

AGENDA

**Regional Transportation Council
Thursday, April 9, 2026
North Central Texas Council of Governments**

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

Pledge to the United States and Texas Flags

- 1:00 – 1:10**
1. **Opportunity for Public Comment on Today’s Agenda**
 Information Minutes: 10
Item Summary: Members of the public may comment on any item(s) on today’s agenda at this time. If speaking, please complete a Speaker Request Card available at the meeting and provide it to the North Central Texas Council of Governments designated staff person. A maximum of three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.
Background: N/A
- 1:10 – 1:15**
2. **Approval of March 12, 2026, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Rick Bailey, RTC Chair
Item Summary: Approval of the March 12, 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. **Fédération Internationale de Football Association Local Funding**
Presenter: Michael Morris, NCTCOG
Item Summary: Staff will request Regional Transportation Council (RTC) approval of latest cost adjustments, reallocation of previously approved funding, and anticipated expenditures associated with the 2026 World Cup. North Central Texas Council of Governments staff have been working with partners to coordinate transportation needs and to prepare the region to host the 2026 Fédération

Internationale de Football Association (FIFA) World Cup.

Background: In October 2023 and March 2025, the Regional Transportation Council approved \$11.8 million for activities related to the 2026 World Cup. Some costs have come in lower, some costs have been reallocated, and most costs have been adjusted. Changes are being made since the region received an additional \$10,033,037 in transit operational funding. The details of the adjustments are contained in [Electronic Item 3.1](#) and additional contingency funds will be retained until FIFA is complete.

Performance Measure(s) Addressed: Administrative, Transit

3.2. Revision to Regional Transportation Council Local Funds to Support the Regional Energy Management Assistance Program

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval to revise details of Transportation Department participation in the Regional Energy Management Assistance Program.

Background: Since 2018, the North Central Texas Council of Governments (NCTCOG) Transportation and Environment and Development Departments have received Department of Energy (DOE) funding through the State Energy Conservation Office (SECO) to implement the Regional Energy Management Assistance Program. This initiative helps improve air quality and enables NCTCOG to develop a relationship with the state agency as a valued resource on energy-related topics, which may facilitate future partnerships and opportunities. In June 2025, RTC approved Transportation Department participation for fiscal years (FY) 2026-2028. The Transportation Department was expected to receive approximately \$125,000 in federal funding and provide approximately \$25,000 in non-federal match for each fiscal year for a total of \$75,000 RTC Local Funds across three years. When the funding solicitation was released, it included a new DOE limit on the amount of indirect and

direct fringe expenses that may be reimbursed. This resulted in NCTCOG needing additional federal funds to participate in the program. In November 2025, RTC approved an additional \$62,500 in RTC Local funds, for a total of \$137,500, to support NCTCOG work for FY26. In January 2026, the DOE rescinded the policy limiting eligible indirect and fringe expenses. As such, the additional \$62,500 in RTC Local funds is no longer needed. Staff proposes returning these funds to the RTC Local fund. Staff also requests to reaffirm the original approval to use \$75,000 RTC Local funds as local match for the Transportation Department to participate in the program for three years, through FY28. More information is available in [Electronic Item 3.2](#).

Performance Measure(s): Air Quality

1:20 – 1:35

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

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

1. Appointment of Regional Transportation Council Nominating Subcommittee (Chair Bailey)
2. Senator Tan Parker Named Texas Senate Transportation Committee Chair ([Electronic Item 4.1](#))
3. Fédération Internationale de Football Association – 60 Days Out
4. Cancellation of Regional Transportation Council Meeting in July 2026
5. Regional Transportation Council Correspondence Sent to and from the Texas Department of Transportation ([Electronic Item 4.2](#))
6. Correspondence from the City of Plano – Dallas Area Rapid Transit ([Electronic Item 4.3](#))
7. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery – Transit Data Updates ([Electronic Item 4.4](#))
8. Regional Transportation Council (RTC) Local Grant Management and RTC Initiatives Fund Status ([Electronic Item 4.5](#))
9. Illumination Maintenance ([Electronic Item 4.6](#))
10. Annual Recognition Awardees ([Electronic Item 4.7](#))

11. Texas Conformity Process/Dallas-Fort Worth Conformity Status Update, and the Federal Highway Administration ([Electronic Item 4.8](#))
12. Local Clean Air Project Spotlight ([Electronic Item 4.9](#))
13. Air Quality Funding Opportunities (www.nctcog.org/aqfunding)
14. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
15. February-March Public Comments Report ([Electronic Item 4.10](#))
16. March Public Meeting Minutes ([Electronic Item 4.11](#))
17. April Public Meeting Notice ([Electronic Item 4.12](#))
18. Recent News Articles ([Electronic Item 4.13](#))
19. Recent Correspondence ([Electronic Item 4.14](#))
20. Recent Press Releases ([Electronic Item 4.15](#))

1:35 – 1:50 5. Status Report on Commercial Vehicle Compliance with Officer Vinson

Action Possible Action Information Minutes: 15
 Presenters: Jason Brown, NCTCOG and Officer Chris Vinson, Midlothian Police Department, Commercial Vehicle Enforcement

Item Summary: An update will be provided on Commercial Vehicle Enforcement (CVE) efforts in the region, including observations from recently attended CVE events and future activities.

Background: The Texas Department of Public Safety has joint responsibility with local law enforcement for the operation of the Commercial Vehicle Enforcement service. This joint service takes place throughout the region so that compliance with statutory provisions of law regulating weight, motor carrier safety, registration, transportation of people, hazardous materials, and other property can be obtained. North Central Texas Council of Governments staff has been attending coordinated multi-jurisdiction CVE events in the Dallas-Fort Worth region and will share observations and next steps. CVE Officer Vinson will be available to assist with questions. [Electronic Item 5](#) contains more information.

Performance Measure(s) Addressed: Air Quality, Safety

1:50 – 2:05 6.

Hiring Temporary Outside Legal Counsel

Action Possible Action Information Minutes: 15

Presenters: Rick Bailey, RTC Chair and Dan Kessler, NCTCOG

Item Summary: Chair Bailey will request approval for temporary legal assistance in areas that can no longer be served by North Central Texas Council of Governments (NCTCOG) legal counsel. This item does not approve joining other legal action contemplated in the region. In fact, that item will not be discussed in this item or elsewhere on this agenda. It is anticipated that Judge Andy Eads of Denton County may not be able to attend the Regional Transportation Council (RTC) meeting in April.

Background: Current NCTCOG legal staff cannot assist the Transportation Department and the RTC with some legal services. [Electronic Item 6.1](#) is correspondence sent to you by Ken Kirkpatrick, NCTCOG General Counsel. Electronic Item 6.2 further clarifies RTC-related items Ken can no longer assist with and NCTCOG Executive Board items that he can. We have also lost access to James Powell because of their joint legal responsibility. As a result, legal services are immediately needed in three areas:

Account One: Legal services to assist on RTC/Executive Board governance agreements, interpretations of responsibilities, authority in federal law, and overall institutional questions. NCTCOG attorneys cannot perform this function.

Account Two: Legal services related to routine RTC and Transportation staff requests. These steps would be steps related to legal questions during RTC meetings, legal assistance on questions on RTC-related business and RTC-related agreements. More information is contained in [Electronic Item 6.2](#). NCTCOG attorneys cannot perform this function.

Account Three: Legal services that are more temporary since funding for Account Two has not been approved by the RTC. We may need legal assistance to conduct the RTC meeting in April.

We no longer have access to legal staff to conduct RTC-only business and must seek legal services. It is planned that these services will be paid for with RTC

Local funds. Monthly reports will be presented on costs related to each account. Chair Bailey hopes this will be temporary as the RTC and Executive Board attempt to resolve their differences.

Performance Measure(s) Addressed: Administrative

2:05 – 2:15 7.

Rockwall County Outer Loop Partnership Memorandum of Understanding

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: If an agreement can be reached by April 9, 2026, Regional Transportation Council (RTC) approval will be requested for a draft Memorandum of Understanding (MOU) between the RTC and Rockwall County regarding the Regional Outer Loop through Rockwall County.

Background: In April 2021, RTC approved a Regional Outer Loop Partnership with both Rockwall and Kaufman Counties in which the counties were to fund preliminary engineering and environmental work for a portion of the Regional Outer Loop (from Farm-to-Market [FM] 1138 to State Highway 276 in Rockwall County) with local dollars in order to expedite the project and the RTC would fund a project (in return) to be determined at a later time. The Kaufman County partnership was finalized when the RTC funded FM 741 from United States 175 to Spring Creek Blvd (Transportation Improvement Program 21097.1/Control Section Job Number 1092-01-026) previously. The RTC funds have been committed to multiple projects in Rockwall County, but the county needed to work through Outer Loop alignment concerns before proceeding with the preliminary engineering and environmental work. To this end, Rockwall County has identified a path forward, which is outlined in the draft MOU provided as [Electronic Item 7](#). Action may be requested to enable the RTC Chair to sign the MOU.

Performance Measure(s) Addressed: Roadway

2:15 – 2:20 8.

North Texas Zero Emissions Vehicles Call for Projects Funding Recommendations

Action Possible Action Information Minutes: 5

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will provide an overview of the North Texas Zero Emissions Vehicles (NTxZEV) Call for Projects (CFP) including applications received to date, scoring results, and activities recommended for funding. Staff will request Regional Transportation Council (RTC) approval of funding recommendations and a revised NTxZEV CFP schedule.

Background: In 2025, the North Central Texas Council of Governments (NCTCOG) was awarded \$60 million from the Environmental Protection Agency through the Clean Heavy-Duty Vehicles Program to replace heavy-duty internal combustion vehicles with zero-emission vehicles, install supporting infrastructure, and conduct workforce development/training related to zero-emissions vehicles. A CFP providing \$58.6 million for vehicle replacement activities was opened on October 24, 2025, and the first deadline for competitive review of applications was February 13, 2026. Staff has completed review and scoring of completed applications and developed funding recommendations. Additional details are available in [Electronic Item 8.1](#). [Electronic Item 8.2](#) provides additional details on scoring and funding recommendations. This is the first in a series of approvals staff will request as applications are accepted for this program through rolling deadlines. Staff is actively working to support applicants for the next funding round and is organizing a workshop to provide additional information on the program and available zero emissions vehicles on April 21, 2026. Information on the workshop is available in [Electronic Item 8.3](#). Additional details can be found at www.nctcog.org/NTxZEV.

Performance Measure(s) Addressed: Air Quality

2:20 – 2:25 9.

Bike and Roll to School Day

Action Possible Action Information Minutes: 5

Presenter: Shawn Conrad, NCTCOG

Item Summary: Staff will provide an overview of efforts to increase school and city participation for Bike and Roll to School Day 2026 and request local government assistance.

Background: Bike and Roll to School Day is an annual event where students and families from across the country bike, walk

or roll to school together. More students and families using active transportation can reduce car congestion, increase pedestrian presence and safety, and improve air quality. This event highlights the benefits of active transportation and the importance of pedestrian and bicyclist safety. For the fourth year, the North Central Texas Council of Governments will provide safety-related incentives to schools hosting Bike and Roll to School Day events to generate excitement and increase participation. Staff will request assistance from local governments to promote this opportunity with local schools and independent school districts and will identify how local staff can collaborate with schools to hold events. Details provided in [Electronic Item 9](#).

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

2:25 – 2:35 10.

Air Quality Status Update

Action Possible Action Information Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will provide an air quality update focusing on ozone and fine particulate matter (PM_{2.5}).

Background: The 2026 ozone season began March 1, 2026, for the North Central Texas 9-and 10-county non-attainment areas and continues through the end of November. The region remains in nonattainment for both the 2008 and 2015 ozone National Ambient Air Quality Standards (NAAQS), with 2026 representing the third and final year of data that will determine whether attainment is achieved in 2027. Staff will monitor ozone levels throughout the year and report monthly on compliance with the NAAQS. Daily ozone conditions and forecasts are available at:

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

Nonattainment designations for revised PM_{2.5} NAAQS that were scheduled for earlier this year have stalled due to pending court decisions. Staff will continue to watch for designation process updates and monitor PM_{2.5} regional levels. More details can be found in [Electronic Item 10](#).

Performance Measure(s) Addressed: Air Quality

11. **Progress Reports**

Action Possible Action Information

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

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

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

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

14. **Next Meeting**: The next meeting of the Regional Transportation Council will be held at **1:00 pm, Thursday, May 14, 2026.**

MINUTES

**Regional Transportation Council
Thursday, March 12, 2026**

The Regional Transportation Council (RTC) met on Thursday, March 12, 2026, at 1:00 pm at the North Central Texas Council of Governments. The following RTC members or representatives were present: Bruce Arfsten, Rick Bailey, Elizabeth Beck, Curtis Bergthold, Alan Blaylock, Randall Bryant, Ceason Clemens, John Cordary (representing David Salazar), Bill Cox, Michael Crain, Theresa Daniel, Jeff Davis, Andy Eads, Michael Evans, Carlos Flores, Saji George (representing Daniel Alemán), T.J. Gilmore, Raul Gonzalez, Mojoy Haddad, Angela Hunt, Clay Lewis Jenkins, Ron Jensen, Jill Jester, Matt Krause, Terry Lynn (representing Steve Babick), Stephen Mason, Cesar Molina, Ed Moore, John Muns, Matthew Porter, Manny Ramirez, Paul Ridley, Jim Ross, William Roth (representing Cara Mendelsohn), Kathy Stewart, Bobby Stovall, Burt Thakur, Jeremy Tompkins, Dennis Webb, and Duncan Webb.

Others present at the meeting were: Vickie Alexander, Susan Alvarez, Micah Baker, Berrian Barks, Emily Beckham, Natalie Bettger, Brandi Bird, Christine Black, Jon Blackman, Alberta Blair, Farhan Butt, Daniel Byrd, Angie Carson, Lori Clark, Dina Colarossi, Paul Cristina, Dawn Dalrymple, Clarence Daugherty, Brian Dell, Cody Derrick, Emily Dryden, Chad Edwards, Tom Flaherty, Laura Freeland, Eric Gallt, Matt Gauntt, Shala Geer-Smith, Rebekah Gongora, Christie Gotti, Gary Graham, Michael Haithcock, Scott Hall, Tony Hartzel, Millie Hayes, Robert Hinkle, Joel James, Jim Jarratt, Dan Kessler, Gus Khankarli, Tony Kimmey, Ken Kirkpatrick, Gary Kraus, Dan Lamers, Anette Landeros, Sonya Landrum, Eron Linn, Aaron Long, Paul Luedtke, Stanford Lynch, Dillon Maroney, Gregory Masota, Rich Matyiku, Malcolm Mayhew, Jeremy McGraham, Monte Mercer, Brian Moen, Eric Morris, Michael Morris, Faith Morse, Jeff Neal, Mark Nelson, Dylan Niles, James Novak, Amir Omar, Donald Parker, Darla Payberah, Michael Peters, Vikrant Pokle, Caleb Polster, John Polster, James Powell, Vercie Pruitt-Jenkins, Andrei Radu, Liz Range-Pendell, Randy Richardson, Travis Ripley, Karl Rothermel, Charlie Salazar, Samuel Simmons, Gary Slagel, Sidney Sonck, Claude Spivey, Hedy Spuhalic, Feliz Stafford, Toni Stehling, Andy Taft, Luke Tinker, Caroline Vandergriff, Victor Vandergriff, Elisa Villnave, Myron Watkins, Glen Whitley, Brian Wilson, Chris Wright, and Sam Yacoub.

1. **Opportunity for Public Comment on Today's Agenda**: Rick Bailey, Regional Transportation Council Chair and Johnson County Commissioner, asked if there were any public comments. Glen Whitley spoke on agenda item 10. Written comments were provided and can be found in the Public Comments Report under the Director's Report agenda item.
2. **Approval of February 12, 2026, Minutes**: Approval of the February 12, 2026, meeting minutes contained in Electronic Item 2 was requested.

A motion was made to approve the February 12, 2026, meeting minutes as submitted in Electronic Item 2. Elizabeth Beck (M); Michael Evans (S). The motion passed unanimously.

3. Consent Agenda

- 3.1. **Texas Wesleyan University/Collard Street Improvements Study:** Regional Transportation Council (RTC) approval of \$150,000 in RTC Local funding for the Texas Wesleyan University (TWU)/Collard Street Improvements Study. Funds will be used for staff to conduct planning study activities including review of existing conditions and development of a funding plan, as well as to engage TWU students in developing surveys and corridor branding materials for the project.
- 3.2. **North Tarrant Express Funding Request:** Regional Transportation Council approval was requested for the Texas Department of Transportation (TxDOT) to utilize \$45 million in Regional Toll Revenue (RTR) funding for construction of northbound Interstate Highway 35 West to State Highway (SH) 121 frontage roads and reconstruction of the Sylvania Ave bridge over SH 121. TxDOT funding in the amount of \$97 million and RTR managed lane revenue of \$45 million from the North Tarrant Express were proposed to fund the construction of this project.
- 3.3. **Lyndon B. Johnson East Funding Request:** Regional Transportation Council approval was requested for the Texas Department of Transportation to utilize Regional Toll Revenue (RTR) funding up to \$10 million for change orders on the Lyndon B. Johnson (LBJ) East project. RTR managed lane revenue in the amount of \$10 million from the LBJ East corridor was proposed to fund this request.
- 3.4. **Clarification on Interstate Highway 35 Roadway Project:** Regional Transportation Council approval of a clarification to the 2025-2028 Transportation Improvement Program (TIP) entry for Control Section Job 0195-02-092 for Interstate Highway 35 from North of Rector to South of Farm-to-Market 455 was requested, along with the ability to amend other planning/administrative documents, if necessary, with TIP-related changes.

A motion was made to approve Items 3.1, 3.2, 3.3, and 3.4 on the Consent Agenda. Jeff Davis (M); Raul Gonzalez (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris briefly highlighted items 1 through 8.
 1. Potential Outcomes from Workshop on Metropolitan Planning Organization Roles and Responsibilities and Related Agreements: March 2026 (Ken Kirkpatrick and Michael Morris)
 2. New Officers in June 2026
 3. Propose Cancellation of Regional Transportation Council Meeting in July 2026
 4. Bylaws Review by November 2026
 5. Rebuilding American Infrastructure with Sustainability and Equity Fiscal Year 2022 Four Stations Grant Update
 6. Update on Existing and New Transit Funding for Fédération Internationale de Football Association
 7. Correspondence from February Regional Transportation Council Meeting
 8. Spring 2026 Traffic Incident Management Executive Level Course Announcement – May 7, 2026
 9. Recent Correspondence to City Managers – Collaboration Opportunity Managing Heavy-Duty Vehicle Idling and Regional Air Quality
 10. Status Update on 2025 Transportation Conformity Determination

11. Local Clean Air Project Spotlight
12. Air Quality Funding Opportunities (www.nctcoq.org/aqfunding)
13. Upcoming Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/events)
14. January - February Public Comments Report
15. February Public Meeting Minutes
16. March Public Meeting Notice
17. Recent News Articles
18. Recent Correspondence
19. Recent Press Releases

5. **Fort Worth Heritage Park Regional Pedestrian Connection:** Karla Windsor requested Regional Transportation Council approval for the North Central Texas Council of Governments to assign \$8 million in Congestion Mitigation and Air Quality Improvement Program funding matched with \$2 million local funding from the City of Fort Worth to construct the Heritage Park Regional Pedestrian Connection.

A motion was made to approve \$8 million Congestion Mitigation and Air Quality Improvement Program funding matched with \$2 million local funding from the City of Fort Worth to construct the Heritage Park Regional Pedestrian Connection; administratively amending the Transportation Improvement Program/ Statewide Transportation Improvement Program and updating any administrative and/or planning documents as needed to incorporate the project/change; and the requirement for the City of Fort Worth and the Regional Transportation Council to execute a Memorandum of Understanding. Elizabeth Beck (M); Raul Gonzalez (S). The motion passed unanimously.

6. **Proposed Traffic Signal Program Funding:** Natalie Bettger presented the proposed traffic signal funding program based on the recently approved Regional Transportation Council traffic signal improvement types and associated funding categories.

A motion was made to approve the allocation of \$36 million in total program funding (\$28.8 million federal plus required State and/or local match) for the Traffic Signal Funding Program; the use of a combination of Surface Transportation Block Grant, Congestion Mitigation and Air Quality Improvement Program, and State and/or local matching funds to support the program, subject to funding availability; along with administratively amending the Transportation Improvement Program, Statewide Transportation Improvement Program, and other planning/ administrative documents, as necessary, to implement the approved funding. Matthew Porter (M); Burt Thakur (S). The motion passed unanimously.

7. **2027-2030 Transportation Improvement Program Development:** Christie Gotti requested Regional Transportation Council approval of the 2027-2030 Transportation Improvement Program.

A motion was made to approve the 2027-2030 Transportation Improvement Plan (TIP), including the final TIP listings to be included in the Statewide Transportation Improvement Program, and to amend the Unified Planning Work Program and other planning/administrative documents as needed. Duncan Webb (M); Theresa Daniel (S). The motion passed unanimously.

8. **Recommendations to the Texas Department of Transportation on the Texas Electric Vehicle Infrastructure Plan:** Lori Clark provided an update on the status of the Texas Department of Transportation's (TxDOT) implementation of the Texas Electric Vehicle Infrastructure Plan. Staff also requested approval of an approach to provide recommendations to TxDOT regarding grants that they will administer for additional electric vehicle charging stations within the Metropolitan Planning Area boundary.

A motion was made to approve the submittal of study areas for National Electric Vehicle Infrastructure Program Phase II to the Texas Department of Transportation in April 2026; methodology proposed for direct current fast charging and Megawatt charging station locations, subject to adjustments recommended by the Surface Transportation Technical Committee at its March 27, 2026, meeting; additional submittals using the approved methodology to subsequent funding rounds if funding remains available; and administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program and updating any administrative and/or planning documents as needed to incorporate the project. Paul Ridley (M); Burt Thakur (S). The motion passed unanimously.

9. **Update on McKinney Passenger Rail Corridor Study:** Dan Lamers provided a brief update on this study which the Regional Transportation Council (RTC) postponed in November 2025 due to issues that arose between Dallas Area Rapid Transit (DART) and its member cities. In light of the emerging partnership among DART, its member cities, and RTC, as well as the ongoing work of the RTC Transit Vision Subcommittee, staff requested RTC approval to resume the study.

Following several suggestions from RTC members to expand the McKinney Passenger Rail Corridor Study to include other modes of transportation and a request from Burt Thakur to also consider transportation short and vertical take-offs and landings, as well as autonomous drones in the study, Michael Morris noted that the McKinney study had already received federal approval and a new contract to include changes would take a year. Michael announced that staff would email Councilmember Thakur to capture his ideas regarding the use of technology in multimodal methods of transportation for future integration into the Unified Planning Work Program.

A motion was made for staff to resume activities related to the McKinney Passenger Rail Corridor Study. Randall Bryant (M); Bill Cox (S). The motion passed unanimously.

10. **Approval of Proposed Letter to the Texas Department of Transportation Regarding Metropolitan Planning Organization/Fiscal Agent Agreement:** Michael Morris explained North Central Texas Council of Governments (NCTCOG)/Regional Transportation Council (RTC)/Texas Department of Transportation (TxDOT) agreements during the workshop. This item requested information from TxDOT.

A motion was made to approve correspondence sent to Brian Barth, Deputy Executive Director for Program Delivery, with the Texas Department of Transportation on behalf of the Regional Transportation Council modifying the correspondence to specify Director of Transportation along with including in the correspondence; which Metropolitan Planning Organizations (MPO) across the State does the MPO Transportation Planning Director report directly to the transportation policy board and in which MPOs does the MPO Transportation Planning Director report to the fiscal agent. Andy Eads (M); Duncan Webb (S). The motion passed unanimously.

11. **Integrating Transportation and Stormwater Infrastructure Study Overview**: Jeff Neal provided a brief overview of the Integrating Transportation and Stormwater Infrastructure Study and highlighted expected outcomes. Members were encouraged to visit <https://www.nctcog.org/tsi> to learn more information about the study, expected to conclude by the end of 2026.

12. **Regional Roadway Safety Performance Targets Update**: Sonya Landrum provided an update on the proposed 2026 Regional Roadway Safety Targets for federally required performance measures and observed 2018 through 2025 crash data that highlighted improvements in the reduction of fatalities and fatal crashes in the region. Roadway Safety targets are focused on reducing serious injuries and fatalities for motorized and non-motorized travelers. In addition, a progress report on the \$57 million safety program was highlighted in Electronic Item 12.

Mayor Matthew Porter asked if there had been any thought to developing a special safety program aimed at reducing speeding and red-light running. Michael Morris suggested Mayor Matthew send him an email requesting staff to develop a new program aimed at red-light enforcement.

13. **Progress Reports**: Regional Transportation Council attendance was provided in Electronic Item 13.1, and Surface Transportation Technical Committee attendance and minutes 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, April 9, 2026.

Meeting adjourned at 2:42 pm.

Fédération Internationale de Football Association Local Funding

	RTC Local Approved	Cost	Available
Transit Passes ¹	\$3,000,000	\$1,200,000	\$1,800,000
Bus Bridge ²	\$5,000,000	\$0	\$5,000,000
Parking Lot Bus Hub	\$3,800,000	\$3,500,000	\$300,000
			\$7,100,000
	RTC Local Approved	Cost	Available
Operation of Bus Hub, Technology Lot, Centreport	\$0	-\$700,000	-\$700,000
Wayfinding (\$2M Federal) ³	\$0	-\$2,000,000	-\$2,000,000
Technology Lot	\$0	-\$185,000	-\$185,000
Sunday TRE Plus Incremental Fuel Charge	\$0	-\$700,000	-\$700,000
Fort Worth Statler Roads Closures	\$0	-\$10,000	-\$10,000
Concrete Barriers for Pedestrian Lane		-\$115,000	-\$115,000
			-\$3,710,000
		Contingency	\$3,390,000
¹ Media and Volunteers			
² Provided Elsewhere			
³ \$2M Returned in Federal Funds			

Proposed Agreements

Updated Agreement with FWC Organizing Committee for pilot test, operations, Fan Festival VIP Passes (\$20,000), Wayfinding and Signage, and ADA Vehicles (\$1,700,000 RTR + \$2,000,000 RTC Local)
Updated Agreement with DART for transit passes, Sunday services, and fuel costs (\$1,900,000 RTC Local)
Agreement for tow truck services (\$50,000)
Agreement with Fort Worth for road closure (\$10,000)
Agreement with Arlington for technology lot construction and operation (\$185,000)



Revision to Regional Transportation Council Local Funds to Support Regional Energy Management Assistance Program

Lori Clark

Senior Program Manager

Regional Transportation Council

04.09.2026

Background

Collaboration between NCTCOG Transportation and Environment & Development Departments, ongoing since 2018

Funded by Department of Energy (DOE) through the State Energy Conservation Office (SECO)

Supports regional air quality through reducing emissions associated with power generation and fuel consumption

Builds relationship as a valued resource with the State and enables collaboration on energy-related issues



Key Milestones Related to FY26 and FY27 Work

June 2025 – RTC Approves Application to Program and Local Match

- ~ \$250,000 in federal funds for fiscal year (FY) 2026; \$125,000 for Transportation
- Option for two, one-year contract renewals
- Authorized ~\$25,000 RTC Local Funds per FY for Transportation local match; Total ~\$75,000 over 3-years

August 2025 – SECO Updates Program Funding Structure for FY 2026 Based on New DOE Directive

- Eligible reimbursement of Indirect and Direct Fringe Benefit costs limited to 10% of federal award

November 2025 – RTC Approves Increase in RTC Local Funds to Accommodate New DOE Directive

- Increased RTC Local Funds by \$62,500; Total of \$137,500 RTC Local but Limited to FY26 only
- Anticipated to fund non-reimbursable expenses for both Departments and Transportation local match

January 2026 – DOE Rescinds Directive

February 2026 – SECO Notifies NCTCOG of Award and Confirms Rescission Applies to Award

- Results in opportunity to return RTC Local Funds

March 2026 – SECO Invites NCTCOG to Propose FY27 Activities to Extend Work

- Triggers need to affirm support for participation in FY27 activities



Requested Action – Regional Energy Management Assistance Program

RTC approval of:

- Reaffirmation of support for Transportation Department participation in the Regional Energy Management Assistance Program for FY26-FY28
- Reduction of \$62,500 RTC Local Funds authorized for this initiative, leaving balance of \$75,000 approved funds for local match
 - Includes approval to use RTC Local Funds as match for Transportation Department efforts, approximately \$25,000 per year
- 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 program.

