EXPECTED TO OBLIGATE IN FY2027	
16008.1	0918-00-495	NCTCOG	DALLAS	I	VA	SYSTEM MNGR SUPP SERVICES TO ENSURE SYSTEMS WORK AS INTENDED AND CAN COMMUNICATE WITH EACH OTHER ACROSS THE REGION	CONTRACT SERVICES TO PROVIDE OVERSIGHT FOR IMPLEMENTATION OF REGIONAL TSMO DATA EXCHANGE, TRANSPORTATION MGMT SYSTEM,	C2C APPS, EVENT MGMT APPS, 511DFW, WORK ZONE DATA EXCHANGE, CONNECTED VEHICLE SYSTEMS TO SUPPORT REGIONAL EFFORTS INCLUDING PLANNING, PROCUREMENT, IMPLEMENTATION, VALIDATION, AND OPERATIONS	$700,000	$0	$0	$700,000	$0	08/2027	EXPECTED TO OBLIGATE IN FY2027	
25066.2	0581-01-157	DALLAS	DALLAS	C	SL 12	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS	$789,800	$197,450	$0	$987,250	$0	09/2027	EXPECTED TO OBLIGATE IN FY2027	CITY WORKING ON 100% PS&E
21060	0095-05-062	TERRELL	DALLAS	C	US 80	ON MOORE AVE (US 80) WEST FROM BROOKSHIRES DRIVE	BRADSHAW STREET	PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMPS AND CROSSWALKS, AND MINOR LANDSCAPING	$3,000,000	$0	$0	$3,000,000	$0	08/2026	NOT EXPECTED TO OBLIGATE IN FY2027	AFA EXECUTED; CITY WORKING ON 95% PS&E; APPROVAL OF BRIDGE LAYOUT PENDING; SCHEDULE UPDATE PENDING
21061	0918-11-107	TERRELL	DALLAS	C	SS 226	ON VIRGINIA STREET (SS 226) FROM BRIN STREET	ROCHESTER STREET	PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMPS AND CROSSWALKS, AND MINOR LANDSCAPING	$450,000	$0	$0	$450,000	$0	08/2026	NOT EXPECTED TO OBLIGATE IN FY2027	AFA EXECUTED; CITY WORKING ON 95% PS&E; APPROVAL OF BRIDGE LAYOUT PENDING; SCHEDULE UPDATE PENDING
24023	0902-90-336	TXDOT-FORT WORTH	FORT WORTH	R	CS	ON MEANDERING ROAD FROM ROBERTS CUTOFF	SH 183	CONSTRUCT 0 TO 2 LANE ROADWAY WITH SIDEWALKS	$1,500,000	$0	$0	$1,500,000	$0	09/2026	NOT EXPECTED TO OBLIGATE IN FY2027	ENGINEERING NOT BEGINNING UNTIL MARCH 2027, SO RIGHT-OF-WAY WILL NOT BEGIN IN FY2027; SCHEDULE UPDATE PENDING
21082	0918-47-352	DALLAS	DALLAS	C	CS	ON COPENHAGEN AVE FROM E BELT LINE ROAD	SOUTH OF DART ROW	CONSTRUCT 0 TO 4 LANE ROADWAY	$1,200,000	$0	$300,000	$1,500,000	$0	01/2027	NOT EXPECTED TO OBLIGATE IN FY2027	CITY WORKING ON 60% PS&E; SCHEDULE UPDATE PENDING; LETTING IN 2027 IS UNLIKELY BASED ON STATUS OF DESIGN AND ENVIRONMENTAL CLEARANCE

Sorted by Obligation Status, then Estimated Start Date
Obligations and Estimated Start Dates as of 10/26/2026
Yellow rows represent project phases that have been delayed beyond their original start date by 4+ years

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2027

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
24008	0918-00-472	DALLAS	DALLAS	C	CS	ON BELT LINE ROAD	AT SOUTH NORTH LAKE ROAD	CONSTRUCT RIGHT TURN/DECELERATION LANE TO IMPROVE SAFETY	$450,000	$0	$0	$450,000	$0	02/2027	NOT EXPECTED TO OBLIGATE IN FY2027	DALLAS AND IRVING WORKING ON ILA; PROJECT LETTING IN 2027 IS UNLIKELY BASED ON STATUS OF DESIGN
24043	0918-46-361	FRISCO	DALLAS	R	VA	ON LEGACY DRIVE FROM MAIN STREET	PANTHER CREEK PARKWAY	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES	$160,000	$0	$40,000	$200,000	$0	03/2027	NOT EXPECTED TO OBLIGATE IN FY2027	AFA EXECUTION PENDING; SINCE AFA HAS NOT BEEN EXECUTED, GETTING ENVIRONMENTAL CLEARANCE IN FY2027 IS UNLIKELY; SCHEDULE UPDATE PENDING
14002	0918-47-208	DALLAS CO	DALLAS	R	CS	ON WINTERGREEN RD FROM JEFFERSON STREET	WEST OF CARPENTER ROAD	RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN	$3,702,280	$0	$925,570	$4,627,850	$0	10/2027	NOT EXPECTED TO OBLIGATE IN FY2027	COUNTY WORKING ON 95% PS&E; ENVIRONMENTAL CLEARANCE EXPECTED SEPTEMBER 2027
24046	0918-46-360	LEWISVILLE	DALLAS	R	CS	ON MILL STREET FROM PURNELL STREET	HARVARD STREET	RECONSTRUCT 4 LANE TO 3 LANE ROADWAY WITH ON STREET PARKING, SIDEWALKS, BICYCLE LANES, AND BUMP OUTS	$650,000	$0	$0	$650,000	$0	10/2027	NOT EXPECTED TO OBLIGATE IN FY2027	
14028	0172-12-007	TXDOT-DALLAS	DALLAS	C	BUS 287S	MCKINNEY STREET	BRECKENRIDGE STREET	CONSTRUCT GRADE SEPARATION AT THE INTERSECTIONS OF BUS 287/ENNIS AVENUE AND BOTH UPRR AND E MAIN ST; RECONSTRUCT ENNIS AVE FROM 4 TO 4 LANES; CONSTRUCT NEW SIDEWALKS	$15,000,000	$3,750,000	$0	$18,750,000	$0	11/2027	NOT EXPECTED TO OBLIGATE IN FY2027	RAILROAD AGREEMENT WITH UNION PACIFIC IS PENDING
11618.3	0918-00-503	TXDOT-DALLAS	DALLAS	I	VA	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	$4,657,200	$1,164,300	$0	$5,821,500	$0	08/2028	NOT EXPECTED TO OBLIGATE IN FY2027	
14070.1	0196-07-036	DALLAS	DALLAS	C	SS 366	SS 366 FRONTAGE ROADS FROM WEST OF AKARD STREET	ST PAUL STREET	CONSTRUCT TRAFFIC SIGNALS AND ADD FIBER OPTIC NETWORK FOR ITS IMPROVEMENTS	$3,053,592	$0	$763,398	$3,816,990	$0	12/2028	NOT EXPECTED TO OBLIGATE IN FY2027	
16008	0918-00-413	NCTCOG	DALLAS	I	VA	TECHNOLOGY AND INNOVATION 3.0; IMPLEMENT PROJECTS FOCUSED ON EMERGING TRANSPORTATION TECHNOLOGIES	THAT IMPROVE SAFETY, EFFICIENCY, & CONNECTIVITY; COORDINATING & IMPLEMENTING EMERGING MOBILITY TECHNOLOGY DEPLOYMENTS &	CONNECTED VEHICLE/INFRASTRUCTURE IMPROVEMENTS; SUPPORTING ROADWAY SAFETY TECHNOLOGIES, FOOD DESERT ELIMINATION, DELIVERY ROBOTS AND DRONES, NEXT-GEN TRAFFIC SIGNALS AND AUTONOMOUS SHUTTLES; AND MANAGING ADMINISTRATIVE TASKS TO FACILITATE PROJECTS	$7,550,000	$0	$0	$7,550,000	$0	05/2029	NOT EXPECTED TO OBLIGATE IN FY2027	
55166.3	0918-47-485	TXDOT-DALLAS	DALLAS	C	VA	SOUTHERN GATEWAY DECK PLAZA PHASE 2; FROM MARSALIS AVENUE	EWING AVENUE	CONSTRUCT FOUNDATIONAL, STRUCTURAL, SAFETY, MULTIMODAL TRANSPORTATION, & HARDSCAPE ELEMENTS TO EXPAND DECK PLAZA OVER TO MARSALIS AVENUE BRIDGE	$22,000,000	$0	$5,500,000	$27,500,000	$0	06/2030	NOT EXPECTED TO OBLIGATE IN FY2027	
11684.2	0081-12-053	FORT WORTH	FORT WORTH	ENV	IH 35W	IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD		CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE	$100,000	$0	$0	$100,000	$0	N/A	NOT EXPECTED TO OBLIGATE IN FY2027	PROJECT TO BE CANCELED VIA THE FEBRUARY 2027 TIP MODIFICATION CYCLE DUE TO DRASTICALLY INCREASED COSTS
11684.2	0081-12-053	FORT WORTH	FORT WORTH	E	IH 35W	IH 35W TRUCK PARKING HUB ON IH 35W AT SH 170 NEAR HARMON ROAD		CONSTRUCT TRUCK PARKING AREA TO INCLUDE SAFETY REST AREA FOR TRUCK DRIVERS, VEHICLE TO INFRASTRUCTURE COMMUNICATION EQUIPMENT, STRIPING, AND SIGNAGE	$758,953	$0	$0	$758,953	$0	N/A	NOT EXPECTED TO OBLIGATE IN FY2027	PROJECT TO BE CANCELED VIA THE FEBRUARY 2027 TIP MODIFICATION CYCLE DUE TO DRASTICALLY INCREASED COSTS
								TOTAL	**$228,177,787**	**$12,157,998**	**$17,766,915**	**$258,102,700**	**$0**			

TOTAL CLOSEOUTS/WITHDRAWALS	**$0**
TOTAL PROJECT ADJUSTMENTS	**$0**
TOTAL OBLIGATED IN FY2027	**$0**
TOTAL EXPECTED TO OBLIGATE IN FY2027	**$163,945,762**
TOTAL NOT EXPECTED TO OBLIGATE IN FY2027	**$64,232,025**