RTC Action Item – April 9, 2026



Contact Us



Lori Clark

Senior Program Manager & DFW Clean Cities Director

lclark@nctcog.org | 817-695-9232



Savana Nance

Principal Air Quality Planner

snance@nctcog.org | 682-433-0488



Lt. Gov. Dan Patrick Announces New Chairs of Standing Committees, Fills Vacancies, and Creates Interim Select Committees

March 23, 2026

AUSTIN – With the exit of five members of the Senate, including four chairs, Lt. Gov. Dan Patrick has named chairs to lead standing and new interim select committees. The chairs serving on the interim select committees will remain in their positions through the 90th Legislative Session, as the select committees will be made permanent standing committees when the 90th Legislature commences in January 2027.

In addition, Lt. Gov. Patrick has assigned senators to fill vacancies on several standing committees. These committee assignments are for the remainder of the 2026 interim.

Senate Committee on Transportation

Tan Parker, Chair (North Texas)

Royce West, Vice Chair (North Texas)

Paul Bettencourt

Brent Hagenbuch (North Texas)

Chuy Hinojosa

Nathan Johnson (North Texas)

Phil King (North Texas)

Borris Miles

Charles Perry

Source: <https://www.ltgov.texas.gov/2026/03/23/lt-gov-dan-patrick-announces-new-chairs-of-standing-committees-fills-vacancies-and-creates-interim-select-committees/>



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

March 12, 2026

Mr. Brian Barth
Deputy Executive Director for Program Delivery
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701

Dear Mr. Barth:

On behalf of the Regional Transportation Council (RTC), which serves as the independent transportation policymaking board of the Dallas-Fort Worth (DFW) Metropolitan Planning Organization (MPO), I am writing to request assistance from the Texas Department of Transportation (TxDOT) to clarify the relationship between an MPO's independent transportation policymaking board and its fiscal agent. While there is an ongoing discussion between the RTC and our fiscal agent, the North Central Texas Council of Governments (NCTCOG) Executive Board, to establish a closer partnership, it would benefit MPOs across the State if TxDOT would create consistency regarding this issue. In the next two years, multiple MPOs will undergo reviews of their bylaws and the MPO-TxDOT Agreements will be renewed in 2027, so now is a critical time for TxDOT to step in on this issue. You bring a unique perspective to this matter having previously served as District Engineer in both the Dallas and Fort Worth Districts and as a member of the RTC as well as your current position in the TxDOT Administration.

Members of the RTC and the NCTCOG Executive Board have begun discussions surrounding the roles and responsibilities of each body in moving forward policies determined for the MPO. Title 23 of the United States Code defines the MPO as the "policy board of an organization established as a result of the [MPO] designation process..." For the majority of the long history of the RTC serving as the MPO transportation policy board and NCTCOG serving as the MPO and fiscal agent, the NCTCOG Executive Board has served in that role by entering into agreements, providing accounting services, and providing benefits for the MPO staff as requested by the RTC. The State's interest in MPO policies, plans, programs, and projects is represented on the RTC as the independent transportation policymaking board, so there is a direct TxDOT interest in addressing this matter.

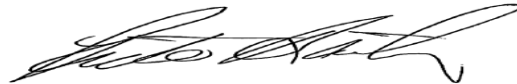
The specific request from the RTC is for TxDOT to help answer the following questions:

- Because of previous similar controversies in Austin and San Antonio as well as more recently in Houston and DFW, does TxDOT anticipate developing an updated standard agreement that attempts to clarify the State's interest?
- If so, when would MPOs anticipate new draft language for the standard MPO-TxDOT Agreements?

- Are there written interpretations of the resolution of similar concerns related to transportation policy direction and the MPO Transportation Planning Director in other regions of the state, including whether the resolution involved changing fiscal agents?
- In which MPOs across the State does the MPO Transportation Planning Director report directly to the transportation policy board and in which MPOs does the MPO Transportation Planning Director report to the fiscal agent?
- What is the recourse for the MPO transportation policy board if it believes the fiscal agent is substituting its own wishes as it relates to transportation policy? Are there written examples of this from other MPOs?
- Are there examples of the MPO transportation policy board withholding funds to the fiscal agent to ensure the MPO transportation policy board's transportation policy direction is implemented by the fiscal agent?
- Does an MPO transportation policy board have the ability to hire its own MPO Transportation Planning Director?

Thank you for your consideration of this request from the RTC. It is our goal to ensure a productive working relationship between the RTC and State, as provided in Title 23, in order to serve the mobility needs of our growing region. This is an outcome that would benefit TxDOT and we welcome your assistance to help resolve this matter.

Sincerely,



Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

MM:vpj

cc: Marc Williams, Executive Director, Texas Department of Transportation
Brandye Hendrickson, Deputy Executive Director, Texas Department of Transportation
Casey Wells, Advance Transportation Planning Section Director,
Texas Department of Transportation
Todd Little, Executive Director, North Central Texas Council of Governments



125 E 11th St | Austin, Texas 78701
512.463.8588
txdot.gov

March 31, 2026

Mr. Rick Bailey, Chair
Regional Transportation Council for the North Central Texas Council of Governments MPO
P.O. Box 5888
Arlington, TX 76005-5888
Via email: rickb@johnsoncountytexas.org

Dear Mr. Bailey,

The Texas Department of Transportation (TxDOT) is in receipt of your March 12, 2026 letter requesting TxDOT's position on the structure of Metropolitan Planning Organizations (MPO), including the role of MPO Policy Boards. Due to the legal nature of many of the questions presented, Mr. Barth referred the letter over to me for a response. Please note that I represent TxDOT and the information provided below is for informational purposes and should not be considered legal advice to the Regional Transportation Council for the North Central Texas Council of Governments MPO (RTC).

As you know, TxDOT's primary responsibility in the management of Federal funds is to ensure compliance with Federal law and regulation. TxDOT reviews each MPO designation and enters into a separate planning agreement with each individual MPO to ensure compliance with Federal law. As a voting member of the various policy boards, including the RTC, TxDOT does not provide legal guidance on MPO governance or operational matters, except to the extent necessary to ensure compliance with applicable federal law and regulation. Federal law and regulation do not mandate the creation, title, or management structure of a Transportation Planning Director position. As a result, there is no single, federally prescribed model for how MPOs structure or oversee such a position.

TxDOT is continuously trying to improve the efficiency and effectiveness of the use of federal transportation funds. As part of that effort, TxDOT is in the process of revising the standard MPO planning agreement template to ensure compliance with 23 CFR Part 450, Subparts A & C and §450.310 within Subpart C. We anticipate sharing the revised planning agreement later this year in preparation of the expiration of the current planning agreement in 2027.

Should you wish to review the individual planning agreements TxDOT has with the various MPOs across the state, you may reach out to Casey Wells, Advance Transportation Planning Section Director, at Casey.Wells@TxDOT.gov, and he can provide copies of the various planning agreements.

TxDOT looks forward to continuing to work with the MPO and RTC to address transportation needs in the region. If you have any further questions, feel free to reach out.

Sincerely,

DocuSigned by:
James Kirk

AADC3FA2650140D...
James Kirk

Senior General Counsel, General Counsel Division
Texas Department of Transportation
James.Kirk@TxDOT.gov

Cc:

Marc D. Williams, P.E., Executive Director, TxDOT

Brian Barth, P.E., Deputy Executive Director, Program Delivery, TxDOT

Brandye Hendrickson, Deputy Executive Director, Planning & Administration, TxDOT

Humberto "Tito" Gonzalez, Jr., P.E., Transportation Planning & Program Division Director, TxDOT

Casey Wells, Advance Transportation Planning Sec. Director, TPP Div., TxDOT

Michael Morris, Transportation Planning Director, NCTCOG MPO



City of Plano
1520 K Avenue
Plano, TX 75074

P.O. Box 860358
Plano, TX 75086-0358
Tel: 972-941-7000
Plano.gov

March 23, 2026

Michael Morris, Director of Transportation
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

RE: Update on DART Interlocal Agreement and Regional Mobility Governance

Dear Mr. Morris:

On behalf of the City of Plano, I want to formally thank you for your exceptional leadership and technical guidance throughout the recent DART Interlocal Agreement (ILA) negotiations. Your ability to navigate complex funding mechanisms and facilitate dialogue between member cities was instrumental in reaching this historic milestone.

The Regional Transportation Council has dedicated significant time and resources to the DART funding and General Mobility Program discussions over the past several months. While these deliberations were rigorous, they were a necessary investment to ensure the long-term viability of our regional transit network. The resulting agreement reflects a balanced compromise that strengthens the connection between local investment and regional mobility outcomes.

With the funding chapter now successfully resolved, our focus must shift toward long-term sustainability. As we prepare for the 90th Legislative Session, the City of Plano is committed to working alongside the RTC and our fellow DART member cities to advocate for a modernized governance structure in Austin.

We appreciate your continued partnership as we move forward with this unified legislative vision. Thank you for your tireless dedication to the infrastructure and economic vitality of the North Texas region.

Sincerely,

John B. Muns
MAYOR

CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE
PROJECTS DURING COVID RECOVERY

April 2026 – Transit Data Update

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



0

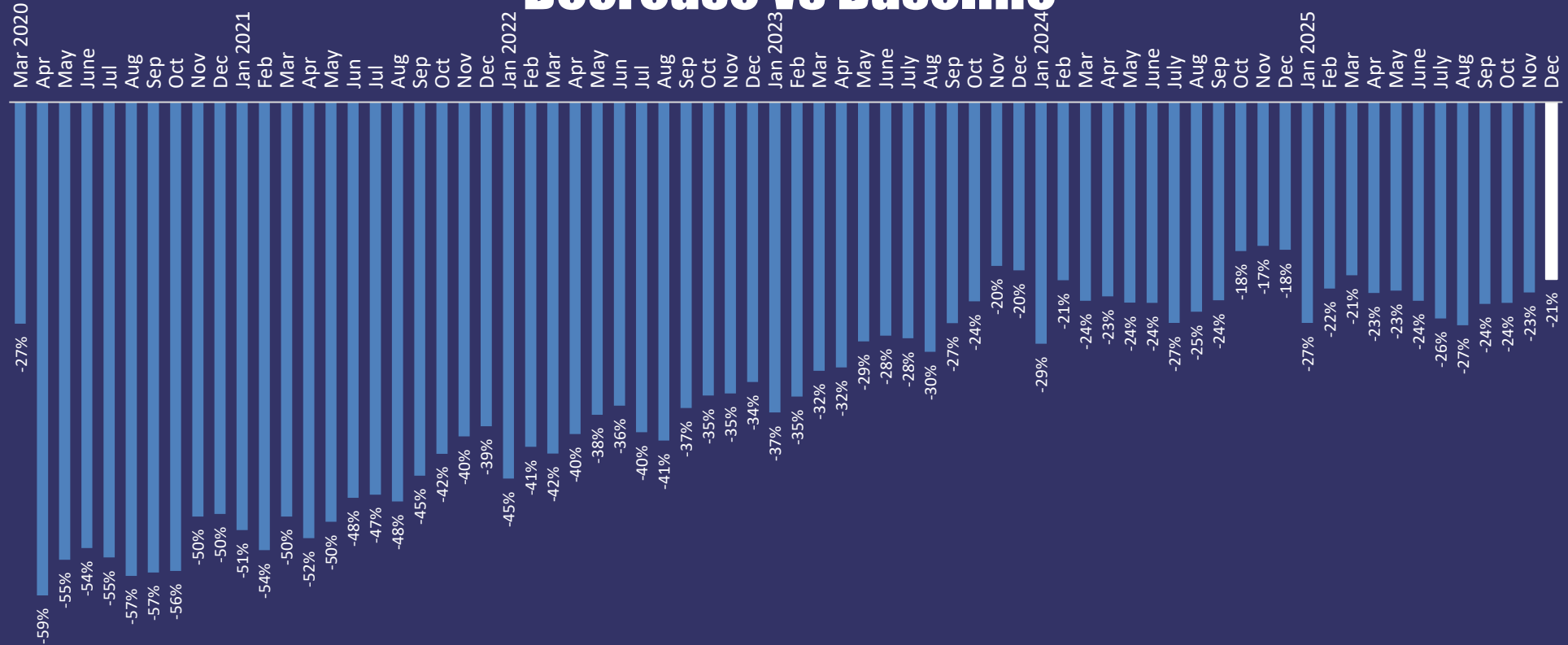
Transit Weekend Ridership (-1%, December)
Transit Weekday Ridership (-21%, December)



TRANSIT IMPACTS

Rail, Bus and On Demand
Weekend
Ridership

WEEKDAY Rail, Bus and On Demand Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

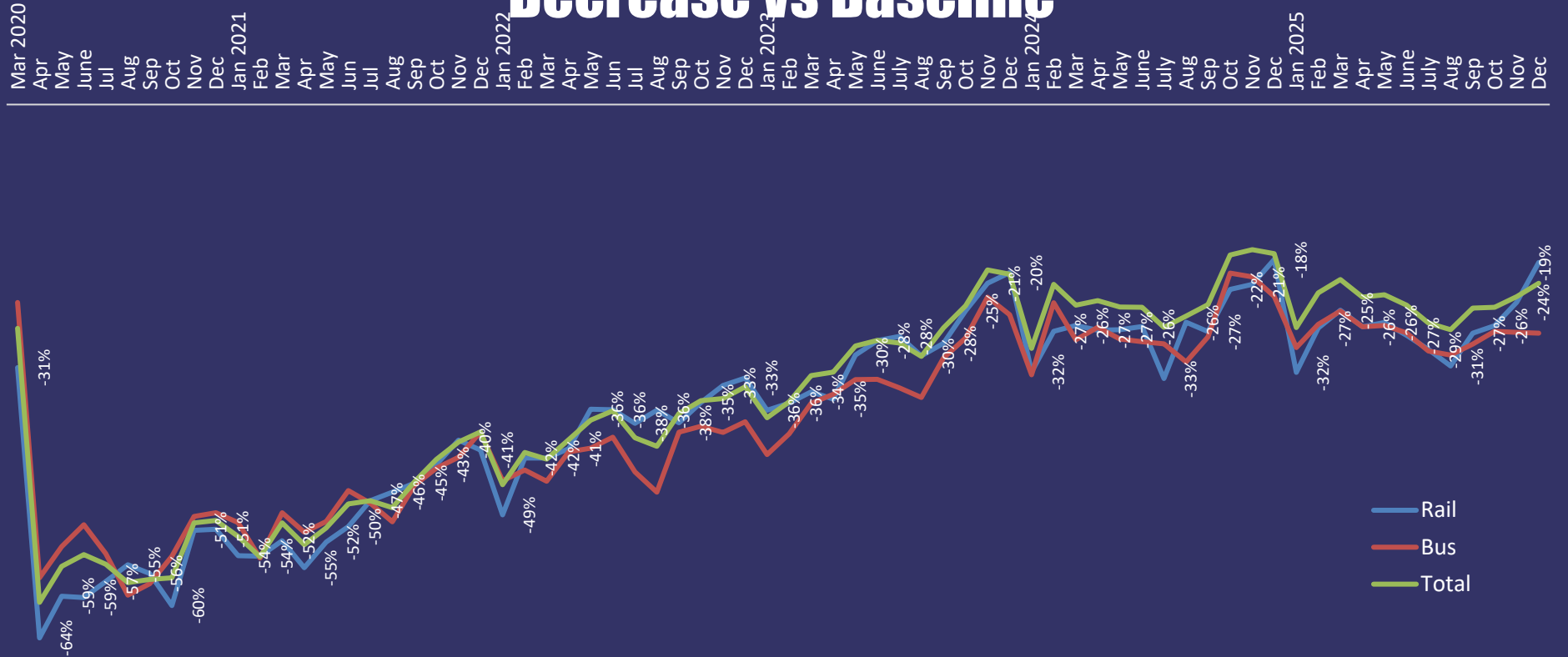
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Rail, Bus and Total Weekday Ridership

WEEKDAY Rail, Bus and Total Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

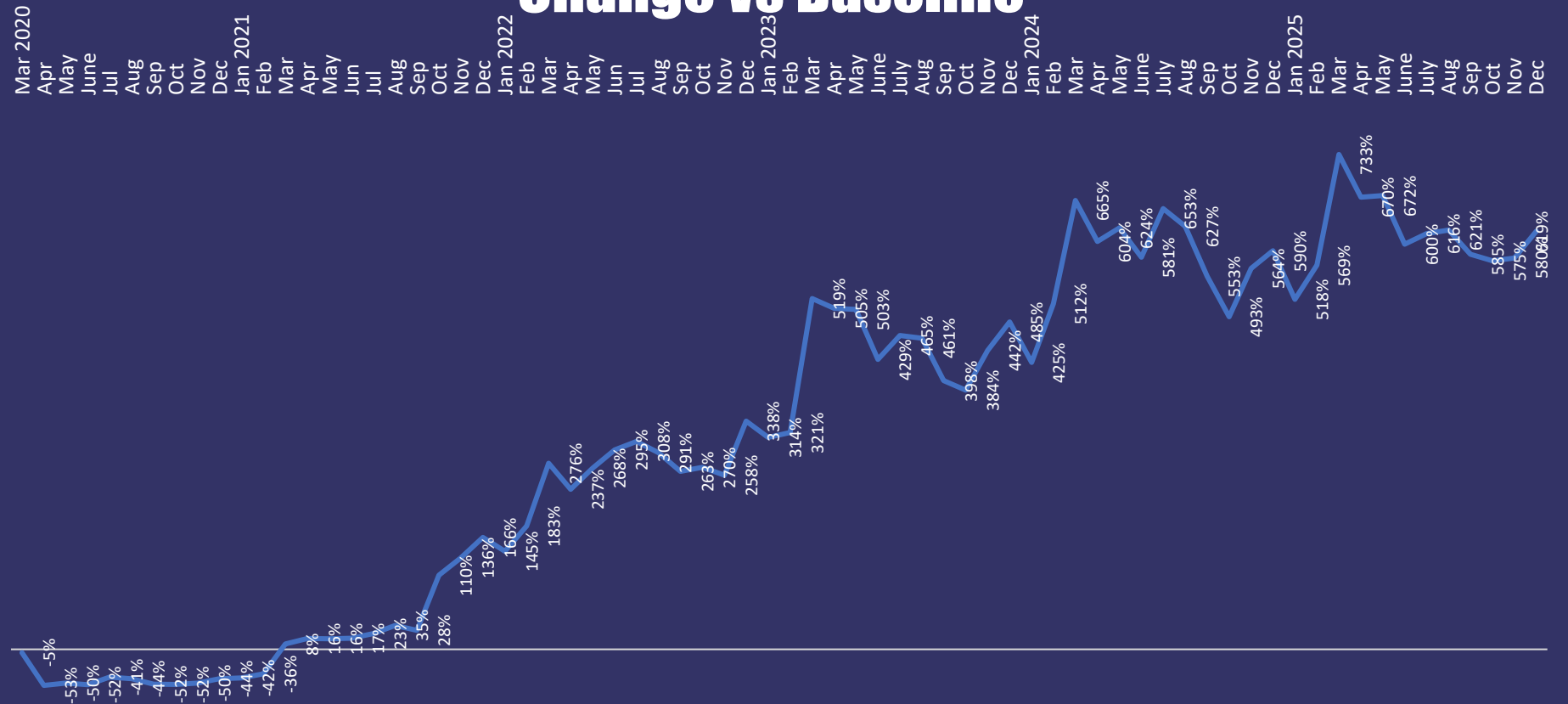
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Rail, Bus and On Demand Weekday Ridership

WEEKDAY On Demand Passenger Change vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

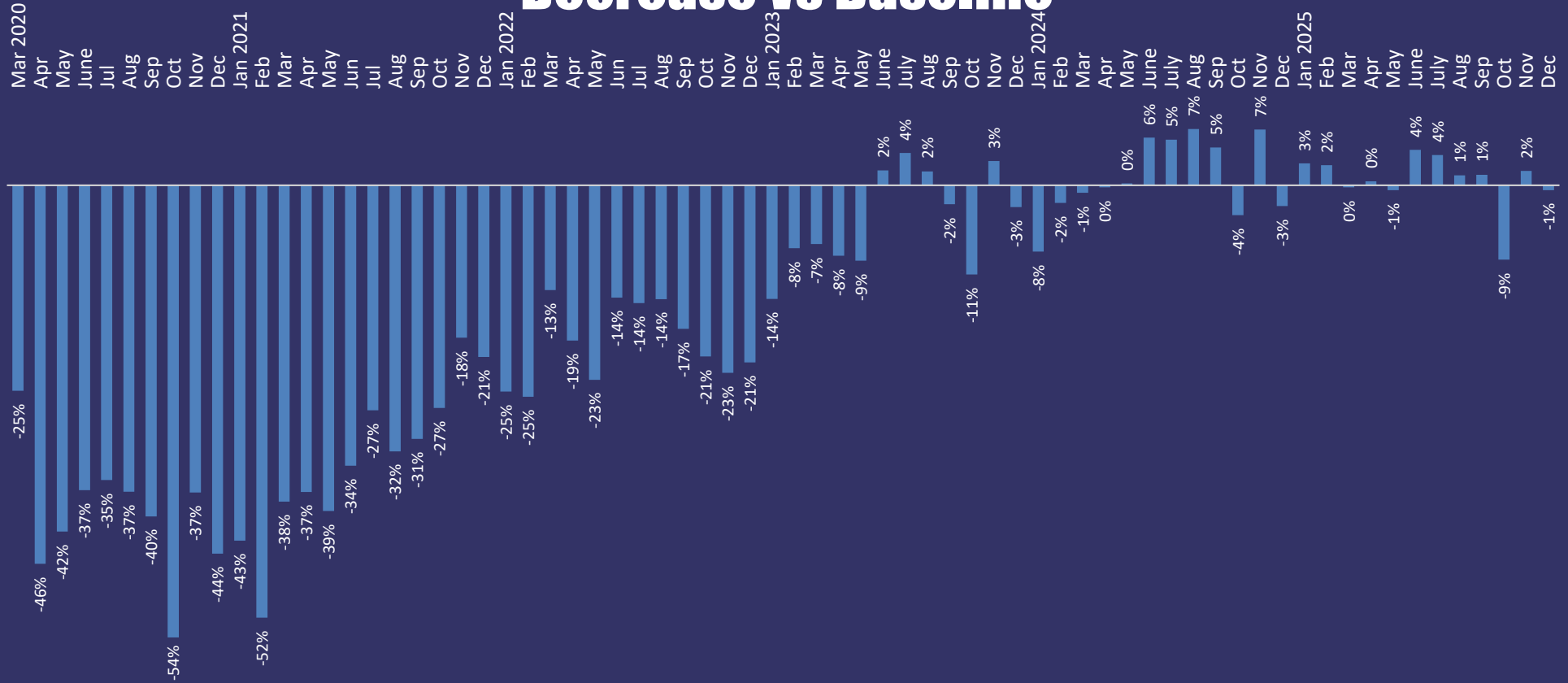
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Rail, Bus and On Demand Weekend Ridership

WEEKEND Rail, Bus and On Demand Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

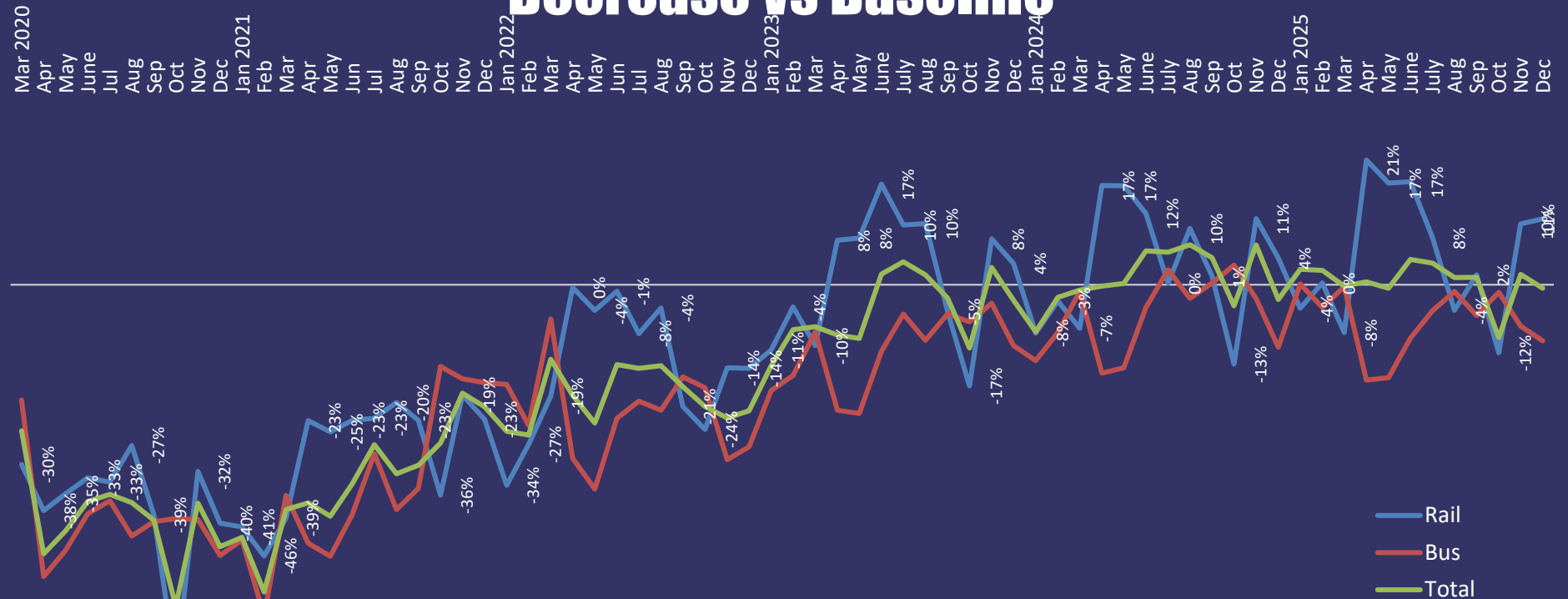
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Rail, Bus and Total Weekend Ridership