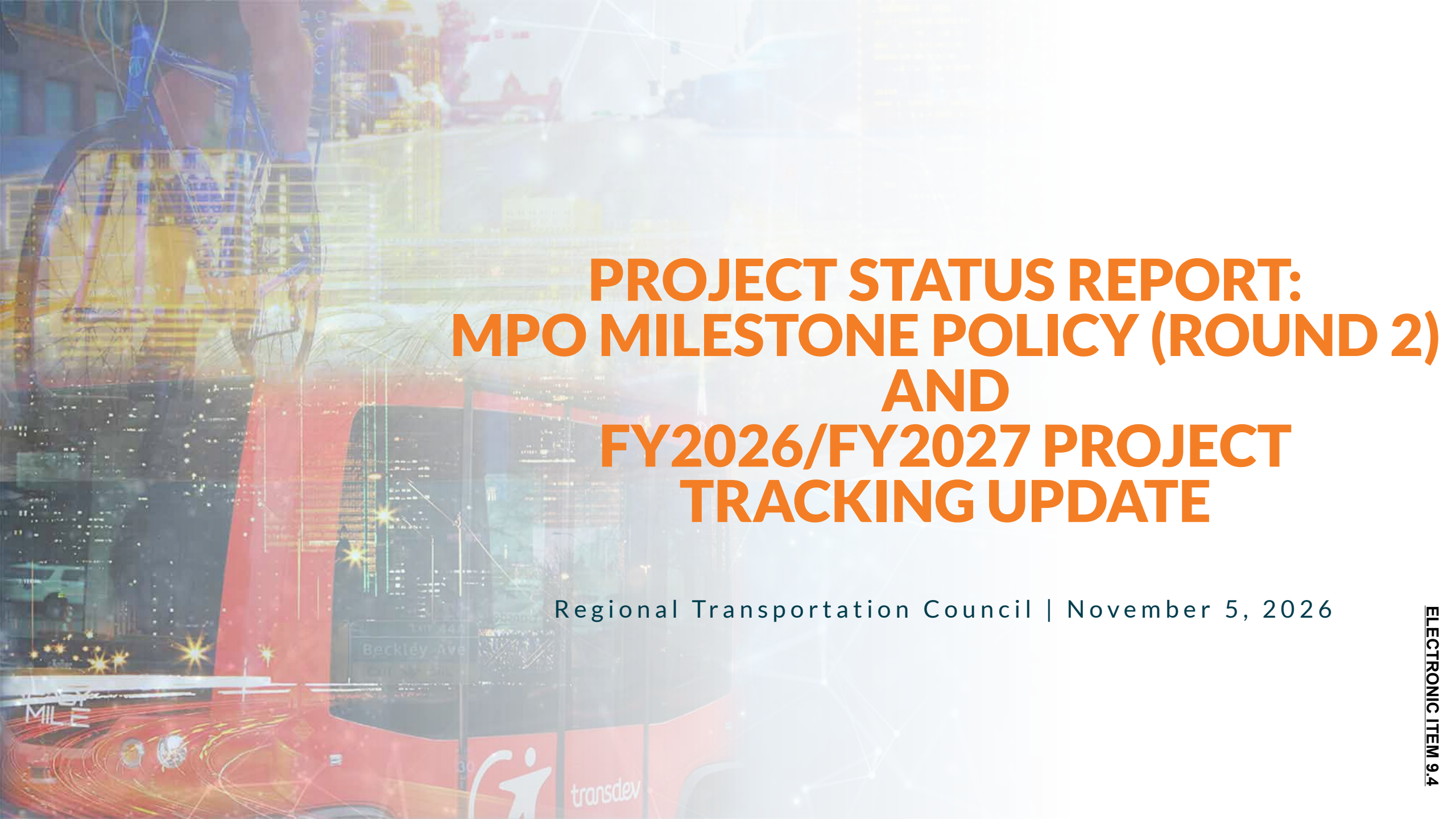
Sorted by Obligation Status, then Estimated Start Date
Obligations and Estimated Start Dates as of 10/26/2026
Yellow rows represent project phases that have been delayed beyond their original start date by 4+ years

TASA FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2027

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
40078	0918-47-325	DALLAS	DALLAS	C	CS	ROSS AVENUE FROM GREENVILLE AVENUE	IH 345	RECONSTRUCT ROADWAY, ADD SHARED USE PATH/SIDEWALKS, INTERSECTION IMPROVEMENTS, AND SIGNAL IMPROVEMENTS	$3,836,092	$0	$0	$3,836,092	$0	12/2026	EXPECTED TO OBLIGATE IN FY2027	2020 TA SET ASIDE CALL FOR PROJECTS; AFA AMENDMENT PENDING; TXDOT REVIEWING 100% PS&E
40086	0918-47-470	GARLAND	DALLAS	C	VA	GARLAND NEW SIDEWALK AT DART DOWNTOWN STATION BOUNDED BY CASTLE DR ON THE NORTH	N COUNTRY CLUB RD ON THE EAST, STATE ST ON THE SOUTH, N 4TH ST ON THE WEST	CONSTRUCT SIDEWALKS AND PEDESTRIAN SAFETY IMPROVEMENTS AT AND AROUND THE DOWNTOWN GARLAND DART STATION	$3,344,389	$0	$836,097	$4,180,486	$0	12/2026	EXPECTED TO OBLIGATE IN FY2027	2022 TA SET ASIDE CALL FOR PROJECTS; CITY WORKING ON 100% PS&E RESUBMITTAL
40097	0918-47-564	DALLAS	DALLAS	C	VA	EXTENSION OF COTTON BELT TRAIL ALONG DART SILVER LINE FROM DAVENPORT RD TO PRESTON GREEN PARK	EXTENSION OF MARNI KANER TRAIL ALONG DAVENPORT RD TO COTTON BELT TRAIL	CONSTRUCT NEW SHARED-USE PATHS AND BICYCLE LANES FOR COTTON BELT TRAIL AND MARNI KANER TRAIL	$6,340,000	$0	$0	$6,340,000	$0	03/2027	EXPECTED TO OBLIGATE IN FY2027	2025 TA SET ASIDE CALL FOR PROJECTS; AFA EXECUTED
40100	0918-24-319	PLANO	DALLAS	C	VA	LOS RIOS PARK TRAIL FROM EXISTING BOB WOODRUFF PARK TRAIL	EXISTING COTTONWOOD CREEK GREENBELT TRAIL	CONSTRUCT NEW SHARED-USE PATH	$4,410,000	$0	$0	$4,410,000	$0	04/2027	EXPECTED TO OBLIGATE IN FY2027	2025 TA SET ASIDE CALL FOR PROJECTS; AFA EXECUTION PENDING
40102	0918-00-500	RICHARDSON	DALLAS	E	VA	RICHARDSON CITYWIDE SAFE ROUTES TO SCHOOL PROGRAM		DEVELOP MULTIPLE SAFE ROUTES TO SCHOOL PLANS WITHIN THE CITY OF RICHARDSON	$400,000	$0	$100,000	$500,000	$0	04/2027	EXPECTED TO OBLIGATE IN FY2027	2025 TA SET ASIDE CALL FOR PROJECTS; AFA EXECUTION PENDING
40106	0902-90-377	CROWLEY	FORT WORTH	C	VA	MAIN STREET TRAIL EXTENSION FROM FM 731 (CROWLEY ROAD)	TO EXISTING SHARED-USE PATH AT BICENTENNIAL PARK	CONSTRUCT NEW SHARED-USE PATH	$1,856,000	$0	$464,000	$2,320,000	$0	05/2027	EXPECTED TO OBLIGATE IN FY2027	2025 TA SET ASIDE CALL FOR PROJECTS; AFA EXECUTION PENDING; CITY WORKING ON 60% PS&E
40090	0918-46-348	FRISCO	DALLAS	C	VA	IRON HORSE TRAIL FROM STONEBROOK PKWY	ROCK CREEK PKWY	CONSTRUCTION OF A NEW SHARED-USE PATH ALONG STEWART CREEK	$4,200,000	$0	$1,050,000	$5,250,000	$0	06/2027	EXPECTED TO OBLIGATE IN FY2027	2022 TA SET ASIDE CALL FOR PROJECTS; CITY WORKING ON 95% PS&E
40104	0902-90-379	FORT WORTH	FORT WORTH	C	VA	SAFE STREETS ALONG SUMMER CREEK DR FROM W RISINGER RD TO SUNFLOWER RIDGE RD	ALONG MCPHERSON BLVD FROM CHISHOLM TRAIL PKWY TO S HULEN ST; ALONG S HULEN ST FROM NIGHTINGALE DR TO MCPHERSON BLVD	CONSTRUCT NEW SHARED-USE PATHS, BRIDGE, TRAFFIC SIGNAL IMPROVEMENTS, AND CROSSING IMPROVEMENTS. CONSTRUCT NEW AND ENHANCE EXISTING ON-STREET BICYCLE FACILITIES	$4,072,000	$0	$1,018,000	$5,090,000	$0	07/2027	NOT EXPECTED TO OBLIGATE IN FY2027	2025 TA SET ASIDE CALL FOR PROJECTS; PROJECT ON HOLD PENDING AVAILABILITY OF LOCAL FUNDING; ENGINEERING ANTICIPATED TO BEGIN IN EARLY 2027, SO CONSTRUCTION LETTING IN 2027 IS UNLIKELY
								TOTAL	**$28,458,481**	**$0**	**$3,468,097**	**$31,926,578**	**$0**			

TOTAL CLOSEOUTS/WITHDRAWALS	**$0**
TOTAL PROJECT ADJUSTMENTS	**$0**
TOTAL OBLIGATED IN FY2027	**$0**
TOTAL EXPECTED TO OBLIGATE IN FY2027	**$24,386,481**
TOTAL NOT EXPECTED TO OBLIGATE IN FY2027	**$4,072,000**

Sorted by Obligation Status, then Estimated Start Date
Obligations and Estimated Start Dates as of 10/26/2026
Yellow rows represent project phases delayed beyond the RTC established deadline for construction



PROJECT STATUS REPORT: MPO MILESTONE POLICY (ROUND 2) AND FY2026/FY2027 PROJECT TRACKING UPDATE

Regional Transportation Council | November 5, 2026

ELECTRONIC ITEM 9.4

BACKGROUND

- Metropolitan Planning Organization (MPO) Milestone Policy
  - Focuses on projects funded 10+ years that have not gone to construction
  - Creates agency accountability to implement projects
- Fiscal Year (FY) 2026/2027 Project Tracking
  - Focuses on projects slated for implementation in FY2026 and FY2027 funded with the following categories:
    - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
    - Surface Transportation Block Grant (STBG)
    - Transportation Alternatives Set-Aside (TASA)
    - Carbon Reduction Program (CRP)
  - Provides earlier monitoring and highlights potential problems in order to prevent delays
  - Enables the Regional Transportation Council (RTC) to take corrective action if needed to avoid accumulation of carryover balances

MPO MILESTONE POLICY STATUS UPDATE

- Round 1:
  - 47 of 52 Round 1 projects have been completed
- Round 2:
  - All projects have either let (21) or been cancelled (3) as of August 2026
  - 11 of 21 projects have been completed
- All remaining projects will be monitored until they are completed

FY 2026 PROJECT TRACKING

END OF YEAR SUMMARY OF FY2026 CMAQ, STBG, TASA, AND CRP FUNDING

Funding Category	Total Federal Funding Available[1]	Federal Funding Obligated (2026)[2, 3, 4]	FY2026 Project Phases	Project Phases Obligated	Percentage of Project Phases Delayed
CMAQ	$210,703,025	$105,129,365	67	40	40%
STBG	$199,143,095 [5]	$220,788,575	109	48	56%
TASA	$59,470,216 [5]	$13,599,604	11	8	27%
CRP	$19,831,396	$19,831,396	3	3	0%

Notes:

[1] Apportionment plus carryover

[2] Obligations based on the federal fiscal year, which runs from October to September

[3] Obligation amounts as of 9/30/2026

[4] Amounts include funding issued through pre-award authority, which may result in obligated funding being greater than available funding

[5] Includes amounts redistributed from TIFIA program through the Fiscally Responsible Highway Funding Act of 2024

2026 CMAQ PROJECT PHASES DELAYED FOUR OR MORE YEARS

Project Sponsor	Number of Project Phases	Total Funding (Federal)	Years of Delay
City of Dallas	11	$19,123,000	4.0-7.4
City of Fort Worth	7	$18,304,522	4.5-8.5
City of Plano	1	$3,200,000	4.4
City of Grand Prairie	3	$1,795,055	5.7-6.4
TxDOT-Fort Worth[1]	1	$800,000	5.7

[1]TxDOT took over TIP 21020/CSJ 0902-90-219 from Forest Hill in 2024

2026 STBG PROJECT PHASES DELAYED FOUR OR MORE YEARS

Project Sponsor	Number of Project Phases	Total Funding (Federal)	Years of Delay
TxDOT-Dallas[1]	1	$44,648,437	6.0
City of Fort Worth	8	$34,715,007	4.5-8.5
Town of Highland Park	1	$12,520,000	4.9
Denton County	1	$10,000,000	5.8
Dallas County	1	$3,702,280	9.0
NCTCOG	2	$3,650,000	4.8-5.7
City of Richardson	1	$1,542,668	4.3
City of Dallas	2	$1,289,800	4.7-6.0

[1]TxDOT implementing TIP 14070/CSJ 0196-07-034 on behalf of the City of Dallas and Klyde Warren Park Foundation

2026 TASA PROJECT PHASES THAT EXCEEDED THE RTC DEADLINE FOR CONSTRUCTION

Project Sponsor	Number of Project Phases	Total Funding (Federal)	Years Since TASA Deadline
Dallas County	2	$9,886,203	0.2-0.6
City of Frisco	1	$4,200,000	1.5
City of Garland	1	$3,344,389	1.0
City of Allen	1	$3,200,000	0.6
City of Fort Worth	3	$3,043,908	0.1-0.7
Town of Sunnyvale	1	$1,791,299	0.4
City of Arlington	1	$957,427	0.1