WEEKEND Rail, Bus and Total Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

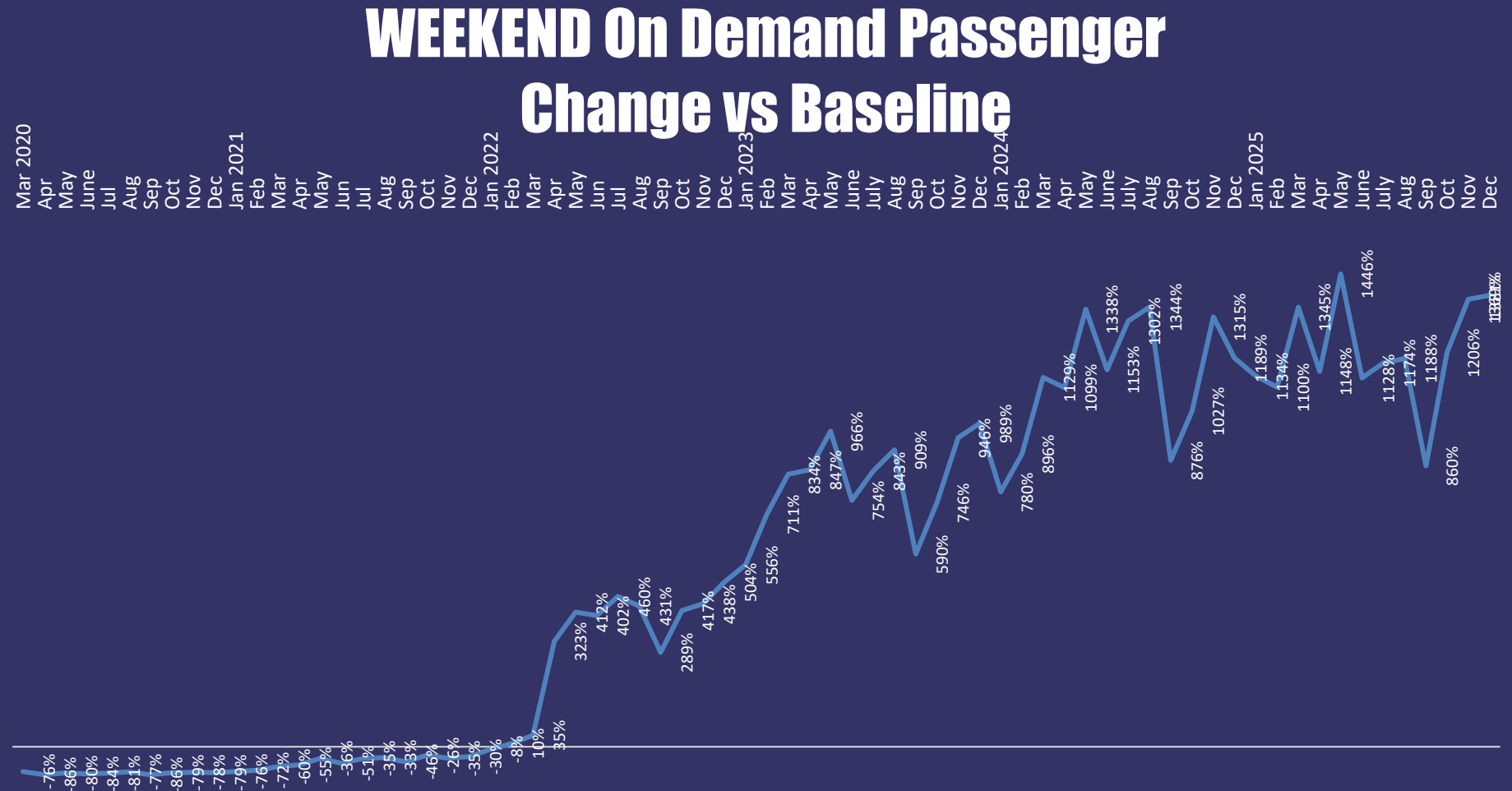
Source: DART, DCTA, Trinity Metro, and VIA Arlington

Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

On Demand Weekend Ridership



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

Grant Management Fund Annual Report

April 2026 Status

RTC Local Approved **\$3,000,000**

Expended **\$880,000**

Year 1: April 2024 – March 2025 \$228,000
Year 2: April 2025 - March 2026 \$652,000

April 2026 Balance **\$2,120,000**

RTC Initiatives Supported (Year 2)

Grant Opportunities: Application Development

Federal-State Partnership for Intercity Passenger Rail Program
FY2026 (BUILD) Grant Program:
State Highway 183 & Pumphrey Drive: Bettering Access, Safety, and Efficiency (BASE)
FM 917/BNSF Grade Separation - Destination Joshua Project
US 287/Prairie Ridge Freeway Breakout Project

Awarded/Finalizing Requirements: Grant Agreement & Reporting Coordination

Crossing Students Safely in Dallas-Fort Worth Region (CroSS-DFW)

Active Programs: Grant Administration & Project Development

Enhancing Mobility within the Southern Dallas Inland Port (VA Station)
South Dallas Improved Bicycle/Pedestrian Routes to Rail & Transit Technology Upgrades (4-Stations)
North Texas Zero Emissions Vehicles (NTxZEV)
FY2020 (BUILD) Grant Program: North Texas MOVES
Food Desert Analysis
Next Steps for Transit 2.0

Grant Completed: Compliance Oversight

Dallas Streetcar Assets

The agreement has the basic requirement for the city to take on maintenance responsibility once the construction of the lighting system is accepted by TxDOT.

2. MAINTENANCE AND OPERATION RESPONSIBILITIES

A. The City hereby agrees to furnish, at its expense, the electrical energy required for proper operation of the lighting system, such electrical energy to be provided at points on the lighting system as designated by the State. The City further agrees to maintain and operate the lighting system in an efficient and sightly condition, including the furnishing of all equipment and labor and making any replacements which may become necessary, without cost to the State.

B. The City shall assume maintenance and operation on a date to correspond with the date construction of the lighting system is completed and accepted by the State. The State will provide written notification to the City of such acceptance. The City hereby agrees to furnish at its expense the electrical energy consumed by the system during the period of trial operation prior to acceptance by the State. If the lighting system is constructed by sections, this provision shall apply to each such separately constructed section.



Annual Recognition Awardees

Hannah Thesing, Air Quality Planner
Regional Transportation Council
04.09.2026

2025 Recognition Awards

Collaboration Between:

Air North Texas: www.airnorthtexas.org/

Charging Smart: www.dfwcleancities.org/activities/charging-smart

DFWCC Fleet Recognition: www.dfwcleancities.org/fleetrecognition



DFWCC Fleet Recognition Results

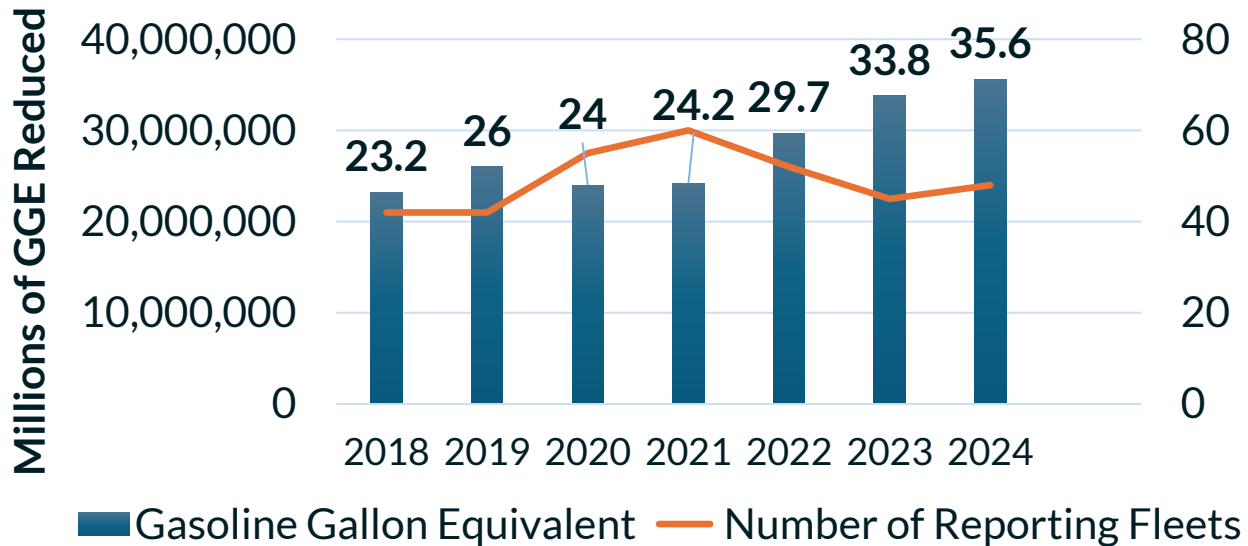
Fleet Impacts Over Calendar Year 2024*

48 Fleets Reporting to Dallas Fort Worth Clean Cities (DFWCC)

Over 8,000 Alternative Fuel Vehicles/Equipment

67 Tons Ozone-Forming Nitrogen Oxides Reduced

Historical Gallons of Gasoline Equivalent (GGE) Reduced



*Based on National Laboratory of the Rockies Quantification

2025 Fleet Recognition Awardees

28 Total Awardees

2025 BRONZE FLEET

- Benbrook TEXAS
- CEDAR HILL
- FARMERS BRANCH EST. 1946
- BIMBO Bakeries USA
- STAR TRANSIT
- DENVER COUNTY TEXAS 1846
- THE TOWN OF FLOWER MOUND
- ADDISON
- MCKINNEY TEXAS
- BISD

2025 SILVER FLEET

- THE CITY OF COPPELL
- IRVING TEXAS
- Plano City of Excellence
- FRISCO
- MESQUITE TEXAS
- LAZER LOGISTICS
- PACCAR Inc
- TRINITY
- METRO

2025 GOLD FLEET

- CARROLLTON TEXAS Where Connections Happen
- City of Dallas
- CITY OF DENTON
- Grand Prairie TEXAS
- ARLINGTON THE AMERICAN DREAM CITY
- CITY OF SOUTHLAKE
- DART
- DFW
- FORT WORTH



Annual Recognition Awardees

Charging Smart Awardees



Current Designees

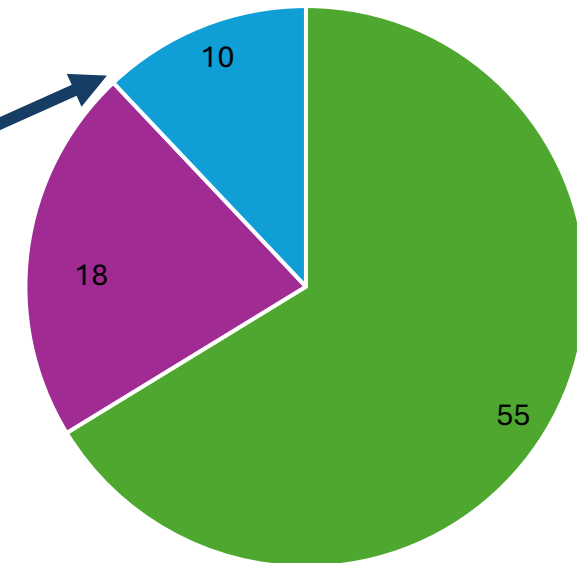
- Nationwide: 83 (53 bronze, 13 silver, 17 gold)
- Texas: 4 (all bronze)

All four bronze designees are in the NCTCOG region

- City of Arlington
- City of Mesquite
- City of Lewisville
- City of Frisco

DFWCC/NCTCOG assisted 4 of the 10 Southern designations

Charging Smart Designations by Region as of January 2026



■ Midwestern ■ Western ■ Southern

Additional Achievement: Arlington is the first city in both Texas and the southern U.S. to achieve this designation!



Air North Texas Awardees



2025 Awardees

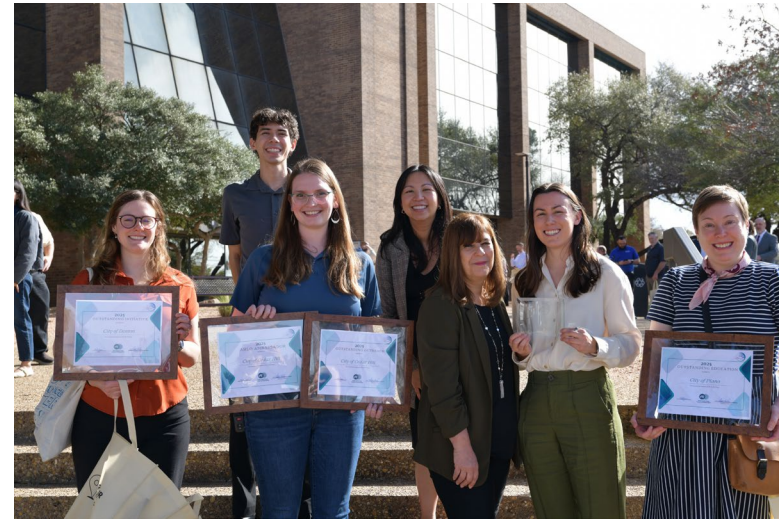
Outstanding Education: **City of Plano**

Outstanding Initiative: **City of Denton**

Outstanding Outreach: **City of Cedar Hill**

ARLO Ambassador: **City of Cedar Hill**

Partner of the Year: **City of Grand Prairie**



To be Eligible for Recognition Next Year:

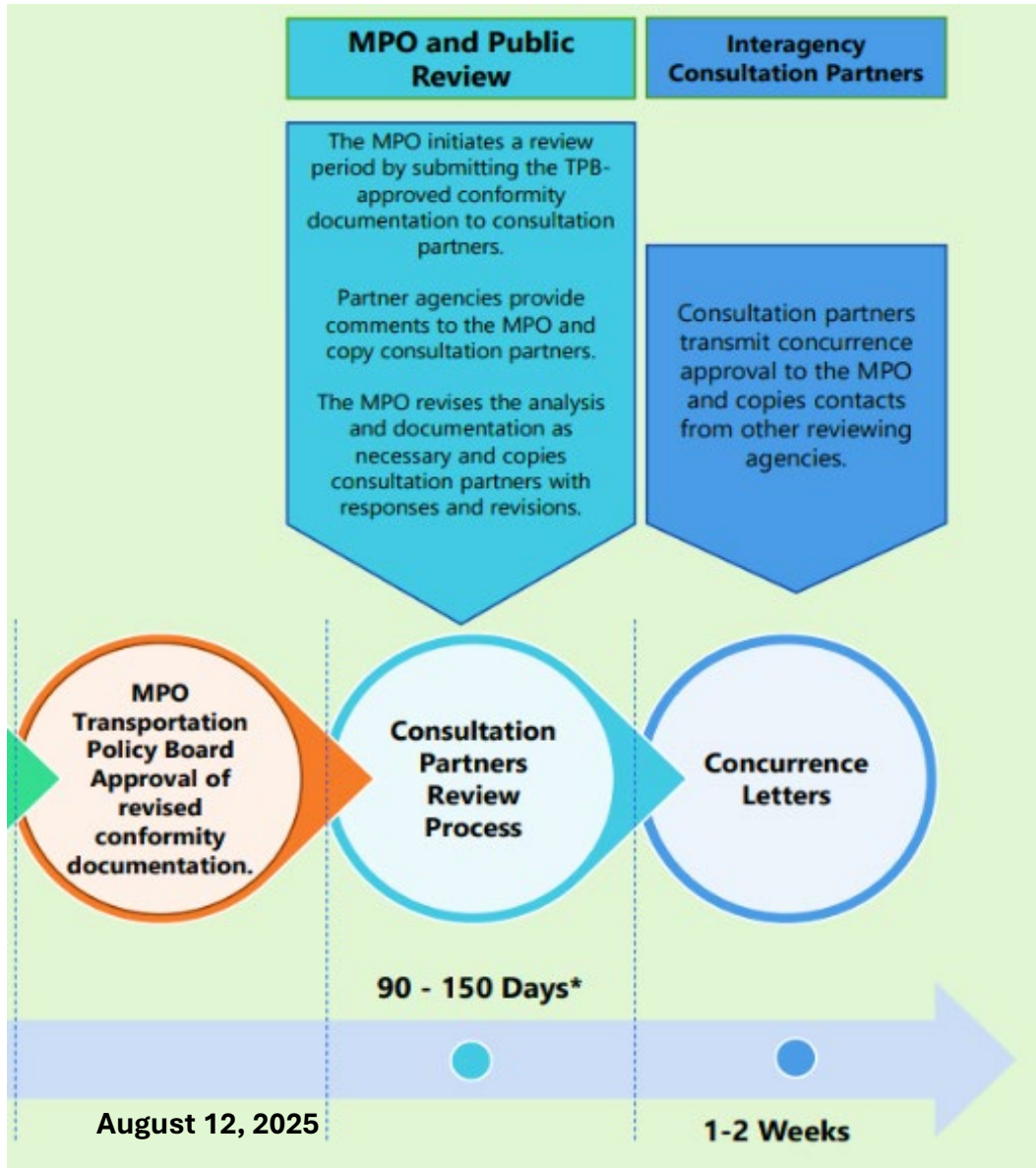
Fleet Recognition: Complete the DFW Clean Cities Annual Survey at www.dfwcleancities.org/annualreport and adopt the RTC Clean Fleet Policy

Charging Smart: Contact cleancities@nctcog.org for assistance in earning Charging Smart designation

Air North Texas: Join the Air North Texas Partnership at www.airnorthtexas.org



Texas Conformity Process and DFW Conformity Status Update



Partner Status as of April 3, 2026

EPA: Review Complete – October 24, 2025

TCEQ: Review Complete – November 20, 2025

TxDOT: Review Complete – February 17, 2026

FHWA: Review **Ongoing**

Concurrently:

- November 2025 STIP Revisions
- March 2026 CMAQ Annual Report
- Houston Transportation Conformity
- El Paso Transportation Conformity – Pre analysis



*Timeframes are approximate and depend on the number of active conformity review processes



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

March 24, 2026

Mr. Edward Ofori
Acting Division Administrator
Federal Highway Administration, Texas Division
300 East 8th Street, STE 826
Austin, TX 78701

RE: Excessive Transportation Conformity Review Duration and Project Delivery Impacts

Dear Mr. Ofori:

On behalf of the Regional Transportation Council (RTC), the policy body for the Dallas-Fort Worth (DFW) area's Metropolitan Planning Organization (MPO), I am writing to formally express concern regarding the extended duration that recent transportation conformity reviews have been experiencing and resulting impacts on federally funded transportation projects within the North Central Texas region.

Focusing on the region's current conformity analysis, which was officially submitted to Interagency Consultation Partners (ICP) on August 12, 2025, it has now been 224 days and still pending final review by the Federal Highway Administration (FHWA) and approval by the U.S. Department of Transportation (USDOT). Historically, the review process took about 90 days from MPO submission to completion of USDOT conformity determination. The Texas Department of Transportation (TxDOT) recently estimated that the review timeline might range from 90 to 150 days. This significant delay that exceeds 150 days has a direct impact on project schedules, contract readiness, and funding obligations. Most notably, projects in the City of Burleson and others currently in development face further delays if review timelines are not stabilized. North Central Texas Council of Governments (NCTCOG) staff diligently communicated a schedule with the Interagency Consultation Partners at least a year in advance, and they were very sensitive to delivering a conformity analysis during a period of minimal ongoing reviews. When submitted, only one conformity review was ongoing.

The RTC understands that staffing transitions and retirements can create temporary disruptions. However, the recent retirement of key conformity personnel without a clear succession or transition plan has resulted in a substantial slowdown in review capacity. Given the critical importance of timely conformity determinations to maintaining federal eligibility and meeting State Transportation Improvement Program (STIP) schedules, this situation presents serious regional consequences.

Project delays of this magnitude can:

- Jeopardize federal funding timelines and obligation schedules
- Increase project costs due to inflation and contractor mobilization delays
- Undermine public trust in project delivery commitments
- Create cascading impacts for projects currently programmed or under development

March 24, 2026

We respectfully request the following:

1. Immediate clarification of FHWA's plan to restore review timelines to reasonable norms.
2. Identification of interim staffing or resource augmentation strategies to address the backlog.
3. Development of a formal succession planning protocol to prevent similar disruptions in the future.
4. Establishment of mutually agreed-upon target review durations to provide predictability for regional planning partners.
5. Communication of elements that actually imports conformity analyses.

North Central Texas continues to experience rapid growth and remains under significant air quality constraints. Efficient and timely conformity reviews are essential to advancing mobility, safety, and air quality improvement projects across the region.

The RTC values its longstanding partnership with FHWA and remains committed to collaborative problem-solving. However, the current duration of review is not sustainable for maintaining project delivery commitments. We respectfully request conformity completion or a meeting within the next 30 days to discuss corrective actions and establish a path forward.

Thank you for your attention to this matter. We look forward to working together to ensure timely and predictable conformity processes moving forward. If you have any questions or to coordinate further, please contact Jenny Narvaez at the North Central Texas Council of Governments at jnarvaez@nctcog.org or 817-608-2342.

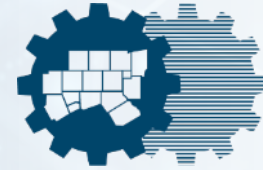
Sincerely,



Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments

JN:jls

cc: Jenny Narvaez, Program Manager, North Central Texas Council of Governments



NCTCOG PRESENTATION

Local Clean Air Project Spotlight

Regional Transportation Council

April 9, 2026

Trey Pope, Air Quality Planner

Project Spotlight – City of Dallas

Awarded Project	Five Compressed Natural Gas (CNG) Class 8 Refuse Haulers
Technology Replaced	Six Diesel Class 8 Refuse Haulers
Project Geographic Area	City of Dallas (Dallas County)
Implementation Date	January 2026
Awarded Amount Total Project Cost	\$ 775,950 \$2,315,355
Call for Projects	North Texas Clean Diesel Project
Funding Source	Environmental Protection Agency



Project Spotlight – City of Dallas



CNG Apparatus



CNG Refuse Hauler Profiles



CNG Label



Contact Us



Trey Pope
Air Quality Planner
tpope@nctcog.org | 817-695-9297



Travis Ripley
Air Quality Planner
triple@nctcog.org | 682-433-0356



Jason Brown
Program Manager
jbrown@nctcog.org | 817-704-2514



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

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and 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 Thursday, Feb. 20 through Wednesday, March 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 **10** new comments related to bicycles, pedestrians, roadway and transit conditions. You can view these new comments as well as past comments by visiting <https://geospatial.nctcog.org/portal/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Bicycle/Pedestrian/Sustainable Development

Facebook –

1. As our #TopicOfTheMonth series on sustainable development continues, we're highlighting projects that have transformed communities, like Fort Worth's South Main Urban Village Project. Supported through the NCTCOG Sustainable Development Program, this corridor revitalization added pedestrian amenities and streetscape improvements that helped transform the area into a more walkable, mixed-use destination.

Read more about Fort Worth's South Main Urban Village Project at the link in our comments below! - NCTCOG Transportation Department



It would be stellar if the Heartland Flyer got one more year of support, and some assistance rendered to Denton County Transit and D.A.R.T to extend the A Train to Downtown Carrollton quickly and efficiently - Matthew Banks

Transit

Facebook –

1. As we wrap up February's #TopicOfTheMonth, we're looking ahead at the future of intercity rail. Planning efforts for the high-speed rail network and I-20 Corridor could expand long-distance passenger rail options, addressing the region's growing transportation needs and improving mobility across North Texas.

Learn more about the future of intercity rail at the link in our comments below! - NCTCOG Transportation Department



From the outfit that chooses to office in a city, Arlington, with no public transit, so it's easy to say; "Do as we say, not as we do." - Rob Dentremont

No more highway lanes, more trains! - Curtis Garrison

2. Another sneak peek at our upcoming video of our staff taking the Amtrak Heartland Flyer to Oklahoma City! Full video drops next week! - NCTCOG Transportation Department



Can't wait! - Amtrak

Instagram –

1. As we wrap up February’s #TopicOfTheMonth, we’re looking ahead at the future of intercity rail. Planning efforts for the high-speed rail network and I-20 Corridor could expand long-distance passenger rail options, addressing the region’s growing transportation needs and improving mobility across North Texas.

Learn more about the future of intercity rail at the link in our comments below! - NCTCOG Transportation Department



Yes please! – Annzadeh

Letters -

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

Roadways

Email -

Jesse Payten and Deborah Franklin Payten, Citizens

1. Our neighborhood, Parks of Deer Creek along McPherson Boulevard, currently has only one way in and out, directly off I-35W. With TxDOT moving forward on plans to widen and reconstruct I-35W, I am extremely concerned about losing safe and reliable access to my home during construction.

My household consists of senior citizens and caregivers for a 93-year-old family member, and we also have grandchildren who visit from time to time. Because of this, reliable and timely access in and out of the neighborhood is essential. In the event of a medical emergency, emergency responders must be able to reach our home quickly, and we must be able to exit the neighborhood without delay to access urgent medical care. A single access point that is heavily impacted by construction-related traffic, delays, or closures creates a serious safety risk for my household.

Additionally, our neighborhood has limited travel paths and no direct access to metro or city public transportation. Family members, caregivers, and medical providers must be able to reach our home without navigating excessive congestion or unsafe conditions. The lack of alternate routes already makes access challenging and will be significantly worsened during the I-35W construction project.

I am requesting that the segment from I-35W to North Crowley Road be funded and constructed on an accelerated schedule and coordinated with TxDOT's I-35W project so that residents are not left with only one construction-impacted access point for an extended period of time.

This is a matter of public safety, emergency access, and household security, and I respectfully request serious and immediate consideration of this issue to ensure continued, safe access to our homes throughout the duration of construction.

Response by NCTCOG Transportation Staff

Ms. Payten,

Thank you for your patience while we coordinated internally on the best point of contact for your concerns.

Mohammad Alhweil (mohammad.alhweil@txdot.gov) and Micheal Haithcock (michael.haithcock@txdot.gov) at TxDOT should have more information on construction timing and potential closures. Reaching out to them will help bring this issue to their attention.

Additionally, it may be helpful to copy Kelly Porter with the City of Fort Worth on the email (Kelly.porter@fortworthtexas.gov), regarding the extension of McPherson Road.

The McPherson Extension is included in our Mobility 2050 plan after the year 2040 and exists from IH 35W over to McCart Avenue.

Good morning, Ms. Payten

I wanted to provide a bit of clarification on my response email yesterday. McPherson Road doesn't currently extend to McCart Avenue, but this extension is planned for the future, as it's included in our long-range transportation plan, Mobility 2050.

Apologies for any confusion.

Mike Holland, Citizen

2. Hello, My Town has received a rezoning request for development of a shopping center. We are a small town of 3100 residents and we have limited resources. The Development company is using a NCTCOG model for traffic analysis. I have attached some of the information that has been presented to us. I would like to understand the information and am hoping that someone at NCTCOG can assist me. Thank you (Please see Attachment 2)

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

T +1 214.969.2800
F +1 214.969.4343
akingump.com

The logo for the law firm Akin, consisting of the word "Akin" in a bold, blue, sans-serif font.

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

February 23, 2026

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

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").

A recent letter sent by the City of Arlington's City Manager Trey Yelverton to, among others, North Central Texas Council of Government's ("NCTCOG") Transportation Director Michael Morris affirmatively represents, *inter alia*:

"Arlington strongly supports the development of high-speed transportation between Fort Worth, Arlington, and Dallas"

"To that end, the City of Arlington reaffirms its intent to participate financially in this project once state and federal clearances are secured and a viable, approved business plan is in place."

"The City of Arlington respectfully proposes initiating exploratory discussions around the creation of a technology-based transit agency under the leadership of the Regional Transportation Council (RTC) and the Transit 2.0 Subcommittee."

See January 22, 2026 Letter from Arlington City Manager Trey Yelverton (the "Yelverton Letter"), attached as Electronic Item 4.1 to Regional Transportation Council February 12, 2026 Agenda Packet.

As a courtesy, I provide you the below information that, among other evidence, calls into immediate question the express representations made in the Yelverton Letter, including the "support" and "intent" of Arlington as alleged.

Any review of recorded public meetings of the Arlington City Council reveals that there was no vote, much less any consideration, by the Arlington City Council regarding its position on the proclamations in the Yelverton Letter, much less the authority to send the Yelverton Letter. As disturbing proof, a member of the Arlington City Council actually stated on the record during an Arlington City Council meeting that she first heard about the Yelverton Letter from a media story weeks after the letter had been delivered to Mr. Morris.

Ken Kirkpatrick
General Counsel
February 23, 2026
Page 2

Bluntly, the *alleged* “intent, “support,” and/or “proposal” of the City of Arlington purported in the Yelverton Letter did not emanate from the Arlington City Council, the actual governing body of that municipality. Beyond the fact that the Yelverton Letter was not an authorized statement of the Arlington City Council, it cannot be ignored that at least one member of the Arlington City Council recently made unequivocally clear his negative position that “Arlington is never going to participate in Trinity Metro or DART at a cent *or* half-cent level.” *See* November 25, 2025 City of Arlington City Council Meeting.