FY 2027 PROJECT TRACKING

SUMMARY OF FY2027 CMAQ, STBG, TASA, AND CRP FUNDING

Funding Category	Total Federal Funding Available[1]	Federal Funding Obligated (2027)[2, 3]	FY2027 Project Phases	Project Phases Obligated to Date
CMAQ	$83,826,150	$0	27	0
STBG	$152,338,302	$0	76	0
TASA	$17,711,685	$0	8	0
CRP[4]	N/A	N/A	N/A	N/A

Notes:

[1] FY2027 apportionments and final carryover amounts have not been released yet, so amounts are from 2027 Unified Transportation Program and will be updated

[2] Obligations based on the federal fiscal year, which runs from October to September

[3] Obligation amounts as of 10/26/2026

[4]All CRP funds allocated to the region have been obligated and the program is not expected to be continued

2027 CMAQ PROJECT PHASES DELAYED FOUR OR MORE YEARS

Project Sponsor	Number of Project Phases [1]	Total Funding (Federal)	Years of Delay
TxDOT-Dallas	1	$19,176,000	7.9
City of Dallas	4	$10,450,000	4.0-5.5
City of Plano	1	$3,200,000	4.4
City of Grand Prairie	1	$1,363,571	6.4
City of Sachse	1	$1,201,700	4.6
TxDOT-Fort Worth[2]	1	$800,000	5.7

[1] Projects originally on the FY2026 list that have since been delayed may be reflected in multiple delay analyses
[2] TxDOT took over TIP 21020/CSJ 0902-90-219 from Forest Hill in 2024

2027 STBG PROJECT PHASES DELAYED FOUR OR MORE YEARS

Project Sponsor	Number of Project Phases [1]	Total Funding (Federal)	Years of Delay
City of Sachse	1	$23,351,790	4.5
TxDOT-Dallas	1	$15,000,000	7.9
Dallas County	1	$3,702,280	9.0
City of Dallas	2	$2,653,708	4.3-6.0
City of Rowlett	1	$400,000	5.3
City of Fort Worth	1	$200,000	6.2

[1] Projects originally on the FY2026 list that have since been delayed may be reflected in multiple delay analyses

2027 TASA PROJECT PHASES EXCEEDING THE RTC DEADLINE FOR CONSTRUCTION

Project Sponsor	Number of Project Phases [1]	Total Funding (Federal)	Years Since TASA Deadline
City of Frisco	1	$4,200,000	1.5
City of Dallas	1	$3,836,092	3.3
City of Garland	1	$3,344,389	1.0

[1] Projects originally on the FY2026 list that have since been delayed may be reflected in multiple delay analyses

COMMON PROJECT IMPLEMENTATION PITFALLS

- Lack of “champions” for federal projects once selected
- Possible communication gap/disconnect between staff that applies for funding vs. staff that implements funded projects
- Inexperience with administering federal projects
- Lengthy execution timeframe for various agreements (TxDOT agreements, interlocal agreements, railroad agreements)
- Right-of-way acquisition and utility conflicts (anticipated and unanticipated)

TAKEAWAYS

- Ability of MPOs/local governments to obligate funding and implement projects is being scrutinized by TxDOT
  - Funding can be taken from regions if carryover balances are too high
  - Would lead to further reduction of tools for the RTC to use to address various regional transportation challenges (e.g., air quality, addressing capacity on FM roads)
- Utilize RTC staff as a resource (facilitating coordination between jurisdictions, resolving railroad issues, etc.)
- Take advantage of RTC-funded programs that can help with project implementation (US Army Corps of Engineers 404 and 408 permits, railroad design review, etc.)
- Help champion projects once funded
- TxDOT is considering not allowing entities that fail to execute Advance Funding Agreements (AFA) in a timely manner to apply in future TASA calls for projects.

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North Central Texas Council of Governments

Dallas Rail Crossing Analysis

Regional Transportation Council

November 5, 2026

Mike Johnson, Principal Transportation Planner

ELECTRONIC ITEM 10

Railroad Crossing Analysis 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 completed two full 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

Dallas Rail Crossing Analysis

The Process

1) Identified all public at-grade crossings in the city of Dallas
2) Built a database with both quantitative and qualitative information about each crossing
3) Conducted site visits
4) Completed database
5) Developed formulas to prioritize crossings
6) Identified priority rail crossings for recommended improvements

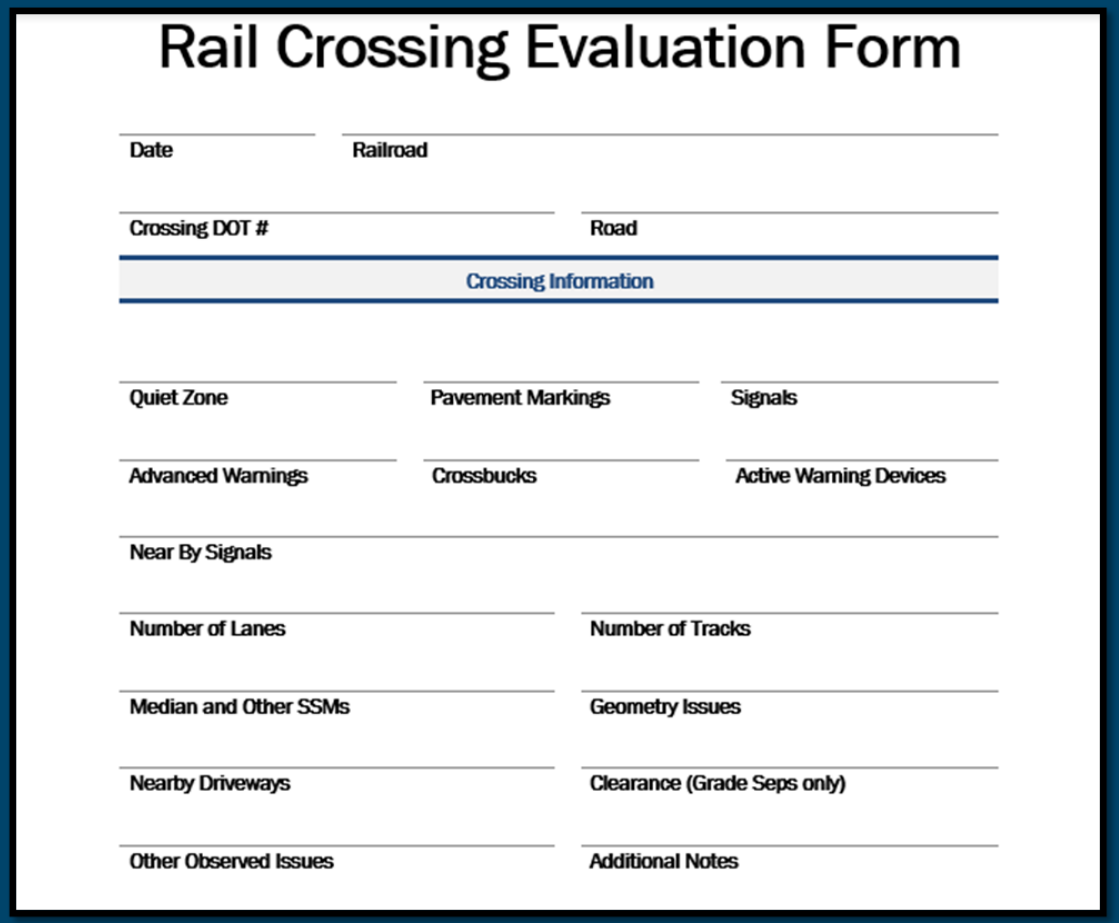


Courtesy of NCTCOG

Building the Database

Quantitative information included in the review (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 2015-2025 (10 years).



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

Building the Database

Qualitative information included in the review (from site visits)

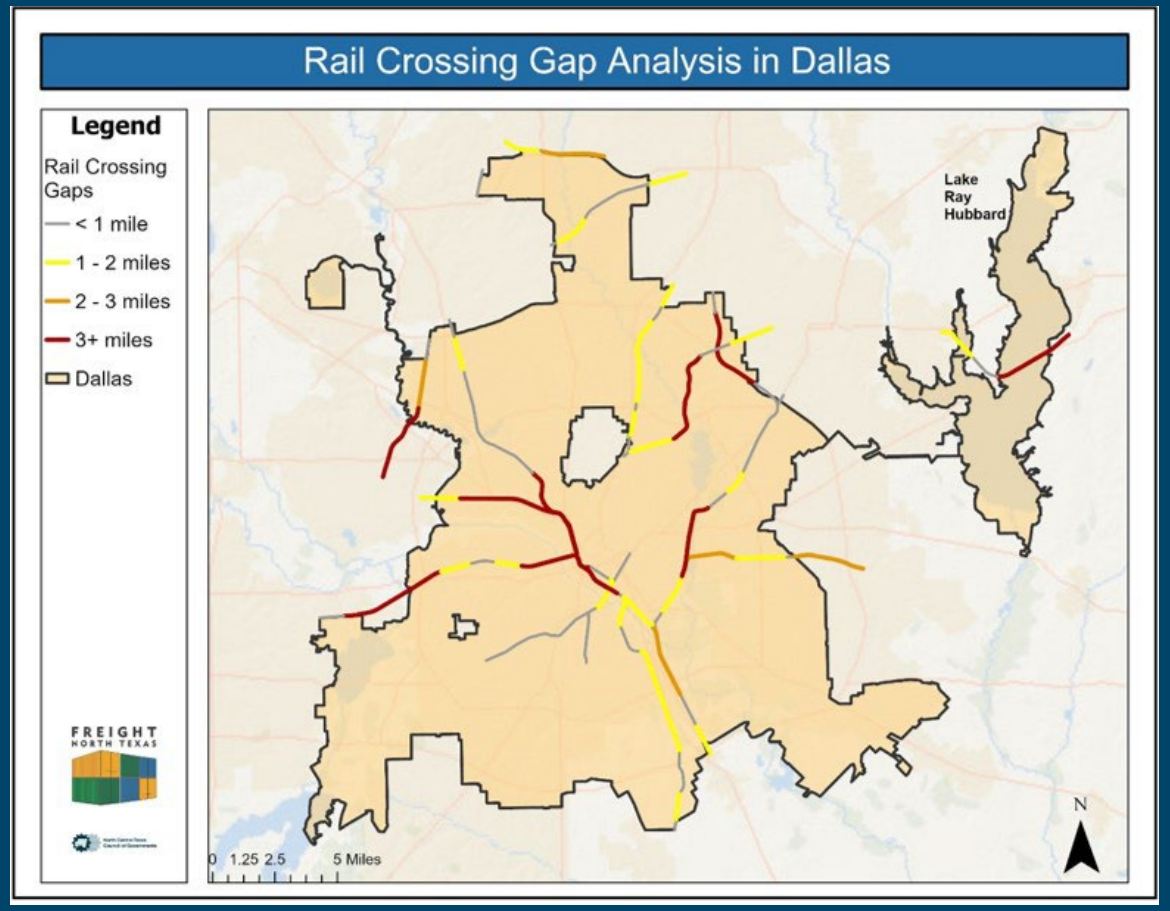
- Active Warning Devices: Includes gates and lights that activate when a train approaches the crossing.
- Static Warning Devices: Includes pavement marking and standard signage such as crossbucks.
- Supplemental Safety Measures: Includes medians, supplemental signage, etc.
- Observed Conditions: Includes geometry issues and number of roadway lanes, etc.



Courtesy of NCTCOG

Crossing Gap Analysis

- An analysis was completed to identify where there is enough space to hold a 1-mile, 2-mile, or 3-mile-long train without occupying a crossing.
- NCTCOG understands there are many factors that determine where a train is held.
- This analysis was used to identify potential locations only.



Courtesy of NCTCOG

Priority Methodology

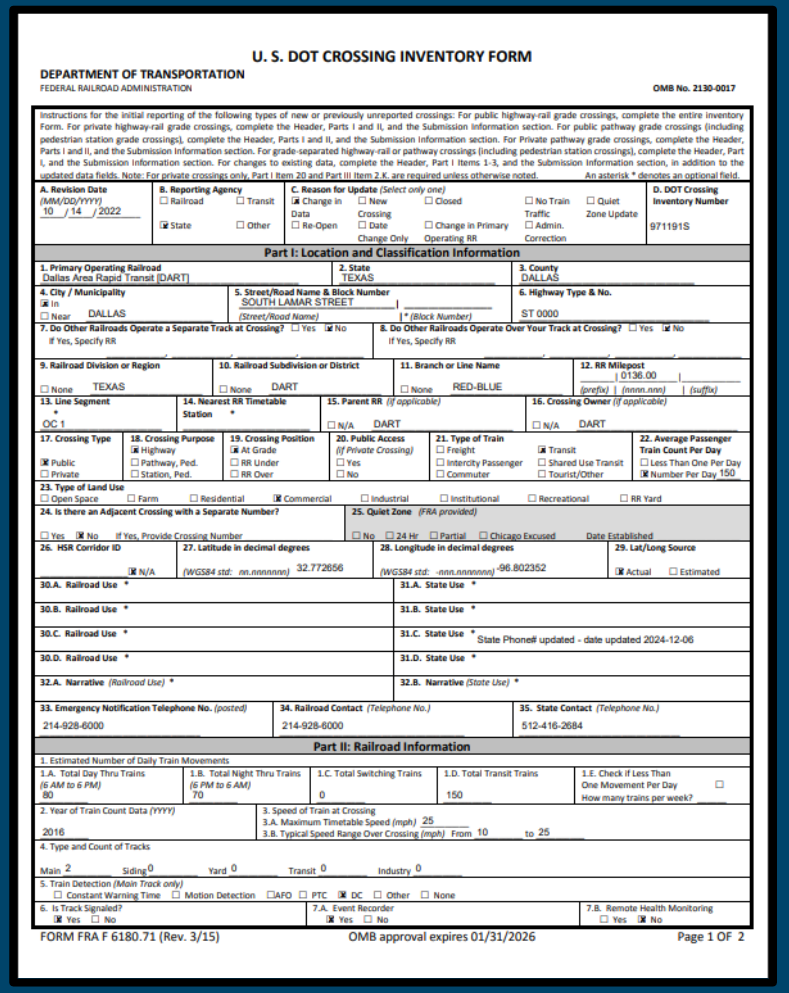
Formula Based Scoring

Crossings were scored on both quantitative and qualitative factors. Crossings were 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 were 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?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☑ No If Yes, Specify RR	☐ Yes ☑ No 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

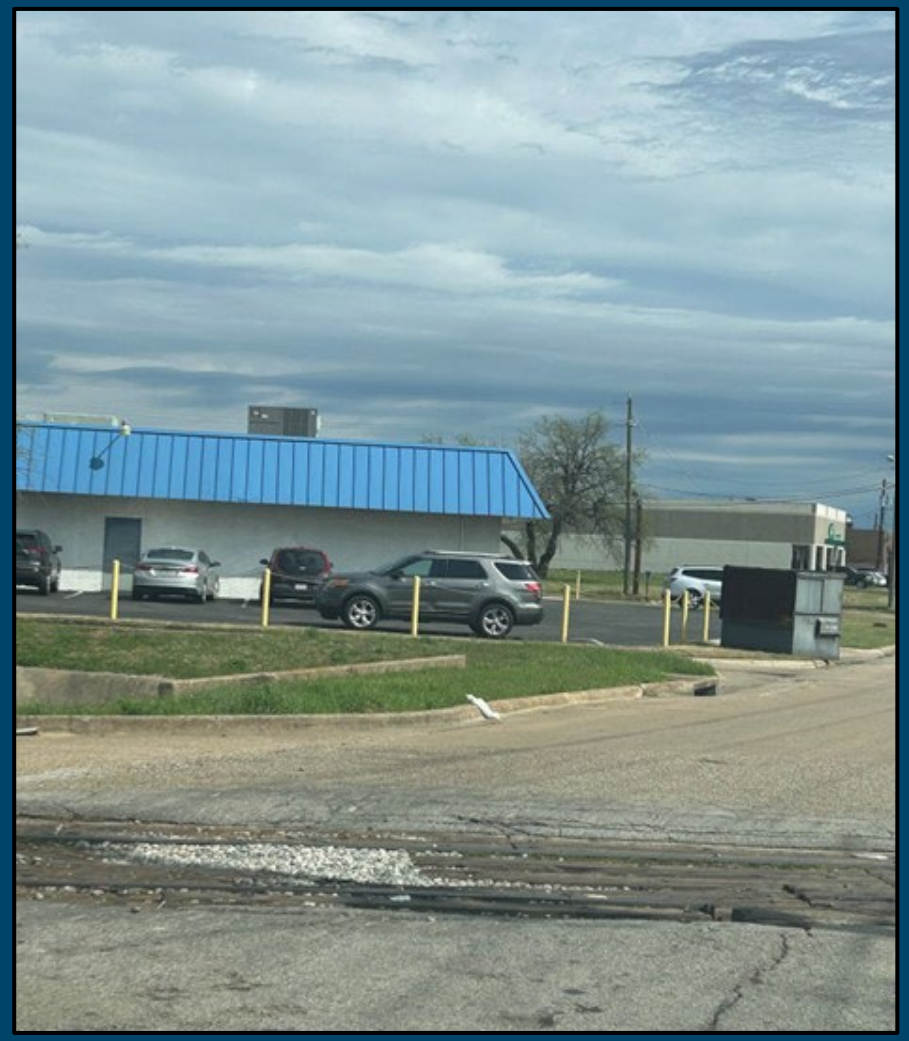
6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☑ Yes ☐ No	☑ Yes ☐ No	☐ Yes ☑ No

FORM FRA F 6180.71 (Rev. 3/15) OMB approval expires 01/31/2026 Page 1 OF 2

Courtesy of FRA

Next Steps

- Continue analysis for other cities/counties within the NCTCOG region.
- Coordinate with cities, counties, TxDOT, and railroads on improvements.
- Monitor implementation of recommended safety measures.
- Support targeted crossing improvements based on priority rankings.
- Assist in discussions to reduce blocked crossings using gap analysis.
- Maintain focus on safety, efficiency, and reliability improvements.



Courtesy of NCTCOG

CONTACT US

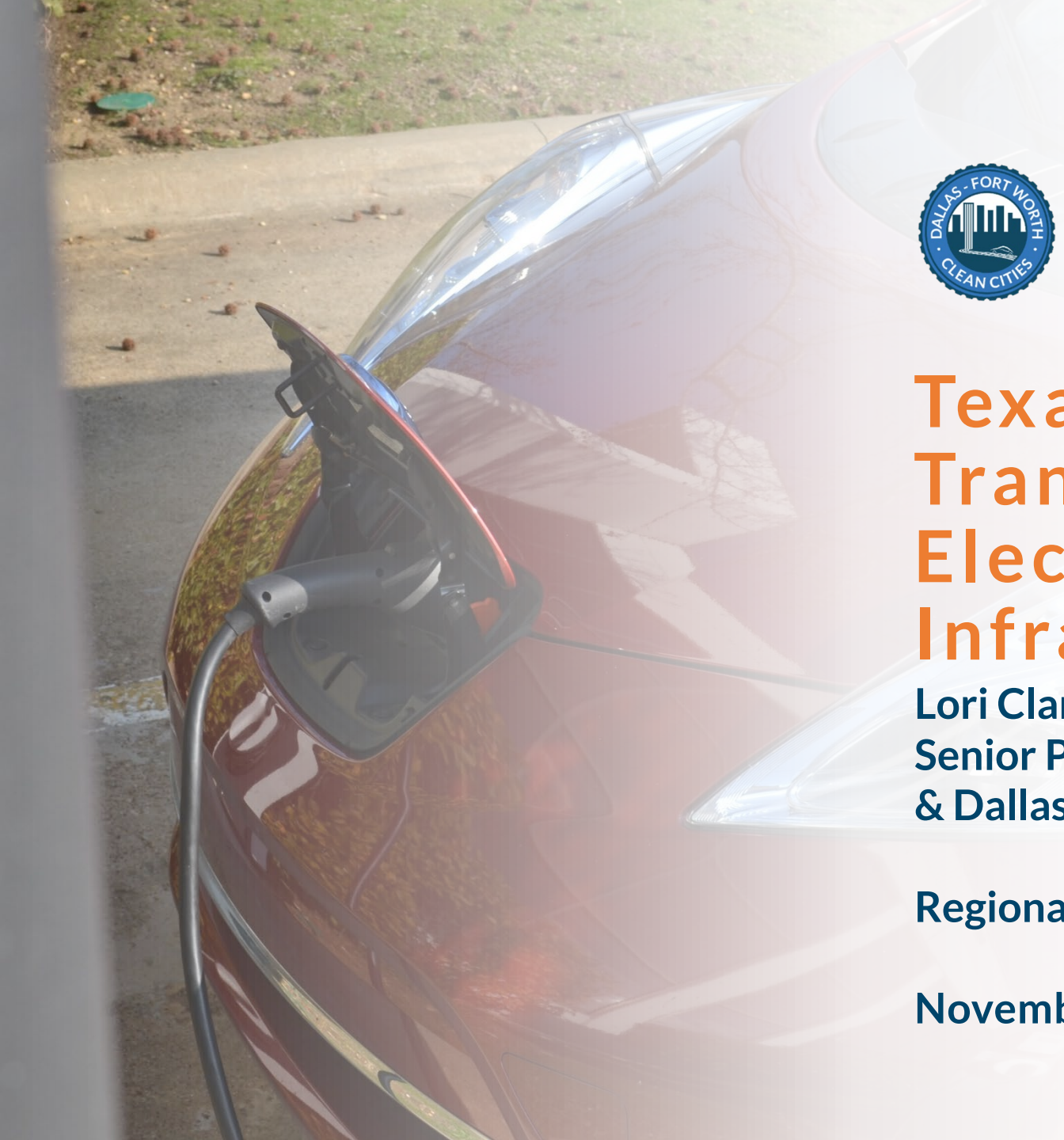
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Texas Department of Transportation Texas Electric Vehicle Infrastructure Plan Results