The allegation in the Yelverton Letter that “Arlington” “supports” joining a “transit agency” also cannot reasonably or credibly be attributed to the people who actually live in Arlington. As you are acutely aware, Arlington voters have consistently – no less than three (3) straight times – affirmatively voted that down at the ballot box.

It also cannot be left aside that it is *Michael Morris* who has admitted that Arlington’s *lack* of support and refusal to “join[] one of the existing transit agencies” prohibits any “stop” in the Arlington Entertainment District relating to possible future Dallas-to-Fort Worth higher-speed rail. Morris has even equated Arlington’s longtime status a “non-subscriber” (by thrice voting down participation in a transit agency as noted above) as not being a “partner with the rest of the [transportation] system” in North Texas.

Even if the Yelverton Letter had been sent with any authority of (or even consideration by) the Arlington City Council and even if there was the required “support” by the citizenry of Arlington to vote in a required election to join a transit agency after all these decades firmly opposing it, the representation of purported “support” carries a lengthy list of conditions that are legally, commercially, and practically impossible and will never occur.

For example, the Yelverton Letter sent by Arlington’s City Manager to Mr. Morris concedes Arlington has no “intent” to provide any financial support to a transit agency relating to “high-speed transportation” *unless and until* “state and federal clearances are secured and a viable, approved business plan is in place.” Of course, as we have made irrefutably plain in prior correspondence to you, the so-called alignment “2(b)” for possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail is, on myriad bases, legally precluded and impossible and cannot and will not ever be lawfully approved. Even beyond that, there can be no rationally economically viable private business plan or model for this bureaucratically bungled and economically nonsensical route, which *both* the federal government and the State of Texas have repeatedly made clear that it will not be publicly subsidized by the taxpayers.

Perhaps most disconcerting and disappointing, public statements at the February 10, 2026 meeting of the Arlington City Council accuse Michael Morris as being a prodding instigator of the Yelverton Letter. More specifically, a member of the Arlington City Council specifically stated in a video-transcribed statement that the Yelverton Letter was “the letter [Michael Morris] asked for” – even adding that Michael Morris “kept asking when’s that letter coming.” This, of course, connotes that the source of the supposed but illusory Arlington “support” and “intent” emanated or was at least urged on by Michael Morris.

Ken Kirkpatrick
General Counsel
February 23, 2026
Page 3

NCTCOG has a binary choice regarding alignment “2(b)”:

- (1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment “2(b)”

or
- (2) NCTCOG can make the FTA aware of its own conclusion that alignment “2(b)” is “fatally flawed,” not “possible,” and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment “2(b).”

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

The so-called “Alignment 2(b)” would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center.

“Alignment 2(b),” would contravene and interfere with the City’s and Hunt’s legal and lawful rights under their Reunion Master Agreement – in place since 1975.

NCTCOG’s continued action involving the so-called “Alignment 2(b)” is 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.

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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

T +1 214.969.2800
F +1 214.969.4343
akingump.com

Akin

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

March 2, 2026

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

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”).

We have previously provided you a quote from Michael Morris, as Transportation Director of the North Central Council of Governments (“NCTCOG”) regarding the threatening pressure on the Texas electric grid that would result from, *inter alia*, the so-called alignment “2(b)” regarding possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail. More specifically, Mr. Morris has publicly warned: “I am probably hurting the electric grid by advocating high-speed rail.” See Michael Morris, Digital Roundtable (September 18, 2024)

As an update on this issue critical to the daily life and safety of Texans, we point your attention to an example of the refrain of recent media reports warning of the harmful burden and drain on the electric grid caused by high-speed rail. <https://www.ctvnews.ca/canada/article/high-speed-rail-line-would-demand-big-slice-of-energy-grids-already-under-pressure/>. It is reported that *each of* the necessary electrical substations would require enough electricity to power an entire town. *Id.* Perspectively, the legally stale six (6) year-old environmental impact statement relating to possible future Dallas-to-Houston high-speed rail (the “EIS”) states that fourteen (14) substations would be required for that route – and thus would siphon away from Texas’ electric grid the energy necessary to power 14 Texas towns.

That same EIS further disqualifies itself as outdated and not useful by relying on aged information and reports, including a 2014 study to estimate future energy use by Texans. See https://railroads.dot.gov/sites/fra.dot.gov/files/2020-05/01%20DHHSR%20FEIS%20Main%20Text_Set%201%20of%202.pdf. Like other data, analyses, and studies in the old and unusable EIS (including as we have already pointed out to you), relying on 12-year old energy use data is obviously completely unhelpful and irrelevant in the wake of the dynamic Texas economy.

Of course, and as you would readily accede, the proximate result of a strained grid breaching capacity resulting from high-speed rail would be power shortages and blackouts endured by the voting citizens of the State of Texas.

Ken Kirkpatrick
General Counsel
March 2, 2026
Page 2

NCTCOG has a binary choice regarding alignment “2(b)”:

- (1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment “2(b)”

or
- (2) NCTCOG can make the FTA aware of its own conclusion that alignment “2(b)” is “fatally flawed,” not “possible,” and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment “2(b).”

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

The so-called “Alignment 2(b)” would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center.

“Alignment 2(b),” would contravene and interfere with the City’s and Hunt’s legal and lawful rights under their Reunion Master Agreement – in place since 1975.

NCTCOG’s continued action involving the so-called “Alignment 2(b)” is 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.

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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

T +1 214.969.2800
F +1 214.969.4343
akingump.com



ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

March 9, 2026

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

Re: Houston – Galveston Area Council of Governments has Rejected Taxpayer Funding for High-Speed Rail, further barring the already legally bungled Corridor ID Project

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”).

Michael Morris is the Transportation Director of the North Central Texas Council of Governments (the “NCTCOG”), whose jurisdiction is legally limited to a certain 16 counties in the vicinity of Dallas, Texas, the hub of the North Texas region. Notwithstanding this geographically limited jurisdiction, Mr. Morris has persisted in advocating to the Regional Transportation Council (the “RTC”) to control and influence transportation policy for Houston, Texas – including against South Texas’ own regional transportation bodies’ stated intent.

More specifically, Mr. Morris has pushed for the use of taxpayer subsidies to conduct Step 1 Corridor Identification and Development (“Corridor ID”) work relating to possible future Fort Worth to Houston high-speed rail. But, the Houston equivalent of NCTCOG, the Houston-Galveston Area Council of Governments (“H-GAC”) and its policy committee, the H-GAC Transportation Policy Committee, have vigorously voiced their opposition to the use of public taxpayer funding for high-speed rail in Houston.

For example, at the last meeting of the H-GAC Transportation Policy Committee that discussed high-speed rail, a Member pointed out that “we didn’t want to use taxpayer dollars on this.” A member also pointed out that the Memorandum of Understanding between Texas Central and H-GAC made it “real clear” that the high-speed rail project would “not accept public federal or state grants” “from federal or state governments or through H-GAC.”

The Memorandum of Understanding referred to in the H-GAC Transportation Policy Committee meeting specifically states that Texas Central will “[n]ot accept public federal or state grants from federal, state governments or through H-GAC for its planned North Texas to Greater Houston service.” An H-GAC Transportation Policy Committee member indented that “[o]ur memorandum [of understanding] says we won’t do that.”

Ken Kirkpatrick
General Counsel
March 9, 2026
Page 2

The use of federal grant dollars by the RTC regarding potential future high-speed rail to Houston is directly contrary to the will of the regional transportation bodies with actual jurisdiction over the Houston region and a usurpation of their statutorily-granted geographic authority.

NCTCOG has a binary choice regarding alignment “2(b)”:

- (1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment “2(b)”

or
- (2) NCTCOG can make the FTA aware of its own conclusion that alignment “2(b)” is “fatally flawed,” not “possible,” and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment “2(b).”

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

The so-called “Alignment 2(b)” would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center.

“Alignment 2(b),” would contravene and interfere with the City’s and Hunt’s legal and lawful rights under their Reunion Master Agreement – in place since 1975.

NCTCOG’s continued action involving the so-called “Alignment 2(b)” is 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.

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell
Eric Gambrell

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

T +1 214.969.2800
F +1 214.969.4343
akingump.com

Akin

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

March 16, 2026

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

Re: Billion Dollar Cut in High-Speed Rail Taxpayer Funding Becomes Federal Law

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").

As an update to our previous progress reports on federal legislation relating to high-speed rail, please be advised that H.R. 7148 was passed into law (Public Law 119-175). For your convenience in accessing the Consolidated Appropriations Act of 2026, I provide the link to the full text here: <https://www.congress.gov/119/bills/hr7148/BILLS-119hr7148enr.pdf>.

*This Consolidated Appropriations Act of 2026 cut **\$982,000,000.00** in previously appropriated federal funding for high-speed rail in America.*

As a contextual note, you might be interested to learn that the level of support for this law eviscerating high-speed rail public subsidies on the backs of the U.S. taxpayers included 71 affirmative votes in the United States Senate.

Ken Kirkpatrick
General Counsel
March 16, 2026
Page 2

NCTCOG has a binary choice regarding alignment “2(b)”:

- (1) NCTCOG can divert and subsequently waste one million dollars (\$1,000,000.00) to fund conjectural legal expenses responding to letters discussing the problems with alignment “2(b)”

or
- (2) NCTCOG can make the FTA aware of its own conclusion that alignment “2(b)” is “fatally flawed,” not “possible,” and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment “2(b).”

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

The so-called “Alignment 2(b)” would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center.

“Alignment 2(b),” would contravene and interfere with the City’s and Hunt’s legal and lawful rights under their Reunion Master Agreement – in place since 1975.

NCTCOG’s continued action involving the so-called “Alignment 2(b)” is 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.

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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

T +1 214.969.2800
 F +1 214.969.4343
 akingump.com

Akin

ERIC GAMBRELL
 214.969.2799/214.969.4343
egambrell@akingump.com

March 23, 2026

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

Re: Alternative forms of transportation technology in Texas have left federally-rejected high-speed rail behind

Dear Mr. Kirkpatrick:

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

Last week, I reported to you that the federal government had stripped nearly a billion dollars of federal taxpayer dollars previously appropriated for high-speed rail. This sweeping evisceration followed a long line of similar rejections of federal subsidies for various high-speed rail projects across the country. Possible future Dallas-to-Houston high-speed rail was not spared from that gutting: as we promptly informed you, the United States Department of Transportation, in pulling federal funds from the Texas project, specifically singled it out as a "waste of taxpayer funds."

The purpose of this correspondence is to courteously apprise you that, following the rejection of Texas high-speed rail, the federal government has announced its support for a different technology for regional transportation between the four major cities of Texas, namely Dallas, Houston, San Antonio and Austin. More specifically, the Secretary of Transportation recently announced its selection of the Texas Department of Transportation ("TxDOT") "to be part of the new Electric Vertical Takeoff and Landing (eVTOL) Integration Pilot Program (eIPP)." <https://www.transportation.gov/briefing-room/future-aviation-here-trumps-transportation-secretary-sean-p-duffy-and-faa-unveil>.

The "goal" of this new Texas project is a "regional network" "of passenger 'air taxi' flights" "connecting Dallas, Austin, San Antonio, and Houston." <https://www.txdot.gov/about/newsroom/stories/txdot-selected-for-futuristic-air-taxi-testing-program.html>. The United States Department of Transportation has hailed this effort as "leveraging next-gen aircraft to radically redefine personal travel, regional transportation, cargo logistics, emergency medicine, and so much more." <https://www.transportation.gov/briefing-room/future-aviation-here-trumps-transportation-secretary-sean-p-duffy-and-faa-unveil>.

Ken Kirkpatrick
 General Counsel
 March 23, 2026
 Page 2

Media reports have unsurprisingly and bluntly characterized this dramatic switch away from (and abandonment of) high-speed rail as the federal government “betting on a different kind of futuristic transportation—one that lifts off vertically instead of running on tracks.”
<https://www.chron.com/news/houston-texas/transportation/article/air-taxi-texas-trump-22063257.php>.

NCTCOG has a binary choice regarding alignment “2(b)”:

- (1) NCTCOG can continue to waste taxpayer monies entrusted to it to fund misdirected expenses relating to the patently impractical alignment “2(b)”

or

- (2) NCTCOG can make the FTA aware of its own conclusion that alignment “2(b)” is “fatally flawed,” not “possible,” and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process which action would moot any future letters regarding alignment “2(b).”

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

The so-called “Alignment 2(b)” would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center.

“Alignment 2(b),” would contravene and interfere with the City’s and Hunt’s legal and lawful rights under their Reunion Master Agreement – in place since 1975.

NCTCOG’s continued action involving the so-called “Alignment 2(b)” is 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.

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

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

T +1 214.969.2800
F +1 214.969.4343
akingump.com

The logo for the law firm Akin, consisting of the word "Akin" in a bold, dark blue, sans-serif font.

ERIC GAMBRELL
214.969.2799/214.969.4343
egambrell@akingump.com

March 30, 2026

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

Re: The Environmental Impact Statement Technical Memorandum endorsed by Michael Morris finds a two-hour one-way travel time for possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail/the “three seat-ride” to the Arlington Entertainment District

Dear Mr. Kirkpatrick:

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

Michael Morris, in his capacity as Transportation Director of the North Central Texas Council of Governments (the “NCTCOG”), has represented that the one-way travel time on possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail will be 25 minutes. <https://dallascityhall.com/government/citymanager/Documents/Council%20Materials/Transportation%20High%20speed%20rail.pdf>.

To repair that specious record, I have previously apprised you, as the chief lawyer for NCTCOG, that these representations materially omit numerous obvious (and transportation industry-adopted) factors used in determining *actual* travel times that would be experienced by any rider. These universally accepted components in the calculation of overall trip duration include but are certainly not limited to, in NCTCOG’s own words, “travel to and from the [rail station] and prearrival requirements.” See NCTCOG DFW High-Speed Update, 2024 Newsletter, Issue No. 1.

The purpose of this correspondence is to direct your acute attention to certain professional findings contained in the Environmental Impact Statement relating to possible future Dallas-to-Houston high-speed rail, which is oft-touted by Mr. Morris. That document includes a Technical Memorandum regarding Ridership Demand Forecasting Methodology Assessment (the “EIS Technical Memorandum”) relating to possible future Dallas-to-Houston high-speed rail. <https://railroads.dot.gov/elibrary/dallas-houston-hsr-final-eis-appendix-jridership-demand-forecasting-methodology-assessment>.

Ken Kirkpatrick
General Counsel
March 30, 2026
Page 2

The EIS Technical Memorandum reports on a comprehensive study of the *actual* amount of time it would take a person from Dallas to get to the location preliminarily designated for the Houston high-speed rail station. This in-depth and detailed analysis incorporates the following four factors in determining total one-way travel time:

- (1) “Intra-city driving” from a person’s home to the location preliminarily designated for the Dallas high-speed rail station;
- (2) “Station access/egress,” which includes finding a place to park and walking into the station;
- (3) “Processing,” which includes going through security, dwell time in the station waiting for the train, and boarding time; and
- (4) “Train” time once the ride starts, until it reaches the location preliminarily designated for the Houston-area high-speed rail station north of downtown Houston.

The EIS Technical Memorandum – applying these factors – concluded that the total travel time for a person in Dallas to reach the station north of Houston would range from 173 to 203 minutes. Of that total time, the “Train” time – the time the train is actually moving – was calculated in the study as between 77 and 83 minutes.

Netting out the “Train” time, the EIS Technical Memorandum determined that the time for a person to leave their Dallas home and get to the moment a train starts moving out of the Dallas station to be between 94 and 120 minutes.

Of course, these exact same four factors to determine total travel time would necessarily be equally applied regarding any possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail ride. The “Intra-city driving,” “Station access/egress,” and “Processing” times would be exactly the same whether a person was going to take a ride from the Dallas station (a) to Houston or (b) to Fort Worth. You would readily agree that the only difference would be the actual time on the moving train.

Applying the 25 minutes Michael Morris has represented would be the actual moving time on a possible future train ride from Dallas to Fort Worth, the resulting overall travel time to the Fort Worth station would be between 119 and 145 minutes. That amounts to – again, according to the data and findings of the EIS Technical Memorandum heralded by Mr. Morris – a two-hour one-way trip to downtown Fort Worth.

Even if the time required for a person to leave their home and get to the Dallas station could be taken out of the equation (obviously it cannot), higher-speed rail to Fort Worth would still be – *according to the data provided by NCTCOG and the EIS Technical Memorandum* – far slower than simply driving in a car. Just the “Station access/egress” and “Processing” time calculated by the EIS Technical Memorandum totals 37 to 45 minutes.

Ken Kirkpatrick
 General Counsel
 March 30, 2026
 Page 3

Adding the 25-minute moving time represented by Mr. Morris, even if an individual lived across the street from the Dallas station, it would take that person between 62 and 70 minutes on a higher-speed rail trip to Fort Worth. Yet, by NCTCOG's own representations, Dallasites could take their cars on the 31-mile stretch of I-30 using TEXPress managed lanes operated by TxDOT and arrive in just 23 to 31 minutes.

Using NCTCOG's own published calculations in combination with the findings in the EIS Technical Memorandum, it is objectively certain that the overall trip duration on possible future Dallas-to-Arlington Entertainment District-to-Fort Worth higher-speed rail is far slower than simply driving.

Of course, the above conclusive showing that driving a car would be far quicker than higher-speed rail does not even include the time it would take a person to disembark the train in Fort Worth and then proceed to find additional/supplemental transportation to reach his or her ultimate destination in the Fort Worth area. You would readily agree that only a tiny percentage of persons traveling from Dallas to Fort Worth have their final destination within a few blocks of the proposed preliminary location for a Fort Worth higher-speed rail station. Assuredly, a person in a car would simply drive directly to their intended location.

Finally, you might use this letter as an opportunity to spur reflection on Mr. Morris' tired and repudiated refrain regarding "one-seat ride." Possible future Dallas-to-Arlington Entertainment District-to-Houston higher-speed rail would require at least a "three-seat ride": (1) a seat in a car, bus, or light rail train to the Dallas station, (2) a second seat on the higher-speed rail train, and (3) a third seat in the car, bus, or light rail train from the Fort Worth station to the ultimate Fort Worth location.

NCTCOG has a binary choice regarding alignment "2(b)":

- (1) NCTCOG can continue to waste taxpayer monies entrusted to it to fund misdirected expenses relating to the patently impractical alignment "2(b)"

or

- (2) NCTCOG can make the FTA aware of its own conclusion that alignment "2(b)" is "fatally flawed," not "possible," and therefore ineligible for and withdrawn from future consideration as part of any NEPA application process – which action would moot any future letters regarding alignment "2(b)."

Ken Kirkpatrick
General Counsel
March 30, 2026
Page 4

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

The so-called “Alignment 2(b)” would undeniably threaten, irreparably harm and severely damage the Reunion development as well as the potential for new economic activity adjacent to Dallas’ new \$3 billion Kay Bailey Hutchison Convention Center.

“Alignment 2(b),” would contravene and interfere with the City’s and Hunt’s legal and lawful rights under their Reunion Master Agreement – in place since 1975.

NCTCOG’s continued action involving the so-called “Alignment 2(b)” is 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.

Please professionally confirm your receipt of this letter and compliance with its demands.

Sincerely,

/s/ Eric Gambrell

Eric Gambrell

Traffic

1. FM 407 (Justin Road) – Total: 29,653 vehicles per day;
 - a) Eastbound Direction: 14,863 vehicles per day
 - b) Westbound Direction: 14,790 vehicles per day

2. Simmons Road – Total: 2,937 vehicles per day;
 - a) Northbound Direction: 1,528 vehicles per day
 - b) Southbound Direction: 1,409 vehicles per day

Development Calculated Trip Generation Summary

ITE CODE	LAND USE	UNITS	(WEEKDAY)	AM PEAK HOUR			PM PEAK HOUR		
				TOTAL	IN	OUT	TOTAL	IN	OUT
130	Commercial Flex*	42,000 SF	113	9	7	2	10	3	7
822	Strip Retail Plaza (<40k)	31,000 SF	1,688	122	67	55	195	98	97
850	Supermarket	50,000 SF	4,615	148	87	61	440	220	220
911	Walk-in Bank	2,500 SF	—	—	—	—	30	13	17
934	Fast-Food w/ Drive-Thru	6,000 SF	2,689	199	101	98	190	99	91
938	Coffee w/ Drive Thru, No Seating	750 SF	134	30	15	15	11	6	5
944	Gas/Service Station	12 Positions	2,064	136	68	68	171	86	85
Subtotal			11,169	644	345	299	1,047	525	522
Internal Trip Capture			0	84	42	42	144	72	72
Pass-By Trips			3,330*	212	107	105	318	162	156
NET TOTAL			7,839	348	196	152	585	291	294

*Commercial Flex is not a land use provided within the ITE Code. Warehousing (ITE ILC 130) was determined to be the closest use and therefore was utilized for the calculations of this memorandum.

**ITE does not calculate pass-by trips for daily trips. In this study, an average of the AM and PM %s were applied where applicable. With the circumstances of the locations of the development, it is assumed that traffic traveling Simmons Road will primarily be pass-by traffic.

Roadway Capacity Analysis

As requested by the City, a roadway capacity analysis was performed for each roadway within the scope. The general roadway capacity analysis methodology in this study utilizes The North Central Texas Council of Governments (NCTCOG) methodology which outlines the hourly service volume capacities as shown in the table below.

NCTCOG Roadway Link Hourly Service Volumes By Function

Area Type	Principal Arterial		Minor Arterial		Collector & Local Street	
	Median Divided or One-Way	Undivided, Two-Way	Median Divided or One-Way	Undivided, Two-Way	Median Divided or One-Way	Undivided, Two-Way
CBD	725	650	725	650	475	425
Urban/Commercial	850	775	825	750	525	475
Suburban Residential	925	875	900	825	575	525
Rural	1,025	925	975	875	600	550

Level of Service (LOS) for each roadway link is determined by evaluating the volume:capacity (V/C) ratio and comparing to each Level of Service letter grade as shown in the table below. The V/C for a roadway segment is determined by using the calculated traffic volumes for each analysis scenario and dividing by the theoretical capacity, as shown above. Typically, when LOS exceeds "LOS D" (or 80%), the Approving Agency will require that the roadway be recommended for upgrade. The results of the Roadway Link Analysis are summarized in the table below.

Calculated Impact to Existing Traffic Volumes Summary

(WEEKDAY)	DIRECTION	EXISTING TRAFFIC VOLUME	DAILY SITE TRAFFIC	% OF SITE TRAFFIC	RESULTING SITE TRAFFIC	SITE/EXISTING (%)
FM 407	EASTBOUND	14,790 vpd	3,920 (7,839/2)	95%	3,724 vpd	25%
	WESTBOUND	14,863 vpd			3,724 vpd	25%
Simmons Road	NORTHBOUND	1,409 vpd		5%	196 vpd	14%
	SOUTHBOUND	1,528 vpd			196 vpd	13%

Volume to Capacity Analysis Results Summary

BACK-SITE TRAFFIC	CAPACITY	V/C	LOS
18,514 vpd	34,000 vpd	0.544	C
18,587 vpd	34,000 vpd	0.547	C
1,605 vpd	10,500 vpd	0.153	A
1,724 vpd	10,500 vpd	0.164	A

MINUTES

**REGIONAL TRANSPORTATION COUNCIL
PUBLIC MEETING**

North Texas Zero Emission Vehicle Call for Projects

Texas EV Infrastructure Plan Update

Integrating Transportation & Stormwater Infrastructure Study

Traffic Signal Funding Program

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, March 9, 2026, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at publicinput.com/nctcogmarch26. Natalie Bettger, Senior Program Manager, moderated the meeting attended by 89 people.

Public Meeting Purpose and Topics

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization, and updated on Oct. 9, 2025. Staff presented information about:

- North Texas Zero Emission Vehicle Call for Projects (**Juliana VandenBorn**)
- Texas EV Infrastructure Plan Update (**Jared Wright**)
- Integrating Transportation & Stormwater Infrastructure Study (**Jeff Neal**)
- Traffic Signal Funding Program (**Natalie Bettger**)

The public meeting was held to educate, inform and seek comments from the public. Comments were made by those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at: publicinput.com/nctcogmarch26.

Summary of Presentations

North Texas Zero Emission Vehicle Call for Projects presentation:

[North-Texas-Zero-Emission-Vehicles-Call-for-Projects.pdf](#)

NCTCOG was awarded \$60 million by the Environmental Protection Agency's (EPA) Clean Heavy-Duty Vehicles Program for the North Texas Zero Emissions Vehicles Project. Most of the funding supports a call for projects that provide rebates for zero-emission vehicles (ZEVs), specifically battery-electric and hydrogen fuel cell vehicles, as well as supporting infrastructure. An additional \$1.4 million will fund zero-emission workforce development and training through a separate proposal process. Eligible applicants include both public and private fleets that adopt the Regional Transportation Council's Clean Fleet Policy. The program targets Class 6 and Class 7

vocational vehicles, including box trucks, step vans, bucket trucks, street sweepers, transit buses, refuse haulers and other industry-specific vehicles. Funding covers up to 80 percent of costs for battery-electric and/or hydrogen fuel cell vehicles, with additional support for necessary infrastructure.

Eligible vehicles must primarily operate within the NCTCOG region and must replace an existing internal combustion vehicle, with flexible options to scrap, sell or donate old units depending on age. To assist individuals interested in the program, a Zero-Emission Vehicles Workshop will be held on Tuesday, April 21 in Grand Prairie. For more information visit <http://www.dfwcleancities.org/events>.

Texas Electric Vehicle Infrastructure Plan Update presentation:
[Texas-Electric-Vehicle-Infrastructure-Plan-Update.pdf](#)

The Texas Electric Vehicle Infrastructure Plan is a statewide initiative funded through the Federal Highway Administration's National Electric Vehicle Infrastructure (NEVI) Program to expand EV charging access. Phase I focused on building a network of DC fast charging stations along major highway corridors, primarily interstates. As of January 2026, Texas received federal certification to move into Phase II after successfully meeting corridor coverage requirements.

Phase II expands charging infrastructure beyond major corridors to include rural areas and locations identified by metropolitan planning organizations. In the North Texas region, NCTCOG has been allocated \$60 million to recommend study areas where charging stations should be developed, with funding administered by TxDOT and implemented through private-sector partners. Staff is proposing the utilization of a GIS-based analysis to strategically identify study areas for EV charging expansion in Phase II, focusing on both DC fast charging for passenger vehicles and megawatt charging for freight. The approach emphasizes optimizing charger placement along key corridors, supporting regional connectivity, avoiding duplication of existing infrastructure and incorporating public input to ensure an efficient and accessible charging network.

Integrating Transportation & Stormwater Infrastructure Study presentation:
[Integrating-Transportation-&-Stormwater-Infrastructure-Study.pdf](#)

Initiated in 2023, the \$10 million Transportation and Stormwater Infrastructure (TSI) Study is a proactive planning effort to identify ways to reduce future flood risk and prevent negative impacts on community, health, safety and growth. The study aims to improve flood prediction and warning systems, integrate planning across sectors, develop proactive solutions and support local communities. Key initiatives include raising roads, modifying bridges and conducting buyouts in high-risk areas. For additional information about the TSI Study, please refer to the presentation slide deck linked above.

Traffic Signal Funding Program presentation: [Traffic-Signal-Funding-Program.pdf](#)

In response to growing regional needs, the Regional Transportation Council (RTC) has approved a new traffic signal program funding process. The program evaluates requests based on four key elements: agency eligibility, project evaluation, categorization of needs and cost-sharing between NCTCOG and local agencies. The program integrates equipment inventories provided by cities with performance data gathered via signal analytics to prioritize improvements.

The RTC has requested an evaluation of allocating components eligible for federal funds to bring regional traffic signals up to a minimum standard for signal equipment. NCTCOG staff has determined that the federal government will fund 80 percent of the fifteen improvement categories, while local governments will fund the remaining 20 percent. The RTC will take action on the Traffic Signal Funding Program on March 12.

COMMENTS RECEIVED DURING THE MEETING

Traffic Signal Funding Program

Al Zito, Citizen (Former City of Southlake Councilman)

A. Cost-sharing and TEXRail corridors

Comment: Regarding the traffic signal item, you mentioned new development and potential new signals. That works well in the case of a larger new development that determines signals but does not work well in cities that are reevaluating traffic patterns. I would ask you to consider cost sharing with cities or organizations that are redoing traffic pattern studies to then determine where we need a signal in place.

The other thing was your timing items. One of the big artery clogs we have seen in the region is caused by TEXRail. Not sure if the timing studies and the timing systems are going to incorporate schedule crossings of TEXRail over all the arteries, but right now that is a major artery clog. It's causing idling vehicles and increased emissions. If the same system could be incorporated in the TEXRail and/or other crossings, it may decrease some of the idling that's occurring at that intersection.

Summary of response by Natalie Bettger: We will look at the signal performance around the TEXRail corridors and see if there is something that can be done.

Phyllis Silver, Citizen

A. Pedestrian and traffic signal concerns

Comment: Regarding the traffic signaling, I understand the need to maintain a good flow of traffic, but something I have talked about quite a bit is implementing either a leading pedestrian interval or, if not that, at least dedicated pedestrian phases along Preston Road in the City of Dallas. For example, at Preston Forest and Preston Royal, the turning traffic lights change at the exact same moment as the walk/don't-walk signals. The walk signals themselves work perfectly, at least in most instances, but the issue is that both the pedestrian and the turning vehicles start at the same time, forcing pedestrians to compete with traffic. The rule is that pedestrians have the right-of-way, but you know how that goes. I was hoping something was being done to address this, especially at major intersections near shopping centers.

Summary of response by Natalie Bettger: I did receive your comments on the pedestrian movements and Preston Road. We have been working with the City of Dallas on the Preston Road improvements, and we will make note of that and see if there is something we can do to help accommodate pedestrian movements better along that corridor.

Other

Phyllis Silver, Citizen

A. Deadline clarification

Comment: I did not catch when the deadline is for comments and questions about today's presentations.

Summary of response by Natalie Bettger: The deadline to submit comments is Tuesday, April 7.

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

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

North Central Texas Council of Governments

Public Meeting - March 9, 2026

Questions + Comments

North Texas Zero Emission Vehicle Call for Projects

+

Texas EV Infrastructure Plan Update

Comment - I am in favor of these projects to improve the quality of our air

Integrating Transportation + Stormwater Infrastructure Study

Question -

Pg. 3 the 3rd bullet point says "improve regional water storage." Please excuse my limited knowledge of this field. I'm trying to learn. My question is, does water storage refer to water stored for residential and commercial consumer use, such as for drinking, cleaning, showering, etc. or does it refer to standing waterways, such as lakes and ponds? Or perhaps "storage" refers to something else.

General Question about the TSI Study -

In reading through this study, it appears that much of this initiative will be taken at the state level. (Reference to TxDOT on Page 17 and other references to the state) I also notice that funding will be provided by state offices.

On Page 17, I notice that federal roles are also mentioned.

① What is USACE?

② Besides FEMA, which is mentioned in the study material, are there other federal agencies that

Will oversee and/or assist with this North Texas Project?

Proposed
Traffic Signal Funding Program

I am pleased that traffic signals in our region are being looked at. Many fixtures and systems are quite old and worn out, especially as it pertains to pedestrian crossings. Also with updates in technology as outlined in your material, signalization has the opportunity to be improved. So we don't have to just repair old equipment. This will result in more effective features.

Once again, as I have requested many times in the past, I urge EOG to work with the cities to install pedestrian protected signals at crosswalks. Examples of heavy ^{traffic} shopping areas that need this type of signaling are: Preston Road north + south of Forest Lane at Preston Road north + south of Royal Lark.

Phyllis Silver
Phyllis Silver
3/23/2026



North Central Texas
Council of Governments

TRANSPORTATION PUBLIC MEETING

APRIL 13 | 12 Noon | 616 SIX FLAGS DR. ARLINGTON, TX

PRESENTATIONS

TEXAS WESLEYAN UNIVERSITY/COLLARD STREET IMPROVEMENTS STUDY

This corridor planning study will aid in connecting East Lancaster Avenue to East Rosedale Street in Fort Worth. The project team will develop strategies for improving safety conditions and multimodal transportation access for these two major corridors, which have received significant transportation investments over the last two decades.

2026 FIFA WORLD CUP UPDATE

NCTCOG is leading efforts to coordinate and develop the transportation plan for the FIFA World Cup games, which will occur this summer over a span of 30 days. This item will provide an overview of what to expect and how to get around in the region during the events.

REGIONAL BIKE SAFETY ACTION PLAN

NCTCOG staff is working with partners across the Dallas-Fort Worth Metroplex to create a Regional Bicycle Safety Action Plan aimed at improving safety. The team reviewed bicycle crash data, identified safety challenges, gathered public input and developed strategies to improve high-crash areas.

BIKE, WALK, & ROLL TO SCHOOL DAYS 2026

NCTCOG staff will provide an overview of national

walking and biking events, including Bike & Roll to School Day and Walk & Roll to School Day as well as efforts to promote and incentivize participation among local schools.

START OF 2026 OZONE SEASON

March 1st marked the beginning of the 2026 ozone season for North Central Texas nonattainment areas. The region remains in nonattainment for both the 2008 and 2015 National Ambient Air Quality Standards (NAAQS) for ozone. An update will be provided on overall regional air quality, including measures put in place to reduce emissions.

RESOURCES + INFORMATION

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

publicinput.com/nctcogapril26

Zero Emission Vehicles (ZEV) Workshop

www.dfwcleancities.org/events

Look Out Texans: Distracted Driving Awareness Month

LookOutTexans.org

Try Parking It

TryParkingIt.com

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/nctcogApril26 or participate via phone by dialing 855-925-2801 then code **3014**.*

[f](#) [@](#) [X](#) [in](#) @nctcogtrans

FORT WORTH STAR-TELEGRAM

CITY ASKS FEDS FOR \$25M TO BUILD A BRIDGE IN FAR NORTH FORT WORTH

By Harrison Mantas

February 27, 2026

The Fort Worth City Council voted unanimously at its Feb. 24 meeting to apply for a \$25 million federal grant to build a bridge connecting two sections of Heritage Trace Parkway separated by railroad tracks.

The bridge will cost roughly \$60 million to build and require the city to put up \$12.5 million in the process.

District 10 council member Alan Blaylock, who represents the area surrounding the proposed bridge, said it has long been needed to address traffic congestion in Fort Worth's rapidly growing far north.

"We just need to get this done," Blaylock said.

The project has also received support from the [North Fort Worth Alliance](#), a collection of 49 homeowners associations representing 36,000 homes.

In a letter supporting the project, Alliance president Rusty Fuller argued it would relieve congestion and improve safety by diverting traffic from railroad crossings at Bonds Ranch Road and East Bailey Boswell Road.

Fuller cited parents getting their kids to school, improved emergency vehicle response times, and keeping oil and gas tankers away from trains as examples of the bridge's potential impact.

The population of the 76131 ZIP code, which covers the area surrounding the proposed bridge, grew by 66.2% over the past decade compared to 21.2% for the city as a whole, according to data from the U.S. Census Bureau's American Community Survey.

However, the area has struggled as its two-lane east-west roads are regularly choked with traffic and blocked by busy train crossings.

The Heritage Trace application is the third bridge project planned for this stretch of BNSF railroad tracks stretching from East Bailey Boswell Road to the Intermodal in Haslet.

A short bridge crossing the tracks at Avondale-Haslet Road received [\\$16 million worth of federal funding in November 2022](#). That initial design faced opposition from BNSF because its support beams would be in the rail carrier's right-of-way.

The city submitted [a new longer design](#) to a state commission in December 2025 in hopes of receiving additional grant funding.

A bridge crossing the tracks at Bonds Ranch Road received [\\$17.2 million in federal funding](#) in 2023, however, construction [isn't expected to start until June 2029](#), according to a project page from the North Central Texas Council of Governments.

THE DALLAS MORNING NEWS

HOW NORTH TEXAS LEADERS ARE THINKING ABOUT REGION'S WATER FUTURE AS CHALLENGES MOUNT

Water is the first topic in a series of workshops hosted by Vision North Texas 2.0

By Lana Ferguson
March 2, 2026



Alyssa Knox (left) and Erin Blackman with North Central Texas Council of Governments write ideas on paper during a breakout session at the Vision North Texas 2.0 water workshop at the University of Arlington on Feb. 27, 2026. Angela Piazza / Staff Photographer

Dozens of North Texas officials are voicing their worries, ideas and dreams about the [area's water resources](#), as a regional influx of businesses and residents ramp up pressure to address looming scarcity concerns.

On Friday, experts and decision-makers participated in a water workshop at the University of Texas at Arlington as part of Vision North Texas 2.0, a revamped public-private-academic partnership.

The event brought together representatives from water utilities, regional groups, municipalities, consulting firms and more to discuss the region's long-term water supply, infrastructure, growth pressures and resilience challenges.

North Texas' [population is expected to surge](#) to more than 12 million by 2050. That raises the stakes for the group, which is working to address regional growth while enhancing economic vitality, quality of life and long-term sustainability across 16 counties.

This was the first in a series of workshops that will have different themes, but leaders said beginning with a look at the state of water in the region made the most sense.

“Our region is growing at a pace that few parts of the country can match,” Ming-Han Li, dean of the College of Architecture, Planning and Public Affairs, or CAPP, at UT Arlington, told the crowd. “That growth comes with extraordinary opportunities and responsibilities.”

No one is bringing water with them, Li said, before posing questions to the group on how leaders can anticipate future drought rather than react to it.

“How can we build a future when water is not a constraint but a catalyst for the thriving, equitable and resilient region we aspire to create?” Li said.

CAPP is a Vision North Texas 2.0 partner along with the North Central Texas Council of Governments, Urban Land Institute Dallas-Fort Worth and the North Texas Commission.

“With the pace of growth we’re seeing, there have to be some very different ways that we, as a community, start thinking about water utilization,” ULI-DFW executive director Tamela Thornton said.

NCTCOG executive director Todd Little said officials are hoping the re-engagement of Vision North Texas can result in a living, breathing document that can be used to guide the region for the next 30 years.

“We look forward to hopefully solving a major problem that will then create lots of solutions for other things that we’re going to talk about as part of this vision,” Little said, a nod to economic development, transportation, workforce and more.

The speed discussions between the dozens of officials touched on several topics. They included saving water during flood for times of drought, aging infrastructure, green infrastructure, the need for regional communication and planning.

Additionally, the group broached regulation versus incentives, forever chemicals and conservation and reuse.

THE WORLD CUP KICKS OFF IN 100 DAYS. IT'LL BRING MUCH MORE THAN 9 MATCHES TO NORTH TEXAS

By James Hartley

March 3, 2026



North Texans got a hint last October of the excitement the World Cup will bring to the area when Mexico faced off against Colombia in a MexTour soccer match. Both teams will play in this year's World Cup. Photo: KERA.

Frank Fox still remembers what it was like to be at what he calls the best game of the 1994 World Cup in Dallas.

Born and raised in Northern Ireland, he'd only been in Texas about five years when the state welcomed the world.

For \$450, he claimed seats at six games and wouldn't be caught anywhere but in the stands at the Cotton Bowl, watching the nail-biting quarter final match that saw Brazil narrowly defeating The Netherlands 3-2.

Sitting at The Old Monk, [his favorite Irish pub in Dallas](#), he recalls what it was like. The stadium was a mixed sea of orange with the Dutch fans, wearing their namesake color and the green and yellow jerseys of Brazil fans. The shouts and chants imparted an electric feeling to the area.

It was his first time going to the World Cup in-person, but growing up in Northern Ireland he watched every tournament he could on TV.

His first memory of the tournament was in 1974.

“All the games were broadcast in black and white mostly as far as I recall, or maybe that's because we had a black and white TV at home,” he said. “Just totally enthralled with those games, kept records of all the results, watched West Germany beat Holland in the final. There was big, big excitement then.”

That final game ended with the West German team beating The Netherlands 2-1.

Four years later, he watched the games in color. Argentina hosted that one, and each Argentinian win was a spectacle.

“The abiding memory of Argentina in '78 is, of course, the color and all the confetti,” Fox said. “Every time Argentina won, the confetti comes flowing out of the stands and the excitement of, you now, seeing a home nation win.”

Now, as Dallas-Fort Worth prepares to see the [most matches of the 2026 FIFA World Cup](#) to be played in Arlington, he thinks the experience will be completely different from '94.

And it's something he's thrilled to see.

Millions of visitors from around the globe are expected in North Texas when the World Cup returns to the United States and the Lone Star State.

And in 100 days, the June 11 match will kick off the largest sporting tournament in the world when Mexico faces South Africa in the opening match of the World Cup at legendary Estadio Azteca.

The first game in Arlington comes three days later on June 14.

The world descends on North Texas

It's a match Arlington Mayor Jim Ross is especially excited about.

Japan will take on the Netherlands, the latter accompanied by the Orange Army expected to flood the streets in a pre-match march to AT&T Stadium (temporarily renamed Dallas Stadium, against the [spirited protest of many in Arlington including Ross](#)).

Ross, who was a fan of soccer long before North Texas won the bid to host the 2026 World Cup, is thrilled about the teams that will compete at Dallas Stadium, especially Japan, England, The Netherlands and Argentina, the defending world champs.

“Watching those guys play is just phenomenal,” Ross said.

But the World Cup isn't just about what happens when teams take to the pitch and actually play, Ross said. The jovial atmosphere transcends the athletic competition and weaves itself into just about every event happening around it.

And Fox agrees.

From tens of thousands of Dutch fans expected to take to the streets of Arlington in the [iconic Orange Army pre-match march](#) to fan festivals at Fair Park in Dallas, Fox expects the excitement and pageantry will be unlike anything experienced in North Texas.

“For American sports, you kind of have to egg them along with little cheers and chants, whereas all the singing and chanting and stuff just come naturally to [the soccer fans], they don’t need any prompts,” Fox said.

The spectacle will happen over and over and over again, for 39 days, and Arlington’s role is a special one.

The city will host more matches than any other with nine faceoffs and has several locations where teams can [set up base camps](#). Deputy City Manager Jennifer Wichmann said it’ll be like hosting the Super Bowl every day for more than a month.

“We’re very excited for all of our international visitors who will be coming,” she said. “I will say, we’ve got work to do between now and 100 days from now, but I think things are going very well and we’re excited.”

She says preparing for the World Cup has been a tall order, but one for which the city and its partners were well prepared. Planners have experience with major sporting events like the World Series, All-Star Game and Super Bowl.

Wichmann says Arlington’s work will help ensure fans, no matter where they’re from, can have a good time. There are still details the city, along with other municipalities close by and the North Texas FIFA World Cup Organizing committee, is working out — like [plans for transportation](#) and public safety.

There’s a lot that’s finalized or close to it, though. Like Ambassador Row, a space at Spark Coworking in Choctaw Stadium where diplomats from countries playing in Arlington or with large populations locally can offer embassy services.

A global destination

North Texas is expecting somewhere in the neighborhood of [4 million visitors from around the globe](#).

Fox says it’s one of the most exciting parts of the World Cup experience and a vital ingredient in the allure of the tournament.

Fox moved to the U.S. in 1985 for a job at a software company in San Diego, then relocated to North Texas in ‘88 when the company was bought out.

He’s excited for foreign visitors to see what he loves about this state and country and for Americans to encounter other cultures and embrace new experiences with an open mind.

“It’s a chance for America to welcome the world and show them what America’s like and maybe a chance to improve international relations,” he said. “I would hope for maybe some of that to come out of us.”

Organizers are excited about that, too.

Noelle LeVeaux, the North Texas FIFA World Cup Organizing Committee’s chief marketing officer, said the committee already has plans for how to emphasize different cultures’ traditions and culinary creations, including Texas’ own.

“The fan festival, in particular, is going to be a place where we will have that taste of Texas in the food and beverages,” LeVeaux said. “There will be some opportunities for the taste of some of the foods of the nations that are going to be here as well. So there is definitely that cultural exchange that will be happening, and we’re trying to ensure that North Texans are ready for that global experience.”

Training for hospitality industry workers will play a role in that prep work, she said. With so many different cultures and traditions converging on North Texas for more than a month, the opportunities to learn something new and share in novel experiences will feel endless.

Signage will have a myriad of languages, volunteers and employees will undergo training in different cultures and, of course, food will be a focal point for many.

Wichmann said that exchange will go both ways. She’s excited to see different cuisines from across the planet shared with the diverse crowds expected and said the city wants to help local restaurants promote local food.

“Whether folks are coming here and looking for a really good Tex-Mex taco that they want to come and just try that while they’re here in Texas, or if they really want to connect with food that tastes like home, we probably have a restaurant that would suit them,” she said.

Plenty of places to enjoy a game

Can’t get a ticket to a match? Fox said that’s not a problem. There are a lot more matches this year, and so, too, are there a lot of opportunities to watch and get immersed in the energy.

Pubs and sports bars will overflow with fans from countless countries, he said. Even those who can’t get into the stadium will fly from around the world just to be close to the action.

“What soccer fans love to do in general is head to breweries and pubs before the games, have a few pints, then head off en masse to the stadium and I think, hopefully, Arlington has some sort of set up where they can do that,” he said.

That’s where you’re likely to find Ross for the games he can’t make it to: out with the other fans. He owns Hearsay, a restaurant and cocktail bar he owns at Choctaw Stadium, and will probably be found there for some of the festivities.

Between games he hopes visitors will spend time in the city, visiting its eateries and watering holes but also exploring the National Medal of Honor Museum, Six Flags and Hurricane Harbor.

For his part, Fox will be at The Old Monk and the Fan Festival at Fair Park for some matches and said he might be spotted at a pub in Arlington a time or two.

“Dallas and Arlington are pretty darn lucky because, in all likelihood, they’ll have some very passionate fans here, if the Dutch show up especially, and the English show up in force,” Fox said. “You’re going to get just embroiled in that. You’re going to have to come out to some of the pubs on Greenville Avenue or Knox-Henderson and join the fans.”

The World Cup's legacy

Organizers are also looking ahead to after the World Cup.

The last time Texas hosted the tournament, Major League Soccer was left behind as its legacy. LeVeaux hopes to build on that.

FIFA will build 26 mini pitches in North Texas, places for children and teens (especially in under resourced communities) can gather to play, foster community and build an interest in soccer.

Wichmann and Ross both hope that legacy will see interest in soccer skyrocket, and with it bring new ways for people to build community, bridge gaps and help neighbors embrace each others' heritage and cultural backgrounds.

Fox said neighbors unfamiliar with the World Cup may be shocked by the magnitude of the celebration surrounding it.

But the Beautiful Game still stands at the center of all of it.

NORTH TEXAS WILL HOST WORLD CUP BASE CAMPS FOR 2 EUROPEAN TEAMS

Fans just don't know which ones yet

By James Hartley
March 3, 2026



Frisco and Mansfield will each host a European team for the 2026 World Cup, though they aren't sure which ones. From left, Dallas Sports Commission Director Monica Paul, FC Dallas President Dan Hunt, Frisco Mayor Jeff Cheney and Mansfield Mayor Michael Evans announcing the base camps. (James Hartley | KERA News)

Two North Texas base camps will be used by European teams during the 2026 FIFA World Cup, the North Texas organizing committee announced Tuesday.

Toyota Stadium and Mansfield Stadium will each house a team that qualifies in the European playoffs, Dallas Sports Commission Director Monica Paul said at a news conference.

The announcement comes [100 days before the first match](#) of the World Cup kicks off.

Poland, which could qualify in the UEFA playoffs, already picked Toyota Stadium for its base camp, [Polish sports news website Meczyki](#) reported last week.

Poland's qualification [isn't guaranteed by any measure](#).

The national team would need to win against Albania's national team, then beat the winner between Ukraine and Sweden.

Frisco Mayor Jeff Cheney said the city is already looking at ways to promote the fact that FC Dallas' home pitch will host a European team for training during the tournament.

"It's been a bit difficult since we don't know who is going to be here yet, but we're ready for it," Cheney said.

He said Frisco will be partnering with FC Dallas to host watch parties for every single World Cup match in front of city hall.

The second team would qualify through Playoff Path D that include the matches Denmark vs. North Macedonia and Czechia vs. Republic of Ireland.

Mansfield Mayor Michael Evans said his city is excited to play a role in the World Cup.

"We know that the city of Mansfield is going to be the kind of place where people will have the opportunity to call it home for a little while and they're going to see some of our southern hospitality," Evans said.

He said Mansfield is "gearing up and ready to go" and that its selection as a base camp demonstrates his city is capable of playing a role in "world class events." Improvements to infrastructure, especially streets, are already underway there, Evans said.

He said after the news conference that Mansfield is the type of town that feels like home and where people want to hang out, and he's excited for people from around the world to see that.

The city will also have concerts and parties during the World Cup.

"We look forward to painting the town," Evans said. "Whatever country we're hosting, we'll paint the town that color."

NBC DFW

\$888 I-30 CANYON BREAKS GROUND AS NEARBY BUSINESSES HOPE TO SURVIVE CONSTRUCTION

Rail crossings will also be improved, along with reconnecting some city streets and reconnecting some southern neighborhoods

By Vince Sims
March 5, 2026

State and city leaders officially kicked off the \$888 million project with a ceremonial groundbreaking just blocks away from businesses hoping to survive its construction and the detours surrounding it.

The work will provide better east-west traffic movement between I-35E and I-45 in Dallas.

“It’s going to go from six lanes total, main lanes, to 12 lanes,” TxDOT Dallas District spokesperson Tony Hartzel said. “So, we are adding some capacity. We are improving some street grid connections, both above the highway and the ramping off into downtown and other areas.”

Rail crossings will also be improved, along with reconnecting some city streets and reconnecting some southern neighborhoods.

“Enhance the fabric integration with the Cedars area and downtown to maximize opportunity for the residents, economic development, safety, accessibility, and connectivity,” North Central Texas Council of Governments Director of Transportation Michael Morris said.

Jean-Bart is just hoping his business can survive the detours long enough to benefit from the changes.

“For two years, I don’t know,” Jean-Bart said. “You know this city has supported me for 15 years, and I hope they can support us throughout these two years of bridgeless business.”

The project is scheduled to be completed in 2031.

To stay up on updated on ramp and lane closures, [click here](#).

DFW AIRPORT CEO CHARTS BOLD CARGO AND INFRASTRUCTURE GROWTH STRATEGY

By Reji John
March 4, 2026

At the recently concluded Air Cargo India exhibition in Mumbai, Chris McLaughlin, CEO of Dallas-Fort Worth International Airport (DFW), outlined his vision for the airport's future, emphasizing cargo expansion, infrastructure investment, and technological innovation. In a wide-ranging conversation with The STAT Trade Times, McLaughlin highlighted DFW's scale, its \$12 billion capital program, and the growing importance of cargo in shaping the airport's economic impact.

Continuity and leadership transition

McLaughlin assumed the role of CEO in May 2025, succeeding Sean Donohue, who led DFW for 13 years. Reflecting on his mandate, McLaughlin said the board's directive was clear: "Don't screw it up." He emphasized continuity, relationship-building, and global engagement, noting his visit to Mumbai as part of evaluating DFW's cargo portfolio.

Scale of operations

DFW is the world's third busiest commercial airport, spanning 27 square miles (17,000 acres), comparable to the island of Manhattan. The facility includes seven runways, five terminals, three hotels, and even a golf course. In 2025, DFW served over 86 million passengers and operated about 2,200 flights daily, underscoring its role as a global hub.

Future-proofing with technology and land development

McLaughlin stressed the foresight of DFW's founders, who reserved 7,000 acres for commercial development. Half of that land remains available, offering opportunities for cargo facilities and other ventures. He sees artificial intelligence and robotics as critical tools for operational efficiency, particularly in airspace management and ground operations. "We're doing things in a new and creative way to ensure efficiency and keep costs at a minimum," he said.

\$12 billion capital program

DFW is in the midst of a massive \$12 billion capital program. Key projects include: rebuilding Terminal C from the ground up; expanding gates in two existing terminals; constructing a new Terminal F with 31 gates, eight of them wide-body international; refurbishing runways and overhauling roadway systems; and developing new cargo facilities, including cold storage and fumigation centers.

McLaughlin described the program as "an amazing undertaking" that will add 20% capacity to the airport.

Cargo as a strategic growth driver

Cargo is central to DFW's future. McLaughlin underscored its role in balancing passenger operations and offsetting costs. He highlighted the symbiotic relationship between belly cargo and passenger routes, citing opportunities for long-haul services such as potential flights from Delhi to DFW.

Recent figures show cargo's annual economic impact has doubled from \$20 billion to \$42 billion, representing over 50% of DFW's regional economic contribution. In 2025, DFW processed 717,757 metric tons of cargo, with expectations to surpass one million tons again, as seen during the pandemic peak.

Expanding long-haul network

DFW is aggressively expanding its international network. Recent additions include Cathay Pacific, EVA Air, and Royal Jordanian, with American Airlines launching new services to Zurich and Athens. McLaughlin noted that Cathay quickly expanded from four weekly flights to daily service due to strong demand.

India remains a priority market, with McLaughlin expressing optimism about future Air India service from Delhi. He pointed to North Texas's rapidly growing Indian diaspora, now among the largest in the US, as a strong driver of demand.

E-Commerce and cross-border trade

McLaughlin acknowledged the shifting landscape of cross-border e-commerce, particularly after changes to de minimis rules. While growth from China has slowed, he sees new opportunities in Latin America-to-India trade flows via DFW. The airport's airside central examination center, the first of its kind in the US, enhances efficiency for customs clearance and positions DFW as a competitive gateway.

Preparing for the FIFA World Cup 2026

DFW will play a pivotal role during the FIFA World Cup, hosting nine matches, including a semifinal. McLaughlin compared the scale to "nine Super Bowls," emphasizing readiness through expanded terminals, new lounges, and roadway improvements. "We're excited to share North Texas hospitality with first-time visitors," he said.

Priorities for the next 18 months

Looking ahead, McLaughlin's top priority is completing the capital program. "It's all construction, all the time," he remarked, describing nightly work on new train station modules and other infrastructure projects.

Chris McLaughlin's vision for DFW blends continuity with bold expansion. With cargo driving economic impact, a \$12 billion capital program reshaping infrastructure, and long-haul networks expanding, DFW is positioning itself as a future-proof global hub. As McLaughlin put it, the airport's strategy is about balancing passengers and cargo while embracing technology to scale operations efficiently.

Watch the [full interview](#) with Chris McLaughlin, CEO, Dallas-Fort Worth International Airport.

FEDERAL TRANSIT ADMINISTRATION TO INVEST \$100M FOR FIFA WORLD CUP PUBLIC TRANSIT

By Marybeth Luczak

March 4, 2026

The Federal Transit Administration (FTA) on March 3 reported that it will invest \$100.3 million into public transit systems within the 11 cities hosting the [2026 FIFA World Cup](#) to ensure they can meet increased demand.

The international men's soccer tournament will take place from June 11 to July 19, 2026, and will be hosted by 16 cities in the United States (11), Mexico (three), and Canada (two).