Lori Clark
Senior Program Manager
& Dallas-Fort Worth Clean Cities Director

Regional Transportation Council

November 5, 2026

ELECTRONIC ITEM 11

Texas EV Infrastructure Plan

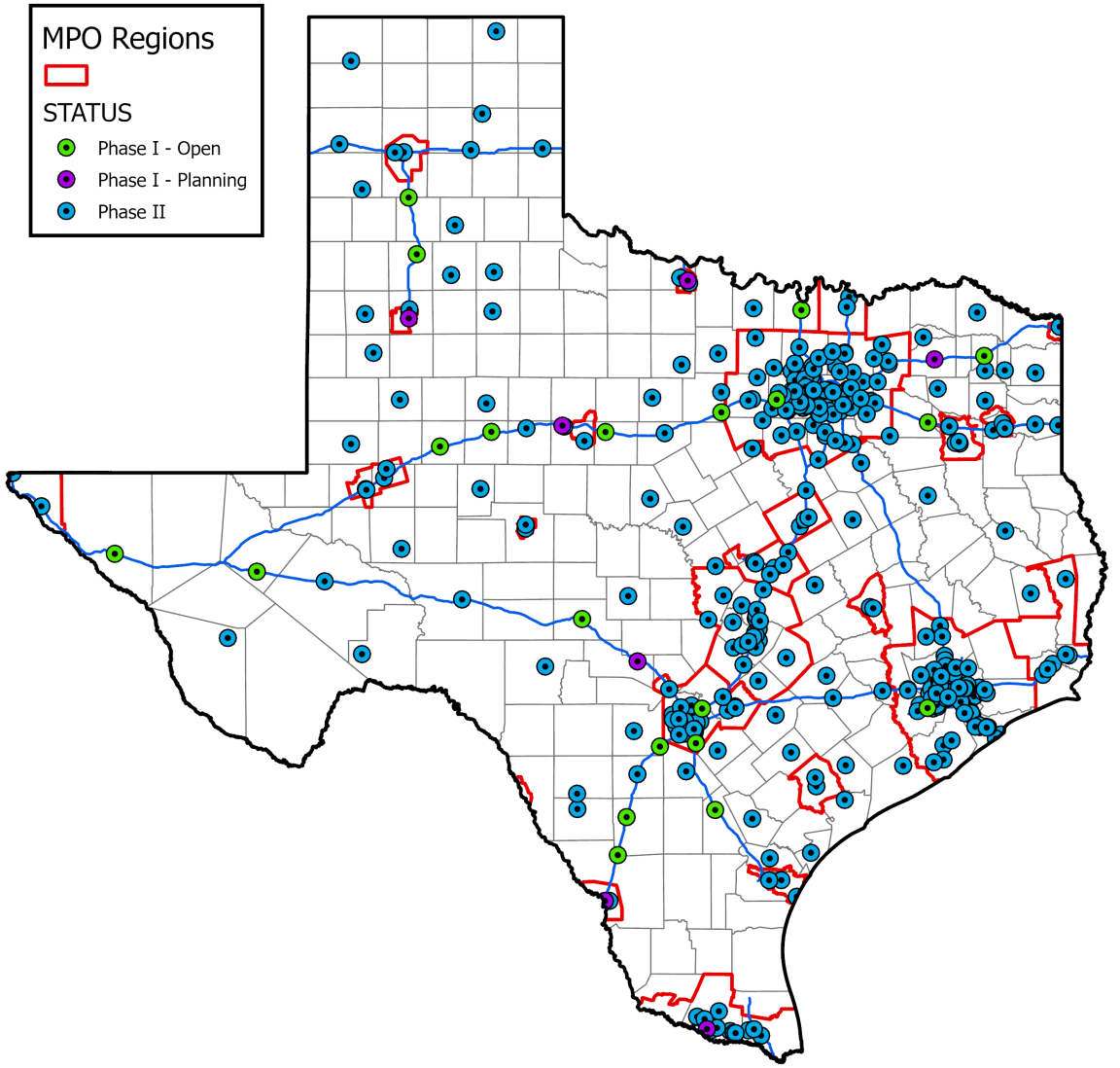
Texas' plan to implement National Electric Vehicle Infrastructure (NEVI) funding

- **Vision:** enable current and future drivers of electric vehicles to confidently travel across the state for work, recreation, and exploration[1]

TxDOT NEVI Allocation reduced to $323M from $408M in early 2026 through rescissions

Phase I: Along Alternative Fuel Corridors (complete) ☑

- January 2026: FHWA certified that designated alternative fuel corridors are "fully built out"
  - 63 sites awarded in Texas
    - 20 sites open as of September 2026
  - 8 sites awarded within Regional Transportation Council (RTC) Boundary



Data as of September 2026
Source: TxDOT Statewide Planning Map

[1] As of the plan dated August 2025

Phase II Approach and Results to Date

TxDOT Grants to Additional Types of Sites

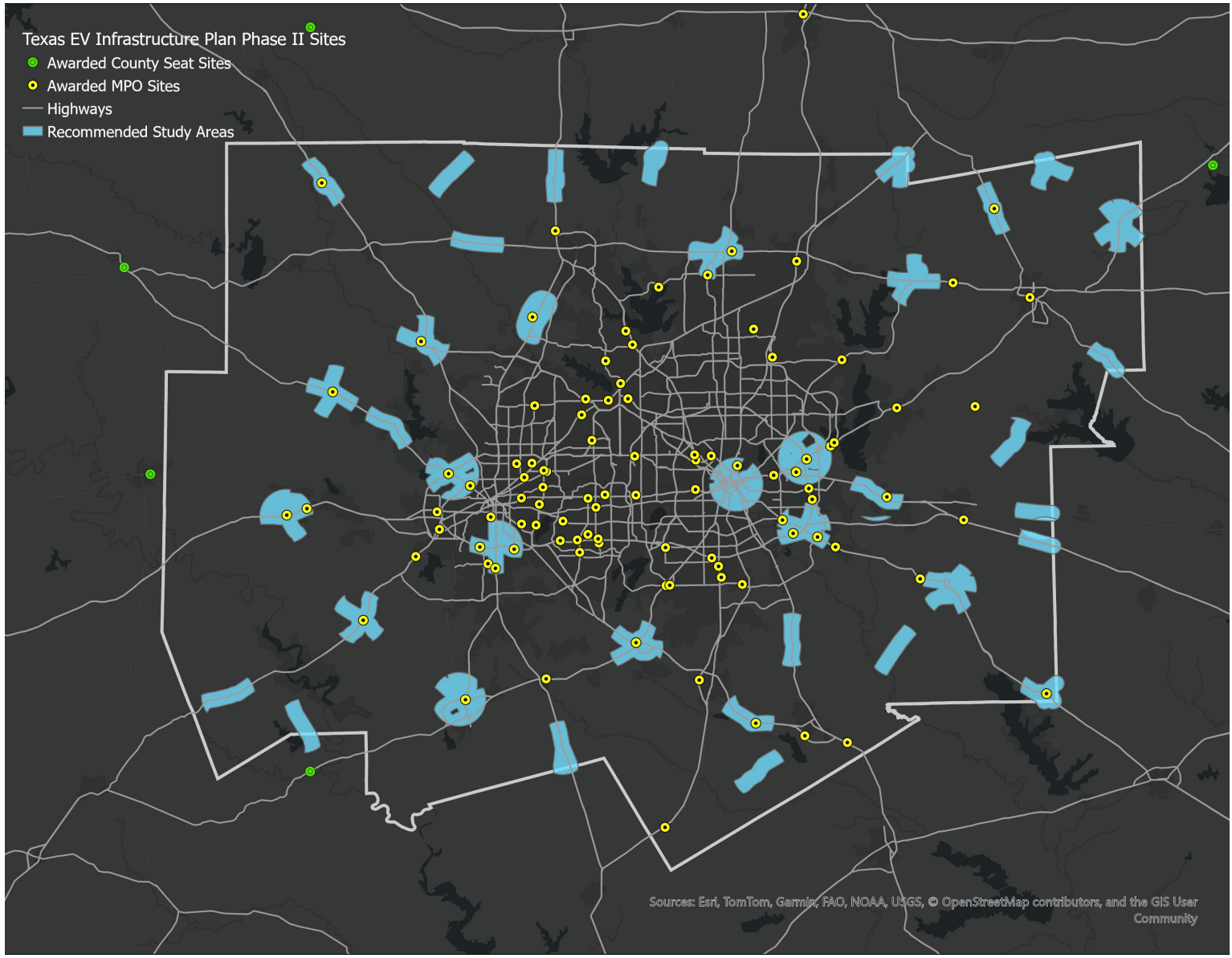
1) Rural County Seats
2) MPO-Recommended Sites

March 2026: RTC Approved Criteria for Staff Recommendations

- 38 DC fast charge study areas to fill gaps in access; impacts 41 highway corridors

TxDOT Results in RTC Boundary:

- 97 Sites awarded, impacting 25 of 41 recommended corridors
- Locations approved by RTC as part of November 2026 TIP modifications; anticipating federal approval by February 2027
- More information at TxDOT's Texas Electric Vehicle Planning page

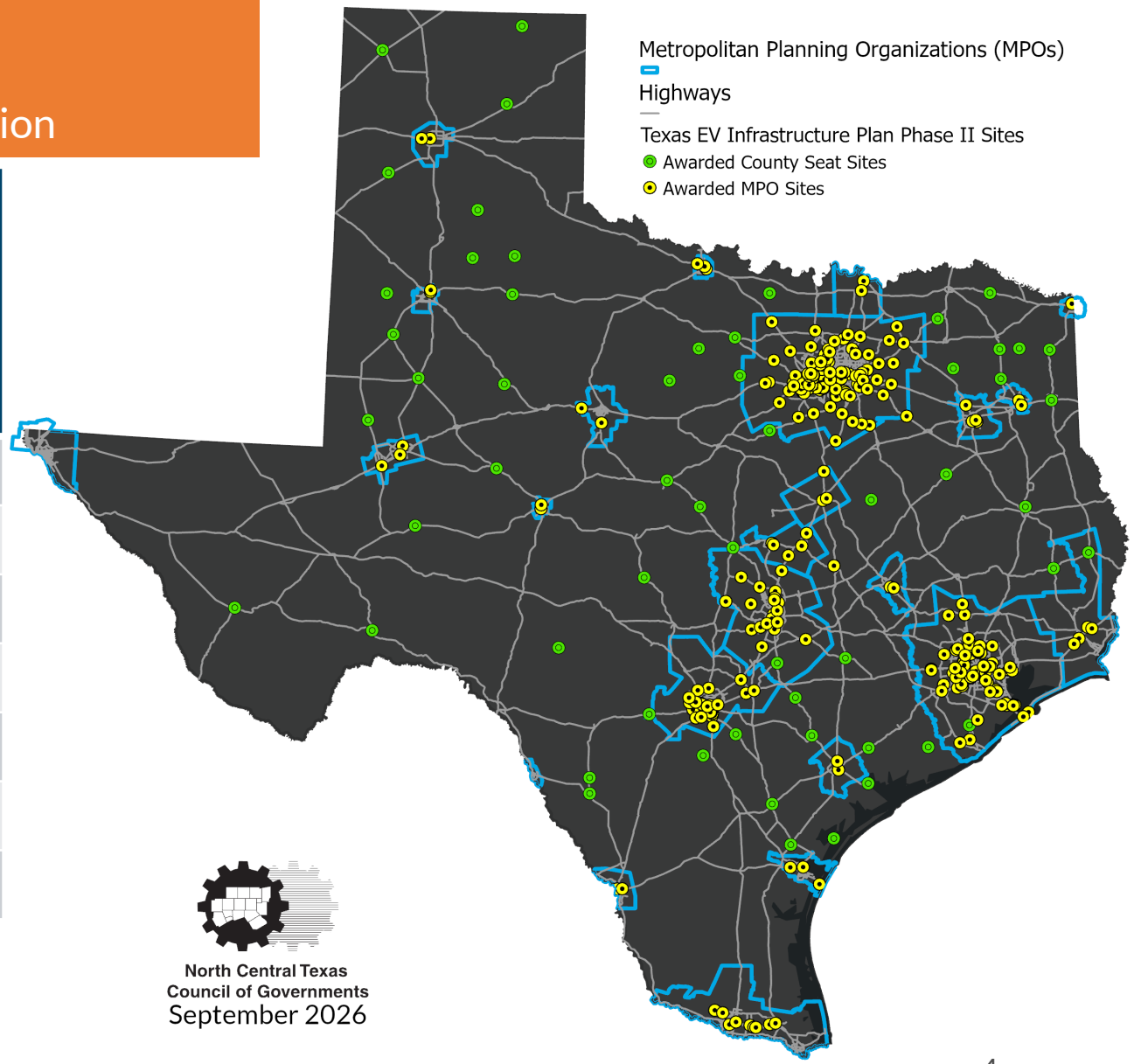


Phase II Results to Date

Key Takeaways:
30% of all Awarded sites in RTC boundary
Region with the greatest geographic distribution