According to the FTA, the 2026 FIFA World Cup [funding](#) is made possible through the passage of the Consolidated Appropriations Act, 2026, and will go to the following Urbanized Areas (UZA): Atlanta, Ga.; Boston, Mass.-N.H.; Dallas-Fort Worth-Arlington, Tex.; Houston, Tex.; Kansas City, Mo.-Kans.; Los Angeles-Long Beach-Anaheim, Calif.; Miami-Fort Lauderdale, Fla.; New York-Jersey City-Newark, N.Y.-N.J.; Philadelphia, Pa.-N.J.-Del.-Md.; San Francisco-Oakland, Calif.; and Seattle-Tacoma, Wash.

It said the funding will:

- “Support planning, capital, and operating expenses supporting matches and other public events held in U.S. host cities.
- [“\[B\]e apportioned by a formula accounting for stadium capacity and number of matches in each host city.”](#)
- “Allow for 100% Federal share for these funds.
- “Require transit agencies to obligate these funds within one fiscal year of the close of the 2026 FIFA World Cup.”

FTA has prepared a frequently asked questions fact sheet and a grant-making toolkit to help transit agencies/other transit stakeholders and “support the effective use of these funds.” Also available are [guidance videos for 2026 FIFA World Cup host cities](#).

FTA will also hold a [2026 World Cup Funding Webinar](#) on March 11, 2026 at 2:00 p.m. ET.

“This funding is about more than moving fans—it’s about preparing our communities to host the largest sporting event in history and ensuring the world sees America at its best,” said Andrew Giuliani, Executive Director of the White House Task Force on the FIFA World Cup 2026.

“These investments will help create lasting memories for visitors and residents alike, and reinforce our commitment to safety, hospitality, and operational excellence.”

Los Angeles-Long Beach-Anaheim UZA, which is hosting eight World Cup games at SoFi Stadium in Inglewood, is receiving \$9,603,284. (Click [here](#) to see all apportionments.)

“LA Metro is grateful for the leadership of U.S. Senator Alex Padilla, U.S. Senator Adam Schiff, and the advocacy of our LA County Congressional Delegation in securing federal funds to provide transit services for the 2026 FIFA World Cup games set to be held in southern

California,” said Stephanie Wiggins, CEO of [LA Metro \(Los Angeles County Metropolitan Transportation Authority\)](#), which offers rapid transit and light rail, bus, and micro transit services. “We are also deeply appreciative for the outstanding work of the Federal Transit Administration in allocating this funding so quickly. LA Metro will continue our positive work with our transit partners across southern California to make sure fans can use transit services whether they are going to the World Cup games at Los Angeles Stadium, or enjoying the fan zones that will be held across the county.”

With Los Angeles-area residents being joined by fans from around the world and with limited parking availability at the stadium, LA Metro and more than 10 regional transit partners, including Long Beach Transit, will provide direct service from key rail stations and locations throughout the region including Crenshaw Station, Downtown Long Beach and LA Union Station. Additional locations will be announced in the coming months.

LA Metro said it will also be enhancing rail service on key routes during the World Cup, plus it has developed enhanced multilingual wayfinding and plans to deploy extra Ambassadors, volunteers and security.

The San Francisco-Oakland UZA, which is hosting six World Cup games at Levi’s Stadium in Santa Clara, is receiving \$8,807,888.

“After successfully delivering record-breaking transit service to [Levi’s Stadium for Super Bowl 60](#), [\[Santa Clara\] VTA \[Valley Transportation Authority\]](#) is grateful for Senator Padilla’s efforts to secure critical federal funding to enhance safety and security as we prepare to welcome the world for the FIFA World Cup 2026,” added Carolyn Gonot, General Manager and CEO of VTA, which provides light rail, bus, and paratransit services. “These investments will help ensure a seamless, secure, and successful experience for fans and our community alike.”

Boston will receive \$8,671,598 to support the World Cup matches at Gillette Stadium. The Massachusetts Bay Transportation Authority (MBTA) “has committed to moving roughly 20,000 passengers per match in and out of Foxboro Station, using up to 14 commuter rail trains per game—a major increase compared to past events,” according to a [Boston 25 News report](#) following a Feb. 25 Massachusetts DOT Board meeting.

“Transit officials said the agency typically runs one train for Patriots games and runs four trains for the Army–Navy game,” the media outlet reported.

“Going up to 14 is monumental if you think about it,” said Phil Eng, MassDOT interim Transportation Secretary and MBTA General Manager, according to Boston 25 News, which noted that “Eng said the expanded service is being designed not only for the World Cup, but also to create a blueprint for future large-scale events.”

Public transportation will be important, the media outlet noted, because parking will be significantly reduced “due to expanded security perimeters and the setup for vendors.”

Meanwhile, [TransLink in Vancouver, British Columbia, Canada](#) has unveiled its game plan for FIFA World Cup 2026 ([click here for an interactive system map](#)). “With temporary road closures, controlled areas, and traffic management measures near venues, transit will be the fastest and easiest way to reach BC Place Vancouver and the FIFA Fan Festival Vancouver,” the agency said. Vancouver is expected to see significant surges in travel demand over a four-week period, with match days bringing the highest volumes. To meet this demand, TransLink said it will

deliver service increases across bus, SkyTrain, SeaBus, and the West Coast Express commuter rail, supported by more frontline staff to manage crowds, support safety, and keep people moving efficiently.

“This region knows what it takes to host the world, and our transit system has been part of that success every step of the way,” TransLink CEO Kevin Quinn said. “Vancouver is the only 2026 host city with this track record: a World Expo, the Olympic Games, the FIFA Women’s World Cup—and now the FIFA Men’s World Cup. TransLink will leverage that experience to scale up service and move large crowds safely and reliably. Our system was built for major events, and it’s ready for the world’s biggest.”

NCTCOG INVITES PUBLIC INPUT ON TRANSPORTATION, FUNDING AT MARCH 9 MEETING

By Staff report

March 4, 2026

The North Central Texas Council of Governments (NCTCOG) invites the public to provide input on recent zero emission and electric vehicle transportation initiatives, stormwater infrastructure planning and traffic signal funding during a hybrid public meeting at noon on Monday, March 9.

The meeting will be held in the Transportation Council Room at the NCTCOG offices, located at 616 Six Flags Drive in Arlington. Those unable to attend in person can view the meeting online at PublicInput.com/nctcogMarch26. Residents can also participate by calling 855-925-2801 and entering code 3423. Public comments will be accepted until April 7.

The meeting will include a staff presentation on the North Texas Zero Emission Vehicle (NTxZEV) Call for Projects. On behalf of the region, NCTCOG was awarded \$60 million under the Environmental Protection Agency's (EPA) Clean Heavy-Duty Vehicles Program. NCTCOG will use this funding to award rebates to public and private entities to replace existing heavy-duty vehicles. For more information, visit NCTCOG.org/NTxZEV.

Staff will also provide an update on the status of the Texas Department of Transportation's (TxDOT) Texas Electric Vehicle Infrastructure Plan. This comprehensive plan aims to spur economic development and enable electric vehicle travel across Texas. Staff will present recommendations to be administered by TxDOT in North Texas.

Additionally, the meeting will include a staff update on the Integrating Transportation & Stormwater Infrastructure (TSI) Study. Initiated in 2023, the \$10 million TSI Study is a planning effort to identify ways to reduce future flood risk and prevent negative impacts on communities, health, safety and growth.

Finally, staff will provide an overview of the Traffic Signal Funding Program and its seven funding categories. These categories were established based on previously approved traffic signal improvement types.

Residents planning to use transit to attend the meeting can take advantage of \$6 round-trip rides from the CentrePort/DFW Airport Station to NCTCOG via the Arlington Transportation app. Visit ArlingtonTX.gov/ondemand to download the app.

For special accommodation related to disabilities or language interpretation, call 817-695-9109 or email kcadena@nctcog.org at least 72 hours prior to the meeting.

STATE, CITY OFFICIALS HOLD GROUNDBREAKING FOR I-30 CANYON PROJECT

Gov. Greg Abbott estimates Texas gains more than 1,500 people every day

By Hedija Spahalic
March 5, 2026



From left, Michael Morris, North Central Texas Council of Governments transportation director, Brenda Martinez-Del Rio, Mayor Pro Tem Jesse Moreno's chief of staff, Dallas County Judge Clay Jenkins, Senator Royce West, Robert C. Vaughn, with Texas Transportation Commission, Brian Barth, Texas Department of Transportation deputy executive director, and Ceason Clemens, TxDOT Dallas District engineer shovel dirt during a groundbreaking for the I-30 Canyon project on Thursday, March 5, 2026, in Dallas. Angela Piazza / Staff Photographer

Expect possible delays on Interstate 30 as more of the [Canyon project's 2.3 mile stretch](#) begins construction.

The Texas Department of Transportation broke ground on the I-30 Canyon project Thursday morning in downtown Dallas.

The [\\$888 million project](#) began the first week of January, but the ceremony was postponed due to severe weather delays. State officials, including County Judge Clay Lewis Jenkins and Sen. Royce West, along with several members of TxDOT marked the ongoing early stages of construction for the area between I-35 and I-45.

“The backbone of downtown Dallas is the I-30 corridor,” said Michael Morris, the North Central Texas Council of Governments’ director of transportation. He also called it more than just a

project, but a new system that the state is building. Morris mentioned pedestrian caps possibly being built along various roads in the downtown area to encourage people to explore local businesses more easily.

Jenkins referred to the business district as “the heart of Dallas,” calling the area “a big economic driving force in North Texas.” Many speakers addressed the population boom across the state and the importance of addressing congestion chokepoints on major highways. Several cited a [statement](#) from Gov. Greg Abbott, estimating Texas gains more than 1,500 people every day, a number that includes newborn Texans and those who move to the Lone Star State.

Brian Barth, deputy executive director for TxDOT, said this project is in line with the governor’s vision to get North Texas traffic moving quickly.

“We are experiencing the evolution of highway infrastructure in Dallas,” said Robert Vaughn, a member of the Texas Transportation Commission.

The project is estimated to be completed by 2031 and includes widening the interstate and improving city street connections to the highway, according to TxDOT officials. It is a part of a bigger statewide plan called [Texas Clear Lanes](#), which is meant to address congestion across nontolled roads in the five major metro areas: Dallas, Fort Worth, Austin, Houston and San Antonio.

After almost a decade of planning, a dozen bridges have been taken down to allow room for construction.

“We will be rebuilding bridges to connect our communities again,” West said.

DALLAS' 34-DAY FIFA WORLD CUP FAN FESTIVAL READIES FOR OPENING KICK

Organizers said immigration enforcement, security won't stop the party at Fair Park

By Sasha Richie
March 9, 2026



North Texas FIFA World Cup Organizing Committee President Monica Paul answers questions following a press conference about the FIFA World Cup Fan Festival at the Cotton Bowl in Dallas, March 9, 2026. The event was held by the North Texas FWC Organizing Committee. Tom Fox / Staff Photographer

For more than a month, Fair Park in South Dallas will welcome thousands of soccer fans for [the official FIFA Fan Festival Dallas](#).

On Monday, [the North Texas FWC Organizing Committee](#) revealed plans for Dallas' Fan Festival, a daily party where soccer fans can watch [2026 World Cup](#) games, see concerts and more, all for free.

"We realize that there are people who may not be able to attend a World Cup match here, or one of the 104 matches, but really the FIFA Fan Festival is the heartbeat, where the energy comes," said organizing committee president Monica Paul at a press conference Monday. "So the Fan Festival is an opportunity for everybody to really participate in the World Cup."

The Fan Festival will run for 34 days, from June 11 to July 19, with five off days that coincide with the rest days when no matches are played. The Festival will open an hour before the first

match of the day and close an hour after the last one has ended, with the exception of matches beginning after 10 p.m. CT which will not be shown.

The Dos Equis Pavilion, temporarily renamed simply The Pavilion at Fair Park to comply with FIFA sponsorship rules, will be the main venue, supporting up to 20,000 guests. Additional space in Lots 9 and 10 will hold another 15,000 guests. In total, the Fan Festival will take up about 1 million square feet of space in Fair Park.

Dallas' Fan Festival is being produced by Austin-based C3 Presents, the event production company behind Austin City Limits and Lollapalooza, among others.

Paul said that the Fan Festival will feature three or four concerts at The Pavilion, to be announced around May, alongside activations from the festival's nine local commercial partners, including UT Southwestern Medical Center, Coca-Cola Southwest Beverages, Choctaw Casinos and others. Attendees of Dallas' Fan Festival can also expect wide-ranging and inclusive food and drink options, cultural performances, a playground area, and more activities.

Entrance to the Festival will be free, though a QR code will be required to enter, with premium access tickets to be announced later.

The Cotton Bowl at Fair Park will also be a training site for teams playing at AT&T Stadium, but Paul said that transportation planning for Fair Park is designed to accommodate both teams coming and going to train and the Fan Festival without interfering with each other.



FIFA World Cup Fan Festival renderings were on display during a press conference at the Cotton Bowl in Dallas, March 9, 2026. The event was held by the North Texas FWC Organizing Committee. Tom Fox / Staff Photographer

Dallas Fan Festival full steam ahead, other cities pull back

FIFA requires all 16 host cities for this year's World Cup to hold a Fan Festival. However, some have decided to scale back their plans, with most citing funding concerns.

Fan Festivals can demand up to \$1 million a day from host cities in security costs alone, [per Newsweek](#), while FIFA gets to keep primary revenue streams like ticket sales and global sponsorships. At the same time, federal dollars earmarked for World Cup security, paid out as reimbursements, are tied up as collateral in the Congressional fight over Department of Homeland Security funding.

Two weeks ago, [Miami warned](#) it may have to cancel its Fan Festival, and the original plan for the New York/New Jersey Fan Festival, 39 days centralized at Liberty State Park, was scrapped in favor of multiple smaller fan zones and community-based events.

Boston, meanwhile, put off announcing its plans [until last month](#), as delays in federal and state funding caused organizing chaos for both the seven matches at Gillette Stadium and the Fan Festival. Boston City Hall will now host an abbreviated "up to 16"-day Fan Festival, while Foxborough, Mass., officials [are still threatening to withhold entertainment licenses](#) for matches, unless someone besides Foxborough taxpayers fronts an estimated \$7.8 million in security costs.

Dallas, though, joins other hosts like Houston and Philadelphia in throwing an all-out Fan Festival. Amy Hopfinger, FIFA chief business and strategy officer for the World Cup, noted that the existing infrastructure of Fair Park lends itself to hosting a large festival.

In 2025, the State Fair of Texas [drew more than 2 million visitors](#) over 24 days, including nearly 200,000 visitors on the day of the Red River Rivalry.

Regarding funding, Paul cited the nine host city sponsors and Texas' Event Trust Fund, a suite of programs through the governor's office.

"We are intending to do a traditional Fan Festival, like we have seen in Russia and Qatar," said Paul. "The energy, the opportunity that it provides for our city and region is very important to us, and we want to be able to stand by our commitment to FIFA from the very beginning, that we've been working on over four-plus years."

Stakeholders address security concerns, as ICE, Iran fears take shape

In Monday's press conference, stakeholders addressed several concerns related to the World Cup and the Fan Festival, with security at the forefront.

Dallas Mayor Pro Tem Jesse Moreno said conversations about federal and state funding were happening daily, but he wasn't concerned about security funding, calling local law enforcement "equipped and ready" for any situation related to the Fan Festival.

Meanwhile, City Council Member Adam Bazaldua, who represents Fair Park, spoke to [fears of potential U.S. Immigration and Customs Enforcement presence](#), given the agency's recent history of strict enforcement and [detention of U.S. citizens](#), [tourist visa holders](#), and others legally present.

Though he said he couldn't speak for the federal government on whether ICE would be present at the Fan Festival, he said, "I think we [the local government] have made it very clear on what they're going to get from us as far as collaboration." In October, city officials and the [Dallas](#)

[Police Department refused \\$25 million from the federal government](#) in exchange for help with immigration enforcement.



FIFA World Cup Fan Festival renderings were on display during a press conference at the Cotton Bowl in Dallas, March 9, 2026. The event was held by the North Texas FWC Organizing Committee. Tom Fox / Staff Photographer

“The last thing that we need to do is be posing even more of a threat or concern for anyone who’s traveling to our country,” Bazaldua said.

While several were asked about potential turmoil from [the U.S.’s newly launched war in Iran](#), none of the stakeholders addressed the questions head-on. Instead, they largely gave blanket endorsements of local security, including Dallas’ police and fire departments, and pointed to the World Cup’s ability to bring people together.

“Certain decisions are definitely at the federal level,” Paul said. “We’re just focused right here on how we can be the most successful and prepared here in the North Texas region.”

OPINION: THE WORLD CUP IS A CHANCE FOR DALLAS TO TRY PEDESTRIAN ZONES

Dallas should encourage fans to visit Fair Park and downtown

By Dallas Morning News Editorial Board
March 10, 2026



Pedestrians walk along the intersection of Main St. and Akard St. in downtown Dallas. This intersection is one of the streets Dallas has proposed closing to traffic to create pedestrian zones during the World Cup this summer. Shafkat Anowar / Staff Photographer

Arlington will host nine FIFA World Cup matches this summer at AT&T Stadium, and as the event draws nearer, Dallas is beginning to think about ways to get in on the action.

The city has [proposed closing some downtown Dallas streets](#) to vehicles to create pedestrian zones as a way to entice visitors to add a downtown Dallas stop on their itinerary between matches in Arlington.

This is a good idea, and the City Council should move forward with the plan. Closing downtown streets to make them more accessible for pedestrians could create the kind of lively, walkable atmosphere that major international events demand. Visitors who have never been to Dallas before will expect more than stadiums and highways. Temporarily reclaiming downtown streets for people rather than cars could make Dallas more welcoming to World Cup fans and to the people who already work and live in the neighborhood.

Dallas is also planning a free fan festival at Fair Park, another smart move to attract people to one of our city's gems. The success of the fan festival and downtown pedestrian zones will depend on how well the city connects them. Encouraging visitors to take DART's Green Line between Fair Park and downtown should be part of the plan.

The World Cup offers Dallas the opportunity to experiment, helping residents and officials picture what pedestrian streets could look like downtown if they were made permanent. If successful, they could spark larger conversations about how downtown streets are designed or reimagined in the coming years.

Much of the urban core is dominated by one-way streets that are not pleasant to navigate in a car, let alone on foot. Demonstrating how a few streets can prioritize pedestrians, even for a limited time, could help city leaders plan for more walkable areas that attract residents and visitors downtown after the World Cup crowds leave.

The city will need to plan carefully for pedestrian streets to work. Road closures and ongoing construction downtown and in Deep Ellum already create traffic backups and headaches for drivers. There will need to be clear strategies for managing street closures so they don't create even more gridlock.

And then there's the Texas summer. Anyone who has walked downtown in the midday heat knows it's not an enjoyable experience. If Dallas hopes to encourage fans to linger downtown in June and July, finding respites from the sun will be key. Shaded areas, cooling stations and water access will make the difference between lively pedestrian areas and empty ones.

The World Cup will bring fans from across the world to North Texas. With good planning, Dallas can make sure some of that excitement finds its way downtown.

WALSH RANCH TIF COULD GENERATE \$890M FOR INFRASTRUCTURE IN WESTERN FORT WORTH

By Seth Bodine
March 9, 2026

Fort Worth City Council will consider a project and financing plan for the tax increment financing district covering Walsh Ranch, a 7,200-acre ranch being turned into a master-planned development.

The board will also consider a tax increment financing development agreement with Walsh Development Co. LLC for the reimbursement of public improvements. The meeting is scheduled to start at 6 p.m. Wednesday, March 11, at Fort Worth City Hall, 100 Fort Worth Trail. The item is on the consent agenda.

Notable planned developments at Walsh include a new [University of Texas at Arlington](#) campus, new [H-E-B grocery store](#) and a new [Worthington Bank](#) headquarters. At an event in January, a real estate professional predicted the west side of Greater Fort Worth was likely to land a major corporate headquarters.

According to city documents, the TIF would help push forward major regional road, water, sewer and drainage projects.

- Activating the "2500" and "Corporate Bowl" portions of the project south of I-20 for major economic development projects.
- Push forward development within the "Highland Hills" portion of the project with the construction of UTA West.
- Support the "Walsh West" portion of the project surrounding H-E-B and more than 300 acres of commercial development
- Expand access to neighboring properties surrounding Walsh.

The board of Fort Worth's Tax Increment Reinvestment Zone No. 18 approved the financing plan and development agreement March 3. Ori Fernandez, Fort Worth's assistant director of economic development, said during the meeting that the TIF would expire in 2107. The TIF would generate an estimated \$890 million for improvements by the end of the term.

Walsh Development Co. is requesting \$5.5 million in reimbursements for recently finished infrastructure projects such as roadways, sewer and water as part of the agreement.

"I don't think any of us will be around for that unless someone finds the secret fountain of youth," Fernandez said. "And if you do, please let me know."

By 2107, the projected value of development would be more than \$65 billion, with \$17 billion in incremental value, Fernandez said.

Fort Worth Council Member Michael Crain, who is the chair of the TIF board, said the TIF is important "because we're spending hundreds of millions of dollars up north trying to play catch up with development and roads and streets."

"I've been very vocal since my time on council that I'm not going to leave the person that sits in my position in the far west cursing my name because we didn't catch up [and] didn't build the infrastructure at the same time we're putting rooftops and other businesses out there," Crain said.

Council to weigh Alliance parking lease

Fort Worth City Council will also consider approving a parking lease at Alliance Airport with Gridiron Air LLC through April 30, 2029. Gridiron is a charter airline with the same owner as the Arizona Cardinals that [expanded and launched maintenance operations](#) at Perot Field Fort Worth Alliance Airport in 2024.

Gridiron would pay \$4,500 a month to park two of its jets in the apron area of the Alliance Fort Worth Maintenance Facility. The item is on the council's consent agenda.

WORLD CUP OFFICIALS DISCUSS IMPACT OF IRAN WAR, MEXICO CARTEL VIOLENCE IN DALLAS VISIT

The comments came during a media tour of the International Broadcast Center in Dallas' Kay Bailey Hutchison Convention Center

By Abraham Nudelstejer
March 9, 2026



FIFA Chief Event Operations Officer Heimo Schirgi speaks to the media during a press conference about the FIFA World Cup Fan Festival at the Cotton Bowl in Dallas, March 9, 2026. Tom Fox / Staff Photographer

As hundreds of construction workers race to finish the [World Cup International Broadcast Center](#) inside the Kay Bailey Hutchison Convention Center, the global landscape grows more complicated by the minute.

Monday's first media tour of the IBC became something of a confessional, with FIFA executives addressing mounting concerns surrounding [a tournament now just 94 days away](#).

The IBC will serve as the operational nerve center for more than 3,500 journalists from around the world, who will transmit every development of the planet's biggest sporting event to their home countries from June 11-July 19 in the United States, Mexico and Canada. Construction is expected to be completed by May 18, when international reporters begin arriving in Dallas.

The IBC will anchor a tournament that, in recent weeks, has been overshadowed by events far removed from the pitch.

The United States and Mexico — two of the host nations, along with Canada — have been rattled by troubling security developments.

In Mexico, [reactions from organized crime](#) following the killing of a major cartel leader, and abroad, [a military incursion in Iran](#), have forced FIFA to divide its attention across multiple fronts.

“If I had a crystal ball, I could tell you now what is going to happen,” said Heimo Schirgi, FIFA’s Chief Event Operations Officer, when asked whether Iran or other teams might choose not to attend the World Cup.

“Obviously, the situation is developing; it’s changing day by day. And we are monitoring closely. We’re working together with all our federal partners and also our international partners in evaluating the situation. And we basically take it day by day,” he said.

Schirgi, who oversaw the 2018 Russia and 2022 Qatar World Cups for FIFA, said he has spoken with the Iranian Football Federation but is not at liberty to disclose the details of those conversations.

“At some stage we will have a resolution, and the World Cup will go on. The World Cup is too big, and we hope that everyone can participate,” he said.

Iran was drawn into Group D, alongside Belgium, New Zealand, and Egypt.

The Iranian national team is scheduled to play its group-stage matches in Los Angeles and Seattle.

The Trump administration, which has imposed a travel ban on four World Cup–qualified nations — Iran, Ivory Coast, Haiti and Senegal — has said it will make exceptions for players, team officials and their immediate family members.

Amy Hopfinger, FIFA’s Chief Business and Strategy Officer, said the organization is closely monitoring the developments reshaping global dynamics.

“The dynamic shifted over the last two weeks, whether in Mexico or in the Middle East,” she said. “It will continue to shift over the next 94 days, but safety and security is a priority for us. It’s at the forefront of everything we’re doing in the planning. It’s something we think about every day.”

The three exhibit halls of the International Broadcast Center — roughly 170,000 square feet — are being converted into radio and television studios for the networks that hold World Cup broadcast rights.

A separate workspace will be available for local reporters and for journalists who are not affiliated with rights-holding broadcasters.

Beyond the studios, the remainder of the Kay Bailey Hutchison Convention Center — 485,000 square feet in total — is being transformed into a self-contained media village.

Restaurants, bars, food concessions, a laundry facility, and a medical services area will operate around the clock. Fourteen power generators will support the needs of the international press corps.

This marks the second time Dallas has been chosen for this prestigious role; the city also hosted [the IBC during the 1994 FIFA World Cup](#).

EMERGENCY PLANNERS CONDUCT SIMULATIONS AS SEVERE WEATHER SEASON BEGINS

By Michael Lozano

March 10, 2026

As severe weather season begins across Texas, emergency planners and storm experts are examining a sobering scenario: what could happen if a powerful EF-5 tornado struck a densely populated area of North Texas.

The scenario was among the key discussions at the annual conference hosted by the Texas Severe Storms Association (TESSA), held this year at the University of Texas at Arlington. The event brought together meteorologists, emergency managers and regional planners to study potential worst-case scenario weather events and how communities can prepare for them.

“DFW has the potential for the most impactful tornado event in history because of its size, population density and placement in the tornado frequency map,” said Martin Lisius of TESSA.

Texas frequently experiences extreme weather, including powerful tornadoes and devastating floods such as the Hill Country flooding in 2025. Storm experts say these events highlight the need for constant preparation and improved forecasting.

At the conference, TESSA worked with the North Central Texas Council of Governments (NCTCOG) to analyze what would happen if a violent EF-5 tornado struck a major city in the Dallas–Fort Worth area, including locations like Arlington.

“This would be bad no matter what. But we want to look at the data and see what’s going on,” said Scott Rae with NCTCOG.

Using historical tornado paths as references, planners create detailed maps and simulations showing how a similar storm could move through modern-day cities. The models allow experts to estimate potential effects, including fatalities, debris, property damage and logistical challenges.

“A tornado’s not going to, it’s not going to care about any of this stuff. It’s not going to care about where you want it to go. It is just going to go,” Rae said.

The simulations also factor in real-world variables, including whether a tornado strikes during high-traffic periods such as rush hour on a busy Friday evening in Arlington.

According to planners, an EF-5 tornado striking a portion of Arlington could cause \$4.9 billion in damage.

“We’re larger on everything because we have way more to hit, sort of the nature of the metroplex and what’s going on here,” Rae said.

The Dallas–Fort Worth tornado impact scenario has existed since 2000, established just days before an F-3 tornado struck downtown Fort Worth that year.

“It’s a big target in Tornado Alley, and it could happen any day,” Lisius said.

Experts say the number of potential deaths in such a scenario would largely depend on how quickly warnings are issued and how the public responds.

“We are all preparing to help the public, but the public does have to do the right thing,” Lisius said.

COMMENTARY: HIGHLAND PARK MAYOR - WHY OUR TOWN IS RE-EXAMINING DART

By Will C. Beecherl

March 10, 2026

As Highland Park approaches the May 2 special election, when residents will decide whether to continue DART membership, it is important to explain how we arrived at this point and why the Town Council placed this decision before the voters.

For more than 40 years, the Town of Highland Park has been a member of Dallas Area Rapid Transit (DART). That decision, made in 1983, reflected the realities of its time. The Dallas–Fort Worth region was smaller, municipal finance was more flexible, and DART was envisioned as the transit system to serve the greater region.

Before DART was created, state law limited cities to a 1% local sales tax that could not be used for economic development. In 1983, the Legislature allowed an additional 1% sales tax to fund DART. Fifteen cities, including Highland Park, opted in to establish DART as an area transit system for its members—hence the name *Dallas Area Rapid Transit*. The expectation was that the system would evolve and deliver long-term value proportional to the cost.

What's changed

Between 1989 and 1991, the Legislature fundamentally reshaped municipal finance by allowing cities outside transit authorities to levy the same additional one-cent sales tax but for local priorities. Non-DART cities gained full access to a 2% sales tax with flexibility to invest locally. DART member cities, having already committed one cent to transit, were locked out. The funding imbalance was fixed; non-DART cities had an economic advantage over DART member cities that they would never give up. As a result, no new cities have joined DART in more than four decades, and two original members withdrew, leaving 13 member cities today.

The challenge to grow is compounded by DART's governance and regional imbalance. DART continues to rely on just 13 member cities, even as the region it purports to serve has expanded far beyond those boundaries. North Texas is projected to become the largest metropolitan region in the country by late-century, yet no other city has the economic appetite to join DART.

Independent analysis shows significant disparities between what some cities contribute and what they receive. In fiscal year 2023, Dallas received service value from DART that equated to 169% of the sales tax it contributed, a \$283 million surplus subsidized by other member cities. which to Highland Park, who received service value that equated to only 30% of the sales tax it contributed, and the disparities between “donor” cities like Highland Park and “recipient” cities like Dallas are crystal clear. Approximately 70% of Highland Park's contribution to DART is being used to subsidize other cities.

This financial imbalance is mirrored by DART's governance imbalance. Historically, Highland Park shared a single board seat with three other cities, giving it little to no voice on the board. DART recently proposed a new governance model that provides the town its own seat. However, the vote for that seat is weighted, meaning the town still holds only a fractional vote, rather than a 1:1 vote.

Implementation of the new governance structure and any new funding modifications will require action by the Legislature beginning in the 2027 session.

Service today

In 2025, Highland Park's sales tax contribution of \$8 million was just 1% of DART's \$900 million sales tax revenue, or .44% of DART's full budget. The 2026 projection has Highland Park contributing approximately \$9 million in sales tax to DART.

Over the past four decades, DART has eliminated most services within town limits. Highland Park has no rail service. Since 2014, three of four bus routes have been removed, leaving a single fixed route along Preston Road that largely duplicates nearby rail service along Central Expressway. According to DART, the remaining route averages roughly 12,000 annual boardings, or about 33 riders per day.

A revenue crunch

Sales tax revenue is becoming a critical need for cities like Highland Park. In 2019, the state began tightening municipal budgets, whereby Senate Bill 2 capped effective property tax revenue growth at 3.5% without voter approval; the previous cap was 8%. For fully developed communities like Highland Park, this cap functions as a de facto salary and service limit, particularly for public safety and an aging infrastructure, leaving sales tax as the only meaningful flexible revenue source. Dedicating half of that capacity to DART significantly constrains the town's ability to meet essential local needs for its residents.

Mass transit and coordinated transportation options are essential to the long-term success of our entire region. However, when existing funding and service delivery models no longer reflect actual usage patterns or community priorities, the town has an obligation to evaluate alternatives. Highland Park is prepared to explore third-party transit providers and other flexible options to meet the modern transportation needs of our residents while maintaining regional connectivity.

Federal transit dollars made possible by DART's mass transit system are shared region-wide across more than 100 cities and 12 counties, yet the current funding and governance model limits DART's ability to reinvest in a truly regional system, leaving its 13 member cities shouldering a disproportionate share of the cost to operate and maintain the system. The Legislature should be tasked with creating a fully restructured regional transit authority for the greater region, supported by an equitable, region-wide funding model.

At the Legislature's explicit direction, the Town Council determined that the responsible course of action was to place the decision to remain in or exit DART with the voters.

The May 2 election ensures the issue is decided openly, locally and democratically by the residents who, through their elected Town Council, are accountable for every dollar allocated in the Town's budget.

Rest assured, if the voters choose to exit DART, they can take solace in knowing that Highland Park has played a meaningful role in building a regional transit system by ultimately contributing approximately \$150 million over the last 40-plus years.

Will C. Beecherl is mayor of the Town of Highland Park.

INTERSTATE CLOSURES IN DALLAS, DENTON COUNTIES STARTING THIS WEEK

North Texans should plan for additional travel time

By Hedija Spahalic
March 11, 2026

One Interstate 20 ramp in Dallas County and several Interstate 35 sections of road in Denton County will close this week.

North Texans should plan for additional travel time. Here's what to know.

Dallas County I-20 closure

The off-ramp between westbound I-20 and northbound U.S. Highway 67 closes Thursday at 9 p.m. and reopens later this month, according to the Texas Department of Transportation. The closure is part of a \$5 million bridge maintenance project intended to rehabilitate nine bridges across Dallas and Denton counties, and is expected to finish in early fall 2026, weather permitting.

Traffic will be directed to eastbound I-20 to Wheatland Road as a detour for access to westbound I-20.

Kenna Mitchell, a public information officer for TxDOT, said a bridge in Denton County on U.S. Highway 377 and Hickory Creek Relief also faces disruptions. Future closures will be announced and scheduled as the project progresses.

Denton County I-35 closures

A \$117 million ongoing improvement project in Lewisville will result in several traffic impacts Friday on I-35 East. The standalone project started in 2023 and focuses on rebuilding the interchange at I-35E and FM 1171. It is set to finish in 2027.

Here's what to know:

10 p.m. Friday to 6 a.m. Saturday

- All northbound lanes of I-35E at the Main Street/Fox Avenue exit
- All southbound lanes of I-35E at Valley Ridge Boulevard

Traffic will be detoured to the frontage road.

8 p.m. Friday to 6 a.m. Saturday

- All I-35E managed lanes in this corridor
- All lanes of the FM 1171/Main Street bridge at I-35E

NORTH TEXAS BRACES FOR DEVASTATING TORNADO THREAT

Emergency planners and meteorologists study worst-case EF-5 tornado scenarios for Dallas-Fort Worth as severe weather season arrives

By Staff
March 11, 2026

As the calendar turns to March and the skies over Texas begin to churn, emergency planners, meteorologists, and local officials are bracing for what could be one of the most challenging severe weather seasons in recent memory. This year, the Texas Severe Storms Association (TESSA) convened its annual conference at the University of Texas at Arlington on March 10, 2026, bringing together some of the state's top storm experts and emergency managers to grapple with a daunting question: What if a monstrous EF-5 tornado barreled through the heart of the Dallas–Fort Worth metroplex?

It's not just idle speculation. According to TESSA's Martin Lisius, "DFW has the potential for the most impactful tornado event in history because of its size, population density and placement in the tornado frequency map." The Dallas–Fort Worth area, with its sprawling suburbs and booming population, sits squarely in the infamous Tornado Alley—a fact that's kept local planners and weather experts on high alert for decades.

But this year's conference took on a new urgency, as experts from TESSA teamed up with the North Central Texas Council of Governments (NCTCOG) to run detailed simulations of a worst-case scenario: a violent EF-5 tornado carving a path through a major city, including densely populated places like Arlington. The results, presented in sobering detail, painted a picture of devastation that's hard to ignore.

"This would be bad no matter what. But we want to look at the data and see what's going on," said Scott Rae with NCTCOG. Using historical tornado paths as a guide, the team created intricate maps and computer models to predict how such a storm could unfold in today's urban landscape. The models factored in everything from the number of potential fatalities to debris fields, property damage, and the logistical nightmares that emergency responders would face in the aftermath.

One of the starkest findings: If an EF-5 tornado were to strike even a portion of Arlington, the damage could reach a staggering \$4.9 billion. "We're larger on everything because we have way more to hit, sort of the nature of the metroplex and what's going on here," Rae explained. And it's not just about the buildings and infrastructure—the human toll could be catastrophic, especially if the storm hits during a high-traffic period like rush hour on a busy Friday evening.

The Dallas–Fort Worth tornado impact scenario isn't new. It was first established in 2000, just days before an F-3 tornado tore through downtown Fort Worth, serving as a chilling reminder that these threats are anything but hypothetical. "It's a big target in Tornado Alley, and it could happen any day," Lisius warned attendees at the conference.

But what determines whether a disaster becomes a tragedy of epic proportions or a narrowly averted catastrophe? According to experts, it often comes down to two factors: how quickly warnings are issued and how the public responds. "We are all preparing to help the public, but the public does have to do the right thing," Lisius emphasized. In other words, even the best-laid

emergency plans depend on ordinary people staying informed and taking action when it matters most.

This theme of preparation and public readiness echoed far beyond the conference halls in Arlington. In Johnson County, just south of Fort Worth, emergency managers were already springing into action as the threat of severe weather loomed. On March 10, 2026, officials there began mobilizing crews and coordinating resources, determined not to be caught flat-footed if storms struck.

“Residents should make sure they can receive warnings and have a plan for where to go during dangerous storms,” local officials advised, according to NBC 5’s Vince Sims. It might sound like common sense, but as any emergency responder will tell you, the difference between life and death during a tornado often hinges on those simple steps: having a reliable way to get alerts and knowing exactly where to take shelter.

Texas is no stranger to extreme weather. The state has weathered its share of devastating tornadoes and catastrophic floods, including the Hill Country flooding in 2025 that left communities reeling. Each event serves as a stark reminder that nature doesn’t play favorites—and that preparation is an ongoing process, not a one-time effort.

To that end, the simulations presented at TESSA’s conference are more than academic exercises. They’re vital tools for emergency managers, city planners, and first responders who need to plan for the unthinkable. By mapping out potential tornado paths and estimating the fallout in terms of casualties, debris, and economic loss, officials can identify weaknesses in their response plans and shore up resources where they’re needed most.

But the models also drive home another point: No matter how advanced the technology or how detailed the planning, tornadoes remain stubbornly unpredictable. “A tornado’s not going to, it’s not going to care about any of this stuff. It’s not going to care about where you want it to go. It is just going to go,” Rae remarked. That unpredictability is exactly why experts stress the importance of rapid warnings and public compliance with safety protocols.

As severe weather season ramps up, emergency managers across North Texas are urging residents to take personal responsibility for their safety. That means staying tuned to weather alerts, having a plan for where to seek shelter, and being ready to act at a moment’s notice. It’s a message that’s especially critical in densely populated areas like Dallas–Fort Worth, where a single tornado can affect thousands in the blink of an eye.

Of course, preparation is a two-way street. While officials can deploy resources, run simulations, and issue warnings, it’s up to individuals and families to heed those warnings and make smart choices. “The number of potential deaths in such a scenario would largely depend on how quickly warnings are issued and how the public responds,” Lisius reiterated at the conference. It’s a sobering reality, but one that underscores the power of collective action in the face of nature’s fury.

The coming weeks will test the readiness of communities across Texas as storm season unfolds. But with renewed focus on preparation, improved forecasting, and a commitment to public safety, experts hope that North Texas can weather whatever storms may come—and perhaps, just perhaps, avoid the kind of disaster that’s been haunting planners’ worst-case scenarios for years.

WFAA

NORTH TEXAS POLICE RECRUITS LEARN NEW RESTRAINT TECHNIQUE AIMED AT IMPROVING SAFETY

Police recruits in North Texas are training in a new restraint technique called SafeWrap

By Tiffany Liou
March 10, 2026



WFAA

Police recruits across North Texas are learning a new way to restrain suspects — one instructor says could improve safety for both officers and the people they arrest.

At the North Central Texas Council of Governments Regional Police Academy, recruits from 27 departments, including Bedford, Carrollton and Farmers Branch, are now being trained in a method called SafeWrap.

The technique focuses on controlling a suspect while keeping them on their side, rather than handcuffing them face down.

“I think it’s a really useful tactic,” said recruit Mariah Castro, who is currently training at the academy.

SafeWrap is based on principles from jiu-jitsu and techniques originally used in health care settings, according to Charlie Fernandez, director of Gracie Survival Tactics with Gracie University.

“In police work, there are no joint locks, no strikes, no chokeholds, no thoracic compression,” Fernandez said. “Nothing is going to interfere with breathing.”

The method was developed about two years ago and is already being adopted by about 200 law enforcement agencies nationwide, Fernandez said.

Instructors say the technique allows officers to maintain control of a suspect while reducing the risk of injury during a struggle. The Regional Police Academy in North Texas is the first academy in the country to implement SafeWrap training for recruits, according to instructors.

For Castro, who is set to graduate from the academy in May, the training is another step toward a career she says has always felt like a calling.

“I’ve always wanted to help people,” Castro said. “I felt it was something I was called to do.”

Recruits hope the technique will help them safely handle difficult situations once they take to the streets.

FOX BUSINESS

FLYING TAXIS COULD SOON TAKE FLIGHT AS FAA GREEN-LIGHTS TESTS IN 26 STATES, INCLUDING TEXAS

Advanced air mobility testing will include urban air taxis, cargo delivery and emergency medical response

By Eric Revell
March 11, 2026



The Archer Aviation Midnight eVTOL aircraft in flight. (Courtesy of Archer Aviation / Fox News)

The Federal Aviation Administration (FAA) announced Monday that it selected eight proposals for a new pilot program testing new advanced air mobility and [electric vertical takeoff and landing](#) (eVTOL) aircraft in 26 states.

Transportation Secretary Sean Duffy and the FAA unveiled the pilot program, known as the Advanced Air Mobility and eVTOL Integration Pilot Program (e-IPP), which will center on eight projects in 26 states.

The futuristic aircraft can run on electric or hybrid engines and may carry people or cargo, taking off and landing in relatively confined spaces. They're often referred to as "[air taxis](#)" or "flying cars" since they represent an alternative to traditional means of transportation.

Under the pilot program, several operational concepts will be tested, including urban air taxi services and regional passenger transportation, including with short takeoff and landing aircraft.

Additional concepts include cargo and logistics networks, emergency medical response operations, [autonomous flight](#) technologies and offshore and energy-sector transportation.

Among the projects selected for participation in the pilot program was one involving the Port Authority of [New York](#) and New Jersey, which will have four industry partners participate in testing 12 operational concepts across New England.

The [Texas](#) Department of Transportation will be involved with four industry partners in supporting regional flights connecting Dallas, Austin, San Antonio and eventually Houston with air taxi networks expanding from each city.

Four states spanning the Pacific Northwest, the Rocky Mountains and the Plains of Oklahoma will test a range of next-generation aircraft and operational concepts under the leadership of the [Utah](#) Department of Transportation.

Florida's Department of Transportation will work with industry partners to test three phases of operations focused on cargo delivery, passenger transportation, automation and [medical response](#) with public and private investment.

Louisiana will host operations to test cargo and personnel transportation capabilities to enable flights over the high seas into the Gulf of America and [energy industry](#) locations in Louisiana, Texas and Mississippi.

Other projects detailed in the announcement include those led by the transportation departments of North Carolina and Pennsylvania, as well as the City of Albuquerque.

The program was created under an "Unleashing Drone Dominance" executive order signed by President [Donald Trump](#).

"Thanks to President Trump, the future of aviation is here, and it's going to dramatically improve how people and products move," Duffy said. "Congratulations to the great American innovators behind each of these exciting pilot programs.

"Working together, we will ensure America leads the way in safely leveraging next-gen aircraft to radically redefine personal travel, regional transportation, cargo logistics, emergency medicine and so much more."

Companies named as participants in the pilot program include Archer, BETA, Electra, Joby, Wisk, Ampaire, Elroy Air, Reliable Robotics and others.

GRAND PRIX OF ARLINGTON STARTS THIS WEEKEND. THIS FUND WILL HELP COVER THE CITY'S COSTS

By James Hartley

March 11, 2026



Java House Grand Prix of Arlington track is prepped around AT&T Stadium before the event taking place March 13-15, 2026.

Arlington will use around \$5.5 million of state-funded money to pay for expenses surrounding [the Java House Grand Prix of Arlington](#) this weekend.

The event, which runs Friday through Sunday with two concerts following races, will see the city put in around \$1.2 million of its own funds to cover the cost of hosting.

The state funds will come from the Major Events Reimbursement Program Fund, a state initiative that tries to encourage major events in Texas by helping local governments fund them.

Money the city can receive is calculated based on the number of attendees expected — a letter about the fund from the governor's office to the city estimates nearly 29,000 attendees per day — and the estimated tax income from the event.

[City Manager Trey Yelverton told KERA News in October 2024](#) that the city intended to tap into state funds for hosting major events.

Preparations are already nearly complete for the IndyCar race that will take drivers around streets in the Arlington Entertainment District. They'll hit top speeds of around 200 mph on the 2.73-mile racetrack with its 14 turns.

The route will take IndyCar racers around Globe Life Field, AT&T Stadium and Choctaw Stadium.

[Friday will see racers from different series](#) of the IndyCar competition in practice and qualifying laps. The events also include races in the Toyota GR Cup and USF Pro 2000 series.

For the main event, racers will stack up at the starting line for a 12:15 p.m. start.

HOW STATE LAWS AFFECT DART AND PUBLIC TRANSPORTATION FUNDING IN NORTH TEXAS

The Dallas agency will pursue reforms through the Texas Legislature as cities face budget crunches that imperil the agency

By Lilly Kersh
March 12, 2026

As cities have reconsidered their future in [Dallas Area Rapid Transit](#) during the past several months, the debates over funding the public transit agency have laid bare the financial pressures on city governments and the options some would consider to alleviate the stress.

Nearly half of the agency's member cities sought to cut ties with DART this year. [Compromises on the agency's](#) funding, governance and service convinced several cities to stay in the system, and some reforms will now be considered in the Legislature. But three of DART's 13 member cities will still put membership to a vote in May.

When cities began to [vote on DART elections](#), it was a "perfect storm and a perfect challenge for the region," said Todd Little, executive director of the North Central Texas Council of Governments. Cities strapped for cash realized they had a way out as the region prepares to host the World Cup.

But there's more to the [North Texas transit crisis](#) than meets the eye.

Many leaders have pointed to state laws that they say have contributed to DART's peril by disincentivizing other cities from joining the agency, financially straining cities and restricting local control.

Regional leaders say the issue is all the more important as North Texas' population is expected to grow from [8 million to 12 million](#) residents by 2050. That spike will be felt on the roads, said Randy Machemehl, a professor researching transportation at the University of Texas at Austin.

"Congestion in Texas cities is growing daily," he said. "It's getting worse, and we need to do anything we can to at least somewhat reduce congestion."

It will be in Austin, the same place DART was born in 1983, where the agency now seeks its [lifeline in reform](#) through state law. Walt Humann, credited as the father of DART, said for transit to expand in the region, state leaders need to step in to help cities and incentivize supporting transportation.

"It's not going to happen unless we get the Legislature and the governor of Texas to [buy into public transit](#)," Humann said. "We need a viable alternative to urban spread, pollution and congestion on our highways."

'Turning off a light switch'

In 1983, [DART was created](#) by state law, and residents in over a dozen North Texas cities elected to be part of the new transit agency and contribute a 1% sales tax to fund it.

"There was really no competition for that one cent," said Gary Slagel, former DART board chair. "It was put aside just for transportation authorities, and that worked out well."

Starting in the late '80s and early '90s, the Legislature allowed cities to use sales tax on economic development and other projects, such as public safety or parks.

“That was like turning off a light switch,” Humann said. “After that, the Friscos weren’t going to spend money on transportation. They can spend it on building a park or a new city hall or what have you.”

[Highland Park Mayor Will Beecherl](#) wrote in a letter to the editor that the move hurt DART cities.

“The funding imbalance was fixed; non-DART cities had an economic advantage over [DART member cities](#) that they would never give up,” Beecherl wrote. “As a result, no new cities have joined DART in more than four decades.”

DART has withstood several withdrawal elections, and in 1989, two cities successfully left the agency — Coppell and Flower Mound.

“Once you get that extra sales tax, it’s really difficult to say, OK, now I’m going to ... join a transit authority,” Slagel said.

It costs more now to maintain city infrastructure, he said, and cities often resort to large bond packages.

“Cities are older, 40 years older ... than they were when DART was voted upon,” Slagel said. “Those cities now have expanded and grown and taken advantage of economic development initiatives.”

Michael Morris, transportation director of the NCTCOG, which has lent a hand to help DART’s funding crisis, is not surprised that cities that have committed a 1-cent sales tax to transportation feel a funding pinch in a state that is “not very [supportive of local control](#).”

A cap on tax increases

In 2019, the Legislature created a law that caps property tax increases without voter approval at 3.5% — the previous cap was 8%.

“[Cities and counties in our region](#) are looking for ways to enhance or receive more revenue dollars that they cannot collect on their property taxes,” Little said.

That included looking at ways to maximize sales tax — “the only meaningful flexible revenue source” left for cities with growing public safety and infrastructure needs, Beecherl wrote.

“Dedicating half of that capacity to DART significantly constrains the town’s ability to meet essential local needs for its residents,” he wrote.

Plano has felt the strain. The City Council voted last year to [raise the property tax rate](#) for the first time in 16 years, citing the need for emergency funds, economic development investments and to update infrastructure. The city also passed the [largest bond referendum](#) in its history last year to address aging infrastructure.

This strain contributes to why cities [have asked the agency](#) for a quarter of its sales tax back, a chunk of money DART is trying to replicate in a multifaceted plan to offer relief to cities.

The funding reform plan includes returning 10% of sales tax contributions to all member cities over six years with the help of the Regional Transportation Council.

“If [cities] could somehow come to the table and [negotiate a deal](#) where they could get back some of their sales tax,” Little said, “They could reap the benefit of future growth in their city.”

DART’s future in Austin

DART will [ask state lawmakers](#) to consider reforming DART’s governance structure to give more voting power to smaller cities. The agency will also ask lawmakers to establish a regional rail authority that would combine several systems and find a new source of revenue for DART, such as a vehicle registration fee.

Some [past attempts to reform](#) DART in the Legislature have failed, but transportation leaders are hopeful that returning to Austin as a unified front after coming to an agreement on solutions at home will prove successful.

“That’s what we continuously heard [from the Legislature](#) in the past session, was to solve these problems locally,” DART Chair Randall Bryant said.

Slagel is hopeful this time will be different.

“If we’re working together with our cities and with the local legislators, I think we have a better chance than we’ve had for a long time,” Slagel said.

Beecherl wrote that the agency’s structure limits DART’s ability to reinvest in a truly regional system, “leaving its [13 member cities](#) shouldering a disproportionate share of the cost.”

He said he hopes the Legislature will work to create a regional transit authority and an equitable, regionwide funding model.

Irving Mayor Rick Stopfer, who voted that his city should cancel its election to leave DART, said there’s a lot of work to be done ironing out the details before heading to Austin.

“We’re far from having an outcome,” he said. “All we’ve agreed upon is a couple points that really need to be worked on.”

The lesson, Morris said, is that constraints breed innovation.

“We need to build a better model,” he said. He’s optimistic that the Legislature can help accomplish that.

FORT WORTH APPROVES FINANCING PLAN FOR 7,200-ACRE WALSH DEVELOPMENT

By Seth Bodine
March 12, 2026

Fort Worth City Council members this week passed a financing plan and development agreement for a sprawling former ranch that could pave the way for \$65 billion worth of development.

But it's highly unlikely anyone on the council will be alive to see the full results of the ordinance. That's because the city's Tax Increment Reinvestment Zone No. 18 ends in 2107 — more than 80 years from now.

Council on March 10 unanimously passed a project and finance plan for the TIF district that represents a new frontier for the city's growth, a 7,200-acre area known as Walsh. The TIF will capture future increases in property tax value to pay for infrastructure such as regional road, water, sewer and drainage projects. The city estimates development could generate \$17 billion in incremental value.

Right now, hundreds of homes exist on the first 1,700 acres to be transformed at Walsh. Major commercial projects underway include a [new University of Texas at Arlington](#) campus, [new H-E-B grocery store](#) and a new Worthington Bank headquarters.

The TIF would generate an estimated \$890 million for improvements by the end of the term. In the near term, Walsh Development Co. is requesting \$5.5 million in reimbursements for recently finished infrastructure projects such as roads, sewer and water as part of the agreement.

According to city documents, the TIF would help push forward major regional road, water, sewer and drainage projects. It aims to:

- Activate the "2500" and "Corporate Bowl" portions of the project south of I-20 for major economic development projects.
- Push forward development within the Highland Hills portion of the project with the construction of UTA West.
- Support the "Walsh West" portion of the project surrounding H-E-B and more than 300 acres of commercial development.
- Expand access to neighboring properties surrounding Walsh.

Walsh Development Co. didn't respond to request for comment.

Fort Worth Council Member Michael Crain, who chairs the TIF board, previously said the agreement is important so infrastructure such as roads can keep up with the speed of development for the long term.

In a statement, Crain reiterated his point: the project and financing plan will help fund the public improvement that the growth in the area requires.

"This is exactly what I mean when I talk about planning ahead, running an efficient city and being good stewards of public resources as Fort Worth grows," Crain said in the statement. "Walsh is one of the largest master-planned communities in our region, and this tool helps us preserve the quality of life our residents expect while supporting responsible, job-creating development on the far west side."

NORTH TEXAS LEADERS APPROVE STUDY FOR NEW RAIL LINE FROM PLANO TO MCKINNEY

By Pablo Arauz Pena

March 12, 2026

North Texas leaders are moving forward with a study on a potential rail line from Plano to McKinney.

The Regional Transportation Council on Thursday voted to approve a study looking at the possible transit connection that would run north to south in Collin County and would be operated by Dallas Area Rapid Transit or a new regional rail authority.

“We are calling it a passenger rail study for a reason because the southern terminus of this study being in Plano, this could conceivably be an extension of DART's red line light rail,” said Dan Lamers with the North Central Texas Council of Governments. “It could also conceivably be an expansion of DART's Silver Line.”

The RTC had previously put the study on pause because of the funding conflict between DART and several of its member cities.

Lamers told the council now that Plano has decided to rescind its election to withdraw from DART, staff at NCTCOG can move forward with hiring a consultant for the study.

The study is a component of the Regional Transportation Council's [Transit 2.0 initiative](#), which envisions an efficient public transit system for all of North Texas.

Collin County Commissioner Duncan Webb said in addition to light rail and commuter rail, a bus line along the corridor should also be considered.

“I hope this study doesn't restrict it to rail,” Webb said. “I think it's got to look at bus rapid transit, because that was one of the things that was considered before as a more economical solution.”

DART CEO Nadine Lee said in a speech in Richardson on Wednesday that DART already owns the land for the potential rail line to McKinney, but said considering a rail project now comes with challenges.

“McKinney is not part of our service area, and so there are no tax dollars coming into DART from McKinney,” Lee said. “That doesn't mean that we couldn't have a future doing that, but I think there are some conversations at the regional level to look at commuter rail, how we deliver regional rail in the future and how to leverage what we have and grow the system.”

Lee added it's a matter of resources and that DART wouldn't “close the door” on the potential new rail line.

“If we haven't fixed the leaking roof, then I'm not sure we should be considering an addition to our house, and so that's the way I look at this in terms of investments,” Lee said. “I want to take care of the system we have and make sure it's working really, really well so that people will be proud of it and want to invest more in it.”

Lamers told regional leaders the study must be completed by early 2027. A timeline for the rail line's construction hasn't been proposed.

FORT WORTH REPORT

PANTHER ISLAND RECEIVES FIRST CONTRIBUTION TO NEW IMPROVEMENT DISTRICT FROM TRWD

By Scott Nishimura

March 11, 2026

The Tarrant Regional Water District made its first contribution to a new entity that will pay for improvements, services and amenities on Panther Island.