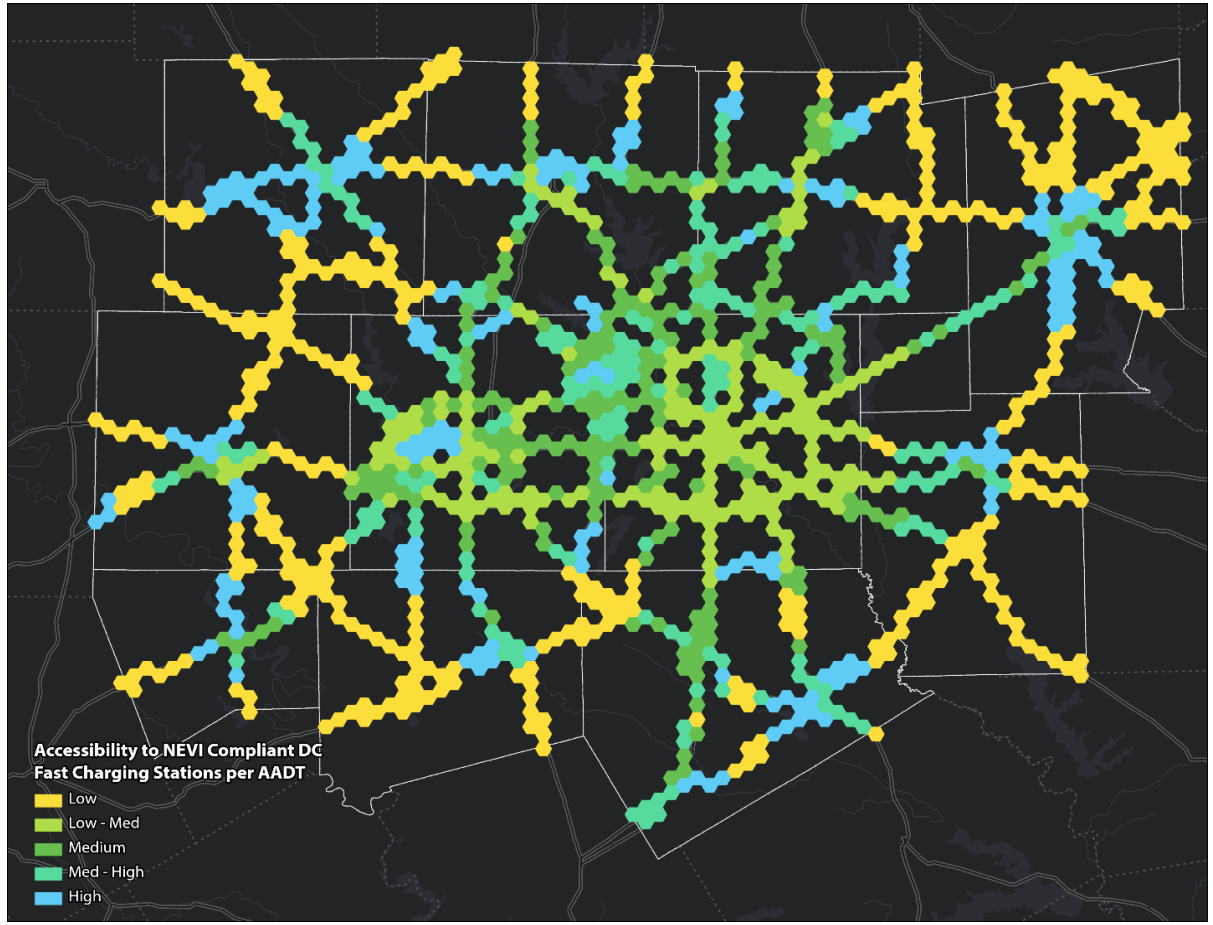
Metropolitan Planning Organization (MPO)	Number of DC Fast Charge Sites Awarded	Expected Funding Amount*	Awarded Funding Amount
RTC	97	$60M	$63M
HGAC	68	$50M	$46M
AAMPO	24	$19M	$19M
CAMPO	21	$19M	$15M
Other MPOs	55	$37M	$38M
County Seats	54	$132M	$46M
TOTAL	**319**	**$317M**	**$227M**

Expected funding amount based on the Texas FY2026 EV Plan allocations prior to recission of funds

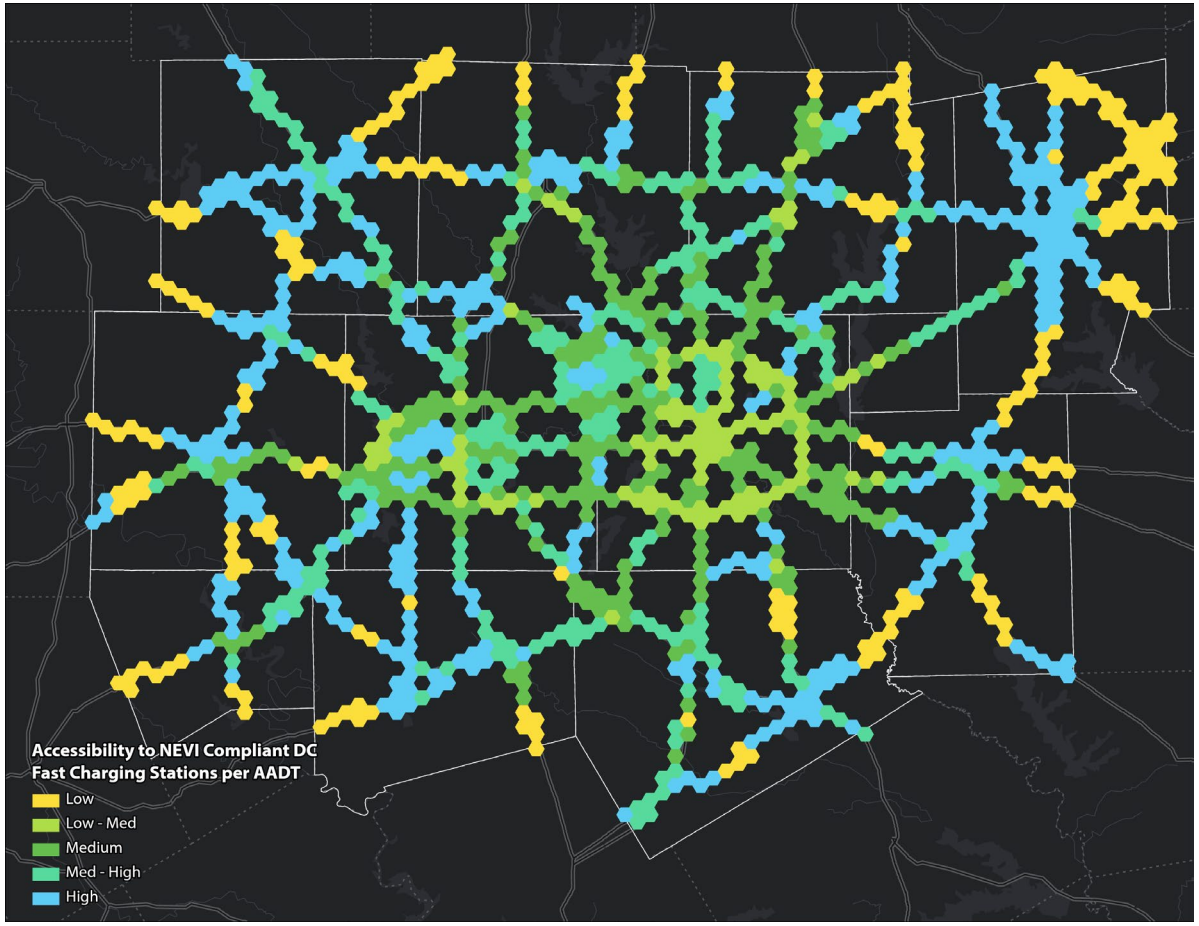


Phase II Impacts to Charging Network Accessibility

Accessibility Before Implementation



Accessibility After Implementation



Number of highway segments with "high" accessibility increased by 81%

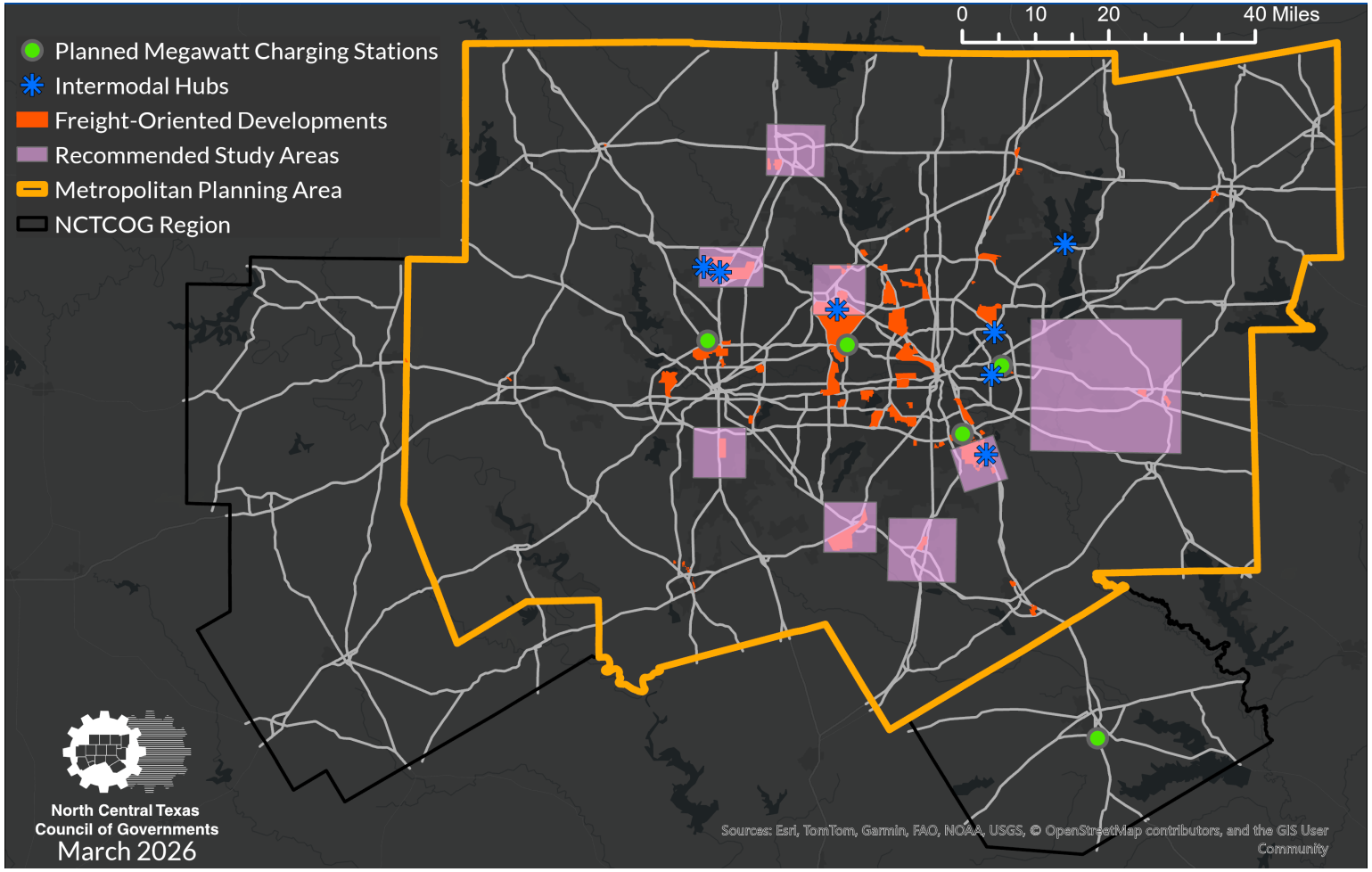
Next Step: Medium/Heavy-Duty Site Solicitation

March 2026: RTC approved criteria for staff recommendations

- Locations of existing truck stops
- Truck traffic data around freight facilities and inland ports
- Corridors with high truck/trailer traffic
- Avoid announced charging hubs for medium- and heavy-duty EVs

Staff recommendation: 8 study areas near major freight hubs

TxDOT funding round expected soon



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Regional Transportation Council Attendance Roster
November 2025 - October 2026

RTC MEMBER	Entity	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	9/11/26	10/8/26
Daniel Alemán Jr (01/22)	Mesquite	P	P	P	P	E(R)	E(R)	P	P	P	N/A	P	P	P
Bruce Arfsten (07/23)	Addison	P	E(R)	P	P	P	P	E(R)	P	P	N/A	P	P	P
Steve Babick (06/22)	Carrollton	P	P	P	P	E(R)	P	P	P	P	N/A	P	P	P
Rick Bailey (07/22)	Johnson County	P	P	P	P	P	P	P	P	P	N/A	P	P	P
Elizabeth M. Beck (08/21)	Fort Worth	P	P	P	P	P	P	P	P	P	N/A	P	A	P
Curtis Bergthold (07/25)	Richland Hills	P	P	P	P	P	P	P	P	P	N/A	P	P	E(R)
Lorie Blair (10/25)	Dallas	P	P	E(R)	P	A	P	P	P	P	N/A	P	P	E
Randall Bryant (11/25)	DART	P	P	P	P	P	P	P	P	E	N/A	E(R)	P	P
Ceason Clemens (10/22)	TxDOT, Dallas	P	P	P	E(R)	P	E(R)	P	E(R)	P	N/A	P	P	E(R)
Bill Cox (07/25)	McKinney	P	P	P	E(R)	P	P	P	E	E	N/A	P	E	P
Michael Crain (06/22)	Fort Worth	A	P	P	P	P	P	P	P	P	N/A	P	A	A
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	N/A	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	P	P	P	A	A	P	P	N/A	P	A	A
Pat Deen (07/24)	Parker	P	P	A	P	E	P	E	P	P	N/A	E	P	P
Andy Eads (1/09)	Denton County	P	P	P	P	P	E	P	P	P	N/A	P	E	P
Michael Evans (2/23)	Mansfield	P	P	P	E	P	P	P	E	P	N/A	A(R)	E(R)	E
Carlos Flores (07/25)	Fort Worth	P	P	P	P	P	P	P	P	P	N/A	E	P	P
T.J. Gilmore (06/25)	Lewisville	P	P	P	P	P	E	P	P	P	N/A	P	P	P
Raul H. Gonzalez (09/21)	Arlington	P	P	P	P	P	P	P	P	P	N/A	P	P	P
Mojy Haddad (10/14)	NTTA	P	P	P	P	P	E	P	P	P	N/A	P	P	E(R)
Darrell Hale (04/26)	Collin County	--	--	--	--	--	--	P	P	P	N/A	P	P	P
Angela Hunt (02/26)	DFW Airport	--	--	--	P	P	P	P	P	A	N/A	P	P	E
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	E(R)	P	E(R)	P	P	P	N/A	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	E(R)	P	E(R)	P	P	P	P	E(R)	N/A	E	E(R)	P
Jill Jester (08/24)	Denton	P	P	P	E(R)	P	P	P	P	P	N/A	P	P	P
Matt Krause (01/25)	Tarrant County	E(R)	P	P	P	P	P	P	E	P	N/A	E	A	E
Stephen Mason (05/24)	Cedar Hill	P	P	P	P	P	P	P	P	P	N/A	P	P	P
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	A(R)	A(R)	P	P	P	N/A	A	A	A
Cesar Molina (08/24)	DCTA	P	P	P	P	P	P	P	E	P	N/A	P	E	P
Ed Moore (07/22)	Garland	P	P	P	P	P	P	P	P	E	N/A	P	P	P
Jesse Moreno (07/24)	City of Dallas	P	E(R)	P	P	E	P	E(R)	P	E	N/A	P	E	P
Deborah Peoples (10/26)	Fort Worth	--	--	--	--	--	--	--	--	--	--	--	--	P
Matthew Porter (07/24)	Wylie	P	P	P	E(R)	P	P	E(R)	P	P	N/A	P	P	P
John Muns (6/23)	Plano	P	P	P	P	P	E(R)	P	P	P	N/A	P	P	E(R)
Manny Ramirez (1/23)	Tarrant County	E	E	E	P	P	E	P	P	P	N/A	E	P	P
Paul Ridley (10/25)	Dallas	P	P	P	P	P	A	P	P	P	N/A	P	P	P

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service)

ELECTRONIC ITEM 12.1

Regional Transportation Council Attendance Roster
November 2025 - October 2026

RTC MEMBER	Entity	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	9/11/26	10/8/26
Jim R. Ross (07/21)	Arlington	P	P	P	P	P	P	P	P	P	N/A	P	P	P
David Salazar (10/22)	TxDOT, FW	P	P	P	P	E(R)	E(R)	P	P	P	N/A	P	E(R)	P
Garry Smith (08/26)	Hunt County	--	--	--	--	--	--	--	--	--	--	P	P	E(R)
Kathy Stewart (10/25)	Dallas	P	P	P	P	P	P	P	P	P	N/A	P	E(R)	A(R)
Randy Stinson (05/26)	Ellis County	--	--	--	--	--	--	--	P	P	N/A	P	P	P
Burt Thakur (08/25)	Frisco	P	P	P	P	P	P	P	P	P	N/A	P	P	E
Jeremy Tompkins (10/19)	Euless	P	P	P	P	P	E(R)	P	P	P	N/A	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	E	P	P	P	P	N/A	P	P	P
Dennis Webb (08/25)	Irving	E	E	P	E	P	P	P	P	P	N/A	E	P	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
October 2025 - October 2026

STTC MEMBERS	Entity	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	9/25/26	10/23/26
Rifat Alam	Lancaster	P	A	*	P	P	P	*	N/A	P	A	A	*
Ahmed Alqaisi	DeSoto	P	P	*	R	P	P	*	N/A	P	P	P	*
Marah Aqqad	Bedford	P	P	*	R	P	P	*	N/A	P	E	P	*
Joe Atwood	Hood County	P	P	*	P	P	A	*	N/A	P	P	R	*
Melissa Baker	Irving	P	P	*	R	A	E	*	N/A	R	P	R	*
James Bell	Grand Prairie	P	P	*	P	P	P	*	N/A	P	P	P	*
Nathan Benditz	Irving	--	P	*	P	P	P	*	N/A	P	P	P	*
David Boski	Grand Prairie	P	P	*	P	P	P	*	N/A	P	R	P	*
Brett Bourgeois	Lewisville	--	--	*	R	P	P	*	N/A	P	R	A	*
Erika Bridges	Rockwall County	--	--	--	--	--	--	*	N/A	R	P	P	*
Tanya Brooks	DART	R	P	*	P	P	P	*	N/A	R	P	R	*
Matt Bryant	City of Duncaville	A	A	*	A	A	A	*	N/A	A	P	A	*
Daniel Burnham	Arlington	P	P	*	P	P	P	*	N/A	P	P	P	*
Jeffrey Bush	TxDOT Dallas	P	P	*	A	P	P	*	N/A	P	P	P	*
Farhan Butt	Denton	P	P	*	P	P	P	*	N/A	P	P	R	*
Bryan Cabrera	Mesquite	A	A	*	P	A	A	*	N/A	P	P	A	*
Brenda Callaway	Kaufman County	--	--	--	--	--	--	--	N/A	P	P	R	*
Travis Campbell	TxDOT - Dallas	P	P	*	P	P	P	*	N/A	P	P	P	*
Aaron Ceder	Dallas County	E	P	*	A	A	E	*	N/A	P	A	A	*
John Cordary, Jr.	TxDOT FW	P	P	*	P	P	P	*	N/A	P	A	P	*
Tara Crawford	Trinity Metro	P	A	*	P	P	P	*	N/A	A	P	R	*
Clarence Daugherty	Collin County	P	A	*	P	P	R	*	N/A	P	P	P	*
Chad Davis	Wise County	A	A	*	A	P	P	*	N/A	P	E	P	*
Taylor Derden	Mansfield	P	E	*	A	P	P	*	N/A	P	P	P	*
Pritam Deshmukh	Southlake	--	--	--	--	--	--	--	N/A	P	P	P	*
Becky Diviney	Town of Addison	P	P	*	P	P	P	*	N/A	R	P	P	*
Matthew DuBois	Frisco	--	--	--	--	--	--	--	N/A	P	A	P	*
Phil Dupler	FWTA	P	P	*	P	P	A	*	N/A	P	P	P	*
Eric Fladager	Fort Worth	P	P	*	A	P	A	*	N/A	A	P	P	*
Chris Flanigan	Allen	P	P	*	P	P	P	*	N/A	P	P	P	*
Austin Frith	DCTA	P	P	*	P	P	P	*	N/A	A	P	P	*
James Gaertner	Waxahachie	--	--	--	--	P	P	*	N/A	P	A	A	*
Gary Graham	McKinney	P	P	*	R	R	P	*	N/A	P	P	P	*
Rajnish Gupta	Fort Worth	--	--	--	--	--	P	*	N/A	P	P	P	*
Michael Haithcock	TxDOT - Fort Worth	P	P	*	P	P	A	*	N/A	P	P	A	*
Tom Hammons	Carrollton	P	A	*	P	P	P	*	N/A	P	P	A	*
Namoo Han	Garland	A	P	*	P	A	A	*	N/A	P	A	P	*
Craig Hancock	NTTA	P	P	*	P	A	P	*	N/A	P	P	A	*
Chris Harris	Greenville	P	P	*	P	P	P	*	N/A	P	P	P	*
Ron Hartline	The Colony	R	R	*	A	A	A	*	N/A	R	R	P	*
Sophia Harvey	Dallas	A	A	*	P	P	P	*	N/A	R	A	P	*
Daniel Herrig	Richardson	--	--	--	--	--	--	--	--	--	P	P	*

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ELECTRONIC ITEM 12.2

Surface Transportation Technical Committee Attendance Roster
October 2025 - October 2026

STTC MEMBERS	Entity	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	9/25/26	10/23/26
Matthew Hotelling	Flower Mound	A	P	*	P	P	P	*	N/A	P	P	P	*
Jeremy Hutt	Cleburne	P	P	*	P	P	P	*	N/A	P	P	P	*
Thuan Huynh	McKinney	P	R	*	P	A	P	*	N/A	P	P	P	*
Joseph Jackson	Tarrant County	P	P	*	P	P	P	*	N/A	P	E	E	*
Joel James	NTTA	P	P	*	P	P	P	*	N/A	P	P	P	*
Major L. Jones	Euless	P	P	*	E	R	A	*	N/A	P	P	P	*
Wilson Kakembo	Midlothian	A	P	*	P	P	A	*	N/A	A	A	A	*
Gus Khankarli	Dallas	P	P	*	P	P	P	*	N/A	P	P	P	*
Alonzo Liñán	Keller	A	A	*	A	A	A	*	N/A	A	A	A	*
Eron Linn	DART	E	P	*	P	P	A	*	N/A	P	P	P	*
Paul Luedtke	Garland	P	A	*	A	P	P	*	N/A	A	P	A	*
Stanford Lynch	Hunt County	R	P	*	R	P	A	*	N/A	R	R	R	*
Auro Majumdar	Dallas	P	P	*	P	P	P	*	N/A	A	P	P	*
Chad Marbut	Weatherford	P	P	*	P	P	P	*	N/A	R	P	R	*
Alberto Mares	Ellis County	A	P	*	P	P	P	*	N/A	P	P	E	*
Dillon Maroney	Tarrant County	--	--	--	--	P	P	*	N/A	P	E	P	*
John Mears	Mesquite	P	P	*	P	P	P	*	N/A	A	A	P	*
Brian Moen	Frisco	A	P	*	P	P	P	*	N/A	P	P	P	*
Mark Nelson	Richardson	P	P	*	P	P	P	*	N/A	P	E	P	*
Alfredo Ortiz	Dallas	P	P	*	P	A	A	*	N/A	P	P	E	*
Cintia Ortiz	Parker County	A	A	*	A	A	A	*	N/A	A	A	A	*
Chad Ostrander	Plano	--	--	--	--	--	--	--	--	--	--	P	*
Joyce Palmer	Arlington	--	--	*	P	P	P	*	N/A	P	P	P	*
Angela Pflanz	Plano	--	--	--	--	--	--	--	--	--	--	A	*
John Polster	Denton County	P	P	*	P	P	P	*	N/A	P	P	A	*
Kelly Porter	Fort Worth	E	P	*	P	P	E	*	N/A	P	P	P	*
Minesha Reese	Dallas County	P	E	*	P	E	P	*	N/A	P	A	A	*
Elizabeth Reynolds	Grapevine	P	A	*	P	P	P	*	N/A	A	E	P	*
Greg Royster	DFW Int. Airport	P	P	*	P	R	A	*	N/A	P	P	P	*
Robert Sauceda	Hurst	--	--	--	--	--	--	--	N/A	P	P	R	*
Brian Shewski	Plano	P	P	*	R	P	P	*	N/A	P	P	P	*
Jason Shroyer	Little Elm	A	A	*	A	A	P	*	N/A	P	P	A	*
Ray Silva-Reyes	Farmers Branch	P	P	*	A	A	A	*	N/A	A	A	A	*
Chelsea St. Louis	Fort Worth	A	P	*	P	P	A	*	N/A	P	P	P	*
Aaron Tainter	Coppell	P	P	*	P	P	P	*	N/A	A	E	P	*
Sarah Thomas	TCEQ	--	--	--	--	--	--	--	--	--	A	A	*
Errick Thompson	Burleson	P	P	*	P	P	P	*	N/A	A	P	A	*
Jennifer VanderLaan	Johnson County	P	P	*	P	P	P	*	N/A	E	E	E	*
Gregory Van	Haltom City	R	R	*	P	P	P	*	N/A	P	P	P	*
Daniel Vedral	Irving	P	A	*	E	E	P	*	N/A	A	R	P	*
Caroline Waggoner	North Richland	P	A	*	P	P	A	*	N/A	A	A	A	*
Tommy Weir	Wylie	--	--	--	--	--	P	*	N/A	A	P	P	*

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Surface Transportation Technical Committee Attendance Roster
October 2025 - October 2026

STTC MEMBERS	Entity	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	9/25/26	10/23/26
Jana Wentzel	Dallas	P	P	*	P	P	P	*	N/A	P	P	P	*
Robert Woodbury	Cedar Hill	P	P	*	P	P	P	*	N/A	P	P	A	*
Larry Wright	Colleyville	P	P	*	P	P	P	*	N/A	P	P	P	*

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MEETING SUMMARY

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
Friday, September 25, 2026

The Surface Transportation Technical Committee (STTC) met on Friday, September 25, 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: Ahmed Alqaisi, Marah Aqqad, James Bell, Nathan Benditz, David Boski, Erika Bridges, Daniel Burnham, Jeffrey Bush, Travis Campbell, John Cordary, Jr., Clarence Daugherty, Chad Davis, Taylor Derden, Pritam Deshmukh, Becky Diviney, Matthew DeBois, Phil Dupler, Eric Fladager, Chris Flanigan, Austin Frith, Ricardo Gonzalez (representing Stanford Lynch), Gary Graham, Rajnish Gupta, Namoo Han, Chris Harris, Sophia Harvey, Daniel Herrig, Matthew Hotelling, Jeremy Hutt, Thuan Huynh, Joel James, Major L. Jones, Ryan Jones (representing Joe Atwood), Gus Khankarli, Matt Leppla (representing Chad Marbut), Eron Linn, Auro Majumdar, Dillon Maroney, Brian McNuelty (representing Ron Hartline), John Mears, Brian Moen, Chandra Muruganandham (representing Farhan Butt), Mark Nelson, Chad Ostrander, Tim Palermo (representing Tanya Brooks), Joyce Palmer, Jana Pimcutel (representing Tara Crawford), Caleb Polster (representing Brenda Callaway), Kelly Porter, Elizabeth Reynolds, Greg Royster, Robert Sauceda, Brian Shewski, Chelsea St. Louis, Aaron Tainter, Errick Thompson, Gregory Van Nieuwenhuize, Daniel Vedral, Stephanie Wagner (representing Melissa Baker), Tommy Weir, Jana Wentzel, and Larry Wright.

Others present at the meeting were: Amany Abu-Hijih, Vickie Alexander, Bryan Alldridge, Carli Baylor, Emily Beckham, Natalie Bettger, Jason Brown, Katherine Cadena, Lori Clark, Thomas Cochill, Shawn Conrad, Brian Dell, Cody Derrick, Nancy Dover, Teresa Epps, Analisa Garcia, Diana Garcia, Gypsy Gavia, Rebekah Gongora, Christie Gotti, Kyle Hoener, Chris Hoff, John Hudspeth, Jessica Josselyn, Dan Kessler, Amsal Khimanl, Chris Klaus, Kevin Kokes, Dan Lamers, Charles Marsh, Malcolm Mayhew, Travis Mitchell, Joaquin Moreno, Michael Morris, Dylan Niles, Jackie Nolasco, Christina Noskin, Evan Paret, Travis Pierce, Chris Poe, Bill Prieto, Jim Reiser, Jackson Rose, Elizabeth Sin, Toni Stehling, Derek Sweeney, Vivek Thimmavajjhala, Shashider Velogati, Jeff Whitace, and Amanda Wilson.

1. **Approval of the August 28, 2026, Meeting Summary**: Approval of the August 28, 2026, meeting summary contained in Electronic Item 1 was requested.

   The Meeting Summary of the August 28, 2026, meeting was approved as submitted in Electronic Item 1. Eron Linn (M); Daniel Burnham (S). The motion passed unanimously.

2. **Consent Agenda**:

   2.1. **Endorsement of Collin County Rides Funding Update**: Surface Transportation Technical Committee endorsement of the Regional Transportation Council's (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 was requested.

   The Committee approved staff's recommendations on Item 2.1 on the Consent Agenda. Brian Moen (M); Nathan Benditz (S). The motion passed unanimously.

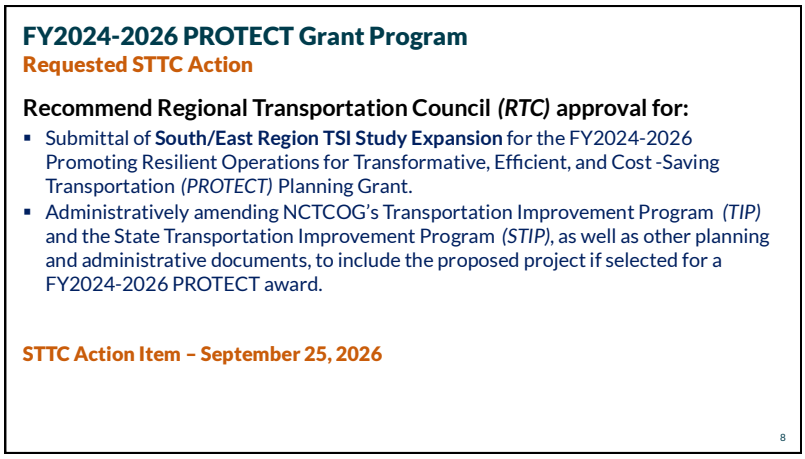
3. **2027 Transportation Alternatives Call for Projects for the North Central Texas Region (Pedestrian and Bicycle Facilities Plus)**: Kevin Kokes provided an overview and requested action to open the 2027 Transportation Alternatives Call for Projects for the North Central Texas region, including eligibility, criteria, and schedule.

   The Committee approved staff's recommendation as illustrated below. Eron Linn (M); Gus Khankarli (S). The motion passed unanimously.



4. **Fiscal Years 2024-2026 Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation Competitive Grant Program**: Amelia Hayes requested the Surface Transportation Technical Committee's recommendation for Regional Transportation Council approval of a candidate project to be submitted for Fiscal Years 2024-2026 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Competitive Grant Program. Applications were due to the United States Department of Transportation by October 9, 2026.

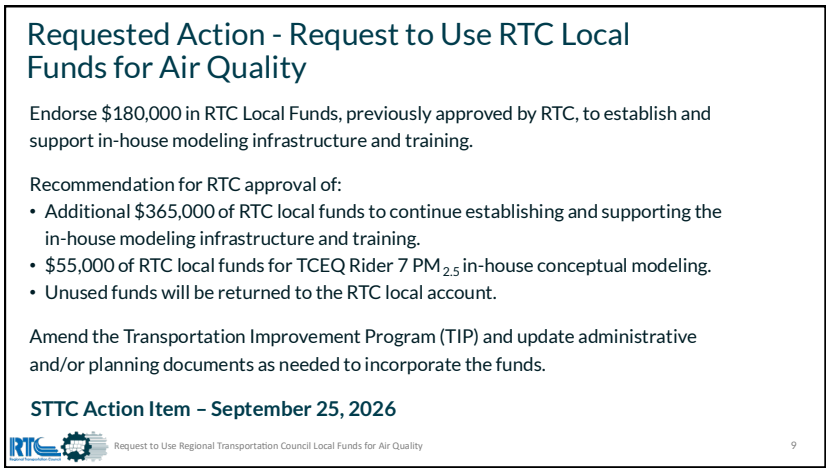
   The Committee approved staff's recommendation as illustrated below. Daniel Burnham (M); Mark Nelson (S). The motion passed unanimously.



5. **Request to Use Regional Transportation Council Local Funds for Air Quality**: Vivek Thimmavajjhala provided an overview of proposed investments in air quality modeling infrastructure and staff training to enhance regional air quality planning capabilities. Regional Transportation Council (RTC) Local funds in the amount of $365,000 was requested, along with the $180,000 previously approved, for a combined total of $545,000, to establish modeling capabilities, acquire necessary resources, and provide technical

training to support future air quality analyses related to transportation planning, air quality conformity, and emissions reduction efforts. In addition, staff requested to use RTC Local funds in the amount of $55,000 to cover the administrative costs related to the modeling part of the Rider 7 Local Air Quality Planning Grant - fine particulate matter (PM2.5) funds from the Texas Commission on Environmental Quality. Staff also sought approval to administratively amend the Transportation Improvement Program (TIP)/Statewide TIP and update any administrative and/or planning documents as needed to incorporate the project.

The Committee approved staff's recommendation as illustrated below. Mark Nelson (M); Daniel Vedral (S). The motion passed unanimously.



6. **<u>Director of Transportation Report on Selected Items</u>**: Michael Morris provided an overview on the following current transportation items:

    1. North Central Texas Council of Governments 60th Anniversary
    2. Dismissal Papers Filed to the District and Appellate Courts
    3. Status of Texas Department of Transportation Signature on Three-Party Agreement
    4. Regional Transportation Council Meeting Rescheduled to November 5, 2026
    5. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery
    6. 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
    7. Dallas Area Rapid Transit $70 Million Light Rail Replacement
    8. Interstate Highway 635 East Phase Three $1.7 Billion (Managed Lanes)
    9. Irving Summit Funding Presentation
    10. The Importance of Independent Air Quality Analysis

7. **<u>Access North Texas 2026 Update</u>**: Evan Paret provided information on the 2026 Access North Texas Update, including a brief overview of outreach efforts and a summary of developed regional goals and strategies. The plan outlined strategies to address transit needs and served as a guide to improve access to work, medical appointments, education, and the community during the next four years.

8. **Role of Surface Transportation Technical Committee: Upcoming Regional Transportation Council Bylaws**: Michael Morris and Dan Kessler initiated a conversation regarding the most appropriate role for the Surface Transportation Technical Committee. The Regional Transportation Council Bylaws are under review, and we wish to be considerate of the Committee's interest.

9. **Briefing on 2027 Strategic Transportation Funding Program**: Brian Dell briefed the Committee on the 2027 Strategic Transportation Funding Program and the process for submitting project funding requests for consideration.

10. **Fast Facts**: Staff provided brief presentations on Items 1 through 9 below:

    1. Charles Marsh – Submittal Deadline for Transportation Improvement Program Modification Requests for the First Quarter Cycle 2027
    2. Joaquin Moreno – Fall 2026 Traffic Incident Management Executive Level Course Announcement – November 5, 2026
    3. Kyle Hoener – Training for Safe Routes to School Planning
    4. Lori Clark - Dallas-Fort Worth Clean Cities Technical Advisory Committee Information
    5. Travis Ripley – Correspondence to the Environmental Protection Agency
    6. Analisa Garcia – 2026 Ozone Season Update
    7. Bill Prieto – Local Clean Air Project Spotlight
    8. Elizabeth Sin – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
    9. Elizabeth Sin – Upcoming Dallas-Fort Worth Clean Cities Events (https://www.dfwcleancities.org/events)
    10. Written Progress Reports:
        - Partner Progress Reports
        - July - August Public Comments Report
        - August Public Meeting Minutes

11. **Other Business (Old or New):** Daniel Burnham, Assistant Director, City of Arlington, invited everyone to the Open House for the Traffic Management Center at the Cities Municipal Towers at 11:30 a.m. on September 30, 2026.

12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm, October 23, 2026.***

Meeting adjourned at 3:21 p.m.