The Fort Worth City Council voted Tuesday night to accept a \$124,103 contribution from the water district that will go into the newly established [Panther Island Public Improvement District](#) No. 23. The water district, a major property owner on Panther Island, is tax-exempt but agreed to pay assessments to spur development.

The council also approved an agreement authorizing TRWD to manage the district for the current fiscal year. Typically, landowners in such a district pay additional property assessments to help cover upgrades in the area.

TRWD's contribution represents its assessment at the maximum 16.5 cents per \$100 of value of property the water district owns on the island, said Susan Alanis, the Panther Island program director for TRWD.

TRWD's first-year budget for the initial funds included \$32,003 for operations and maintenance; \$10,000 for marketing; \$50,000 for public events; \$1,840 for a city administrative fee; and \$32,260 for reserves.

The item was included on the council's consent agenda, which members approve with one vote and no discussion.

Other public entities that own property in the Panther Island area will be asked to contribute to the improvement district even though they're tax-exempt, city officials have said.

The city of Fort Worth owns property on Panther Island and will contribute to the district. Assessments would presumably decline over time as they sell property for development, Alanis said.

Officials estimate Panther Island will need about \$2.2 million worth of improvements to the 407-acre district between 2027 and 2031, according to a February city report.

City Council members will consider the public improvement district's initial budget and improvement plan later this summer.

Alanis said project costs and the budget will match.

"We made the project costs (budget) based on the resources we have," Alanis said. "We wouldn't spend any more than we have coming in."

It's not clear yet what kinds of public events TRWD plans in fiscal 2026, Alanis said.

"It wouldn't surprise me if a lot of it fell to fund balance," she said.

[Texas law allows](#) such districts, which are typically in place for a number of years to cover costs of improvements and maintenance in a specified area. They are often renewed.

The city will administer the district, and TRWD will manage revenue. As the district grows and development ensues, an organization like [Downtown Fort Worth Inc.](#) will form to take on management, officials have said.

There are three extra assessment levels under the public improvement district.

The first is 2 cents per \$100 of assessed property value, which will be imposed until the TRWD board authorizes the construction contract. Construction would begin this summer or fall.

However, no assessments would occur under the 2-cent rate, officials have said.

The next level is 5 cents per \$100 of valuation, which would be imposed until the area has \$50 million in new private improvements. Currently, the proposed district has a zero value of private improvements.

The third level is 16.5 cents per \$100 of valuation. That would kick in after that \$50 million threshold is reached.

The TRWD board committed in November to pay the maximum assessment starting this year. Other Panther Island-area property owners' assessments begin in 2027.

TRWD is expected to authorize a contract this spring to begin construction on the east-west canal that will serve as an urban waterfront in the district.

TRWD is [negotiating with an Austin mixed-use developer](#) that owns property in the district for a major development.

PLANS MOVE FORWARD FOR FORT WORTH'S HERITAGE AND PADDOCK PARKS

By Harrison Mantas
March 13, 2026

The redevelopment of Heritage and Paddock Parks is a step closer to becoming a reality.

The North Texas Council of Government's Regional Transportation Council authorized spending \$8 million on the project, which in turn makes it eligible to have its architectural plans reviewed by the Texas Department of Transportation.

The project will also get \$2 million in matching funds from the city of Fort Worth.

The combined \$10 million will go toward creating a pedestrian ramp that will connect Paddock Park on the north side of the Tarrant County Courthouse down to Heritage Park on the banks of the Trinity River.

"The RTC just fired the starter pistol on this project, and now we're off to the races," said Andy Taft, president of Downtown Fort Worth Inc.

While the conceptual designs for the project are already finished, TxDOT needs to review the architectural and engineering plans.

"We're literally talking nuts and bolts," Taft said.

There's no date for when TxDOT will complete its plan review, but the move by the Regional Transportational Council put that's review in motion, he said.

"This is a perfect example of leveraging public-private partnerships," said Fort Worth City Council member Elizabeth Beck in a text message to the Star-Telegram. Her district includes downtown where the project will be built.

The project has [received support from the Amon Carter Foundation](#), Bell Helicopter, BNSF and Alcon.

The \$10 million combined with money raised by nonprofit Downtown Fort Worth Inc., the city of Fort Worth and private donors will all contribute towards the goal of the \$50 million needed to complete the redevelopment, Beck said, adding she was happy to deliver for her district.

Taft credited Beck, Mayor Mattie Parker and Tarrant County as being stalwart supporters of the project.

"We still have a road to travel, but that's great company to keep on a voyage like this," he said.

RTC APPROVES FUNDING FOR SEVERAL NORTH TEXAS IMPROVEMENT PROJECTS AT MONTHLY MEETING

Fort Worth's Heritage Park will receive ADA-compliant ramps

By Hedija Spahalic
March 12, 2026



Regional Transportation Council chair Rick Bailey (center left) and Michael Morris (center right), director of transportation for the North Central Texas Council of Governments and staff director to the Regional Transportation Council, lead as the Regional Transportation Council meet at NCTCOG's Transportation Council Room on Thursday, March 12, 2026, in Arlington. Juan Figueroa / Staff Photographer

The Regional Transportation Council approved funding for several ongoing improvement projects across North Texas on Thursday afternoon.

The Texas Department of Transportation requested \$45 million from the Regional Toll Revenue program to fund construction on the North Tarrant Express at northbound Interstate Highway 35 West to State Highway 121 frontage roads.

Reconstruction of the Sylvania Avenue Bridge over SH 121 will also occur. The project was approved under the RTC's consent agenda, along with the Lyndon B. Johnson East request for \$10 million in RTR funds.

Funds for the Fort Worth Heritage Park pedestrian project were approved. The city of Fort Worth provided \$2 million in local funding and requested \$8 million in Congestion Mitigation and Air Quality Improvement Program funding from the RTC. The funds will be used to better

connect downtown Fort Worth to the Trinity Trails, and includes the addition of ADA-compliant ramps to “fill the existing pedestrian gap”.

The council also heard recommendations regarding several other ongoing projects. TxDOT’s Electric Vehicle Infrastructure Plan began in 2024 but was paused in early 2025 due to a federal funding freeze on the national program. It later resumed in August, and in January 2026, TxDOT received certification from the Federal Highway Administration that Texas highways in the designated fuel corridors are “fully built out”. This certification completed phase one of the plan, allowing TxDOT to move into phase two.

BEHIND THE PLAN TO SAVE DART – HOW THE TRANSIT AGENCY REVERSED ITS FATE IN 120 DAYS

By Lilly Kersh
March 14, 2026



DART Board Chair Randall Bryant listens to a speaker during a DART board of directors meeting, Tuesday, Jan. 13, 2026, in Dallas. Elías Valverde II / Staff Photographer

Randall Bryant had been chair of Dallas Area Rapid Transit for less than a day when suburban cities started calling. [They wanted out.](#)

The night before, [Walt Humann](#), widely regarded as the father of DART, had sworn in the 38-year-old, who wore his signature custom-made bowtie. Bryant pledged to tackle simmering concerns over [governance and funding](#).

He had no idea those disputes were about to boil over.

City leaders told him they were considering [exit elections](#) that could fracture the region's transit system. Bryant didn't even have some of their phone numbers saved yet.

Suddenly, the youngest board chair in [the agency's history](#) had roughly 120 days to stop a political revolt before cities locked in ballots asking voters whether to abandon DART altogether.

"My biggest goal was to ensure that DART presented something to the cities that was a reasonable offer," Bryant said.

The [stakes were enormous](#). If multiple cities pulled out, it could gut DART's funding and threaten rail and bus service across North Texas. For frustrated suburbs, it was leverage in a long-running fight over whether the system is controlled too much by and spends too much in Dallas — and too little back home.

What followed was a frantic stretch of negotiations. Bryant and other [leaders scrambled](#) to assemble governance changes and financial concessions.

By late February, half of [the six cities](#) that called exit elections had backed down.

The fight exposed [how fragile](#) the 40-year-old transit partnership had become and how quickly it could splinter in one of the nation's fastest-growing regions.

Todd Little, executive director of the North Central Texas Council of Governments, a regional planning group, said Bryant's efforts helped keep the system intact.

"It has not only saved DART, it has saved regional transportation," Little said.

The man behind the plan

Bryant comes from politics. His grandmother, [Kathy Nealy](#), served in the administration of President Bill Clinton on his advance team and [built a long career](#) as a political consultant.

Growing up in Hamilton Park, a historically Black neighborhood in North Dallas, Bryant knocked on doors at age 7 on behalf of Ron Kirk's campaign, helping elect Dallas' first Black mayor.

By 10, he was [taking the Red Line](#) from Park Lane to Oak Cliff to visit his grandmother and watch campaigns up close.

Today, Bryant runs his own government affairs, public relations and political consulting firm. His appointment to DART marks the fifth board or commission on which he has represented the city of Dallas, beginning in his 20s on the South Dallas/Fair Park Trust Fund Board.

He previously served as chair of the Dallas Black Chamber of Commerce, on the board of the North Texas Commission and on the governing board of the Texas Democratic Party. He's been on the DART board for about two years.

He's used to learning on the job and has no extensive background in transportation policy. His role, he said, is representing the public beyond the boardroom.

"My viewpoint is always to represent the voices of the people who don't even know the room exists," he said.

He feels the effects of his decisions up close. His father, who is mostly blind, relies on DART paratransit services as his primary transportation.

How the plan came to be

In February, Bryant presented a funding reform plan that combined multiple efforts to alleviate DART's strain on city pocketbooks. Plano leaders had called the proposal "[meaningful](#)," the first clear sign since November that negotiations might succeed.

Cities pay a 1-cent sales tax to DART, which amounts to more than \$100 million annually for Plano and Irving.

The funding reform proposal would [return 10% of the sales tax](#) cities contribute to DART for their own transportation projects over six years. The Regional Transportation Council, the transportation policy body of the North Central Texas Council of Governments, agreed to pitch in \$75 million to help DART give cities a portion of their taxes back.

Michael Morris, director of transportation for the North Central Texas Council of Governments, said agreeing to financially support DART over several years was one of the best days in the council's history.

Morris said his goal in giving a hand was to help create a transit institution for 2050, when [12 million people are projected](#) to call North Texas home, which includes four to five counties — not just a handful of cities.

“Imagine how hard a task that would be if you had to [now start without Plano](#), without Irving, without Farmers Branch,” he said.

While leaders approved refunding some sales tax back to cities, DART board member Enrique MacGregor voted against the terms.

“[It's harmful to DART](#),” MacGregor said. He said the amount of refunded sales tax was not meaningful enough for cities' transit needs. Other critics said the compromise was rushed or lacked adequate public input.

Bryant's plan included establishing a regional rail authority combining multiple systems and identifying a new revenue source for DART, such as a vehicle registration fee. Both ideas would require legislative approval.

Reform went beyond funding.

[Cities demanded](#) changes to DART's governance structure, which gives Dallas the most influence on the 15-member board. The effort gained traction when Dallas agreed to relinquish some of its power.

“Nobody was going to join an agency that they didn't have a say in,” Irving Mayor Rick Stopfer said. “The governance model was a huge win.”

Down to the wire

Developing a plan took months of near-constant meetings, Bryant said. With the North Texas Commission, a public-private regional advocacy body, and the North Central Texas Council of Governments as mediator, city and DART leaders spent months [hashing out](#) a regional solution.

The toughest part, Bryant said, was crafting a deal that worked for all of [DART's 13 member cities](#), not just the ones threatening to leave. Cities were often focused on what was in it for them.

“Not that that's a bad approach, but that's a hard approach to accomplish for 13 cities and a transit agency,” he said.

Bryant said he was available for DART every day, “by choice or force,” attending [dozens of meetings](#). He arrived in his bowtie, ready to negotiate and build relationships with cities that had grown skeptical of the agency.



The Regional Transportation Council held a well-attended meeting after a workshop to discuss the future of DART in Arlington on Thursday, Feb. 12, 2026. Stewart F. House / Special Contributor

Humann said Bryant was “ever-present” throughout the negotiations and praised regional leaders, including city mayors, Morris and DART CEO Nadine Lee, for helping reach a deal.

Stopfer said he never believed DART was in danger of disappearing. Trains and buses would have continued operating if cities withdrew, he said, though not within those cities’ boundaries.

“I get a little frustrated when people say the agency was in trouble,” he said. “The agency was always going to be there.”

Still, the stakes were significant. If all six cities left, DART would lose nearly half its members and roughly a third of its sales tax revenue.

Cities voting to exit would also lose DART service almost immediately, forcing station closures, route cuts and major disruptions across the regional network.

On Feb. 23, [Plano became](#) the first city to cancel its election, followed by Farmers Branch the next day and [Irving on Feb. 26](#).

All three cited Bryant’s reform proposal and the new governance agreement as key reasons for reversing course.

[Addison](#) and [the Park Cities](#) are continuing with their May votes, but it was Plano and Irving, representing about 1.1 million residents, that posed the largest threat to DART’s future.

Bryant said he does not view cities that [kept their elections](#) as failures or those that canceled them as victories.

“I don’t fault cities for placing the items for their voters to vote on,” he said.

Ahead of the May 2 election, DART is hosting community meetings and a March 24 hearing on how successful withdrawal elections could change service across the region.

Bryant has attended some. He has a responsibility, he said, to share the agency's value and how North Texans would feel the cuts.

What's next?

DART and [its member cities](#) now face the challenge of persuading state lawmakers to approve proposals on governance, a regional rail authority and new revenue stream. In the past, Bryant said, legislators told regional leaders to resolve their disputes locally before seeking help in Austin.

"The hard work is over, and the real work now begins," Bryant said.

Morris is optimistic. "If you can speak with one voice, there's a lot of things the Legislature will do for you," he said.

Bryant also is focused on improving safety, adopting new technologies, [reducing stigmas](#) about transit, preparing for the World Cup and attracting new cities to join DART, which has not happened since the 1980s.

As for his own career, Bryant said he's not looking beyond the work in front of him.

"I don't have a plan," Bryant said. "DART was not my plan. I'm wholly dedicated to where I am right now and accomplishing the things that I set out."

I-35 FRONTAGE ROADS, PLANO BRIDGE REPAIRS: SEE UPDATES ON 5 ROAD PROJECTS IN DFW

By Heather McCullough

March 16, 2026

The I-35W project is not set to start the bidding process for construction until December 2027, with a construction company to be selected in September 2028. (Connor Pittman/Community Impact)

Stay informed on road projects happening around Dallas-Fort Worth, including highway projects in Denton County and construction on Eldorado Parkway in McKinney.

Collin County

1. [Plano bridge repairs](#)

Project: Repairs to 29 bridges in Plano will address the surface of the bridges, including the deck and railings, as well as possible damage to structures underneath the bridges from wear and erosion.

Update: Work on the first bridge to be repaired, Custer Road at Spring Creek, began March 2.

- **Timeline:** work anticipated to be completed by spring 2027
- **Cost:** \$4.2 million
- **Funding source:** city of Plano

2. Eldorado Parkway and Virginia Parkway rehabilitation

Project: Work includes the reconstruction of failing concrete panels and broken curbs along Eldorado Parkway between Ridge Road and US 75, and Virginia Parkway between Stonebridge Drive and US 75.

Update: Work continues on Eldorado Parkway in [McKinney](#). Construction crews are beginning work on the last remaining section of Eldorado Parkway between Country Club Drive and US 75. Construction on Eldorado is expected to finish this spring before crews move to Virginia Parkway.

- **Timeline:** June 2025-late 2026
- **Cost:** \$10.3 million
- **Funding source:** city of McKinney

Dallas County

3. Belt Line Road improvements

Project: Work includes drainage, utility and pavement improvements at Belt Line Road and pavement improvements along Cottonwood Drive in [Richardson](#).

Update: Culvert installation at Belt Line and along Cottonwood is complete. Paving on Cottonwood is currently ongoing.

- **Timeline:** fall 2024-winter 2026
- **Cost:** \$4.7 million
- **Funding source:** city of Richardson

Denton County

4. I-35W frontage roads expansion

Project: The work includes constructing frontage roads on I-35W from 0.7 miles south of FM 407 to FM 2449, according to Texas Department of Transportation [documents](#).

Update: TxDOT is working to acquire right of way for the project, move utilities and finalize design plans. The project is planned to go out to bid for construction in December 2027.

- **Timeline:** TBD
- **Cost:** \$260.7 million
- **Funding source:** TxDOT

5. I-35E and Mayhill Road

Project: Crews started work in [Denton](#) on I-35E from Loop 288 to Pockrus Page Road in January. Work includes rebuilding the interchange at Mayhill Road and I-35E.

Update: Crews are currently installing drainage, and traffic will be redirected to a detour route on the frontage road while drainage is installed.

- **Timeline:** January 2025-June 2029
- **Cost:** \$139 million
- **Funding sources:** TxDOT, North Central Texas Council of Governments

INDYCAR FANS REVEL IN SUCCESS OF GRAND PRIX IN ARLINGTON

By Chris Moss, Bianca Rodriguez-Mora
March 16, 2026



Andretti Global driver Kyle Kirkwood jumps into his team arms after winning the Java House Grand Prix of Arlington on March 15. Christine Vo/Fort Worth Report

Martin Salisbury was covered head to toe in a checkered-flag pattern, eager to get to the stands at what would be his 11th IndyCar race.

Accompanied by his wife, who wore a matching checkered outfit, the 65-year-old super fan sat in a wheelchair as he was pushed closer and closer to the track.

The Dallas native attended 10 races at Texas Motor Speedway before the annual event — previously held at that Fort Worth track — was canceled in 2023. When he heard about the Arlington street race, he bought tickets immediately.

“I’m impressed with all they’ve done here,” Salisbury said as he looked toward a barricaded Stadium Drive. “Unfortunately, I’m not going to get through all of (the track), but I think it’ll be great for years. We’ll be here, if I can.”

Thousands of fans watched as drivers sped past sold-out grandstands in the Entertainment District during the final race of the inaugural Java House Grand Prix of Arlington on a warm, blustery Sunday. The wind gusts reached a peak between 40 and 50 miles per hour according

to [the National Weather Service](#), leading to an earlier start time for the race and the cancellation of a post-event concert.

The 2.73-mile street track that weaved through the heart of the city served as the course for a series of four different races over the weekend, as IndyCar's return to North Texas brought in old and new fans.

Carlos Gonzalez and his family gathered on a viewing platform, in sight of the track's speed trap turn. They wore matching Arrow McLaren team driver Pato O'Ward jerseys, and one of them also sported a luchador mask.

The family traveled from Guadalajara, Mexico, to support O'Ward who was born in that country.

"Having the opportunity to be at the first street race in Texas, it's a historical thing," Gonzalez said. "It's a totally different experience from other races that I've been to. I've been in NASCAR, Formula 1 and IndyCar, and I can tell that this is one of the most exciting ones."

Moises Reyes and Brisa Delgado made the trip to Arlington from Royce City. Both are avid Arrow McLaren fans and showed up on Friday with plans to stay through the weekend and support their team.

The duo frequently attends racing events, including NASCAR and Motocross. The race was the first IndyCar event for the two.

"It makes you get the chills, makes your hair stand up," Reyes said about experiencing IndyCar in person for the first time.

Reyes said the track needed a bit of work, particularly given how bumpy some of the street surfaces appeared to be.

"But overall, I think it's a good start," Reyes said while waiting for the race to begin near the speed trap. "Next year, if they bring it back here, I think it'd be good."

Delgado, who rides bikes, said she loved the track outline and the straightaways down Randol Mill Road, Stadium Drive and Cowboys Way.

"Though the road is bumpy, I think it's great," Delgado said.

The second-place driver, Chip Ganassi Racing team driver Alex Palou, said the race and the way the track was built had exceeded his expectations by "10 times" despite the bumps.

"There are bumps you could avoid having, and there's always small stuff that you can improve year by year," Palou said. "But this is by far the best street push race that I've been a part of."

As drivers passed the checkered flag, Andretti Global team driver Kyle Kirkwood secured the win.

Kirkwood drove into the pit track, a crowd circling him. He jumped out of his car and into an embrace with Scott "Skid" Marks, the team's chief mechanic.

Palou and third-place winner Will Power, of the Andretti Global team, were the first drivers introduced on the podium. Kirkwood was introduced last as the crowd cheered. Red, white and blue star-shaped confetti shot into the air as each racer held up their trophies and sprayed the crowd with champagne.



Chip Ganassi Racing driver Alex Palou, left, Andretti Global driver Kyle Kirkwood, center, and Andretti Global driver Will Power raise their trophies after the Java House Grand Prix of Arlington on March 15. Christine Vo/Fort Worth Report

Emiliano Hernandez, an O'Ward fan from Mexico City said, despite his team not winning, he enjoyed the experience that the race had to offer.

"For the first Arlington Grand Prix, everything was on point," Hernandez said. "You really can see the traffic lights and everything that they had to cover up. It was great to know that tomorrow someone's gonna drive here with their car."

As fans filtered out of the venue, Power said the race and its corresponding festivities set "a new standard."

"Every stand was full, like when you drive around, every area is totally, totally full," Power said. "The track looked amazing, it just looked like a big event. This is setting a new standard of what our events should look like."

TEXAS WESLEYAN WANTS TO CONNECT 2 MAJOR EASTSIDE ROADS AS STADIUM CONSTRUCTION IS UNDERWAY

By Eric Garcia
March 15, 2026



Intersection of East Rosedale and Collard streets by Texas Wesleyan University. (Mica Magday for the Fort Worth Report)

Texas Wesleyan University — the anchor of Fort Worth’s Polytechnic Heights neighborhood — is studying ways to improve its connectivity to two major eastside streets as the campus grows.

The school’s plan for Collard Street — which runs from the north end of the campus to the east — is advancing after the Regional Transportation Council approved \$150,000 on March 12 to review existing street conditions and develop a preliminary funding strategy for road improvements.

Students will help develop surveys, conduct corridor audits and make branding and marketing materials. That study is expected to be complete by December.

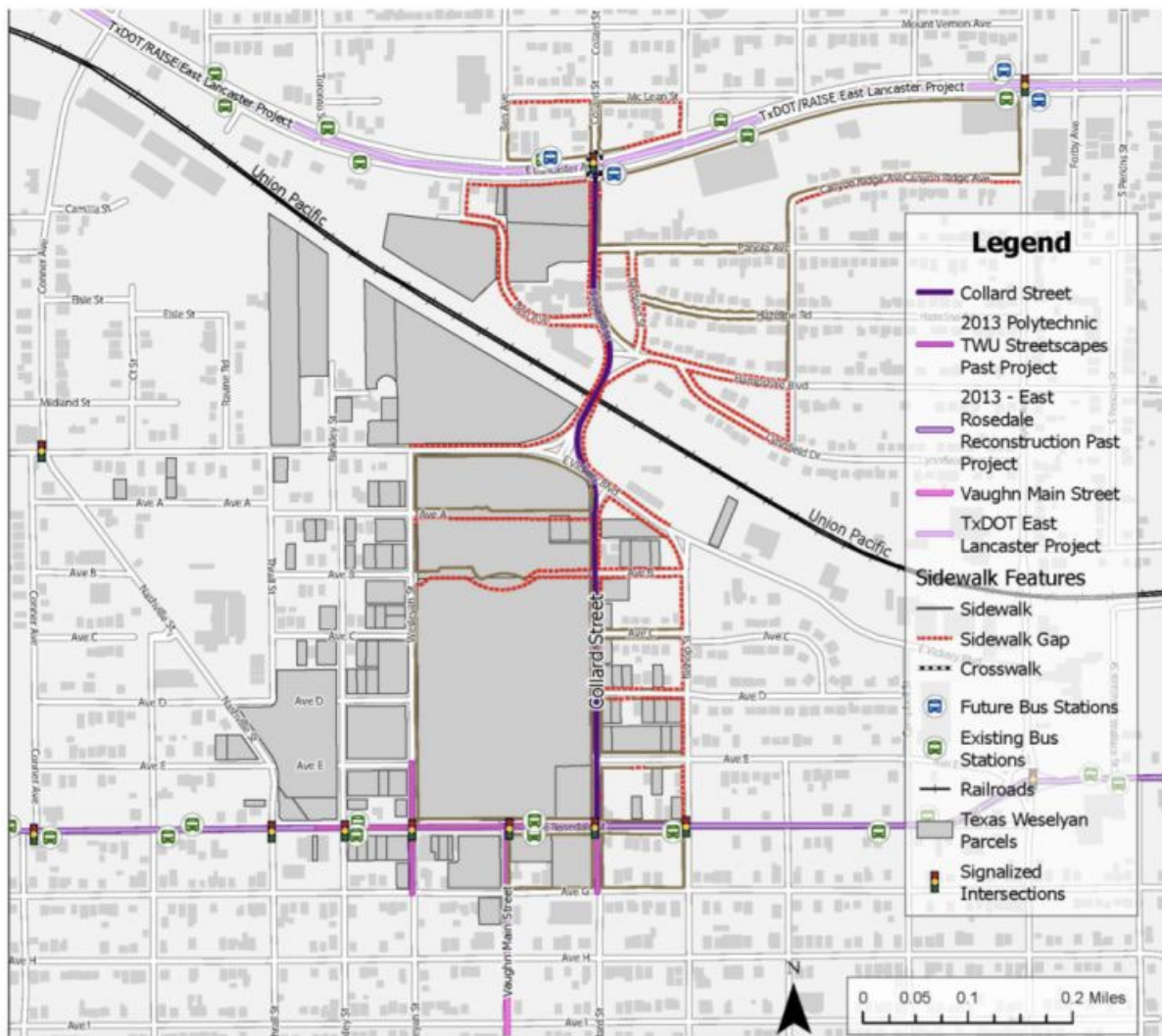
University officials will review safety conditions, potential streetscape projects and transportation improvements to better connect Collard to East Lancaster Avenue to East Rosedale Street, officials said. The work will build upon \$250 million in funding from the transportation council for Rosedale improvements over the past two decades.

University spokesperson Karen Cantrell said implementing a plan of action will revitalize Rosedale and surrounding areas near the campus by getting a better understanding of economic, social and physical dynamics in the area. Texas Wesleyan is also involved in [Main Street America beautification efforts](#) on nearby Vaughn Boulevard.

“Its purpose is to identify opportunities for revitalization, development, placemaking and community engagement while ensuring future growth reflects the priorities of residents, businesses and local partners,” she said. “Texas Wesleyan University’s presence along the corridor brings important momentum to these efforts, as our university is the economic development anchor in this area.”

Dwala Chandler, manager of the Poly Main Street program, is heading the road project as well.

University officials are studying improvements along Collard Street to provide a vital north-south connection between East Rosedale and East Lancaster as the school seeks to become a hub of activity and economic development.



Texas Wesleyan University is planning upgrades to Collard Street to improve connectivity between East Rosedale Street and East Lancaster Avenue. (Courtesy | North Central Texas Council of Governments)

Both streets have received millions in funding for improvements, including \$182 million for upgrades to Lancaster Avenue. Bus stops on Lancaster are currently located near Collard while others are located in front of the school on Rosedale.

The project would integrate the school's Vaughn Boulevard work as well.

After the initial work is done, North Central Texas Council of Governments staff will work with an engineer to conduct a feasibility analysis and develop conceptual designs for Collard Street by December 2027. The agency would then develop a funding strategy for the corridor by December 2028.

"Through this collaboration, Texas Wesleyan continues to play a key role as a community partner and anchor institution in east Fort Worth, working alongside neighborhood leaders to strengthen economic opportunity and neighborhood vitality," Cantrell said.

The work will be impactful as the university celebrates its 135th anniversary. Enrollment at the campus is up 8% since last spring.

"Working to revitalize and strengthen the area will provide opportunities for more businesses to come and serve the area, our students, faculty and staff," Cantrell said.

The road project will aid in mobility since university officials expect more people to visit the campus as the school seeks to advance its football program to NCAA Division II.

Texas Wesleyan is building Karen Cramer Stadium near Rosedale and Binkley Street. It's expected to open in 2027.

Events at the stadium are expected to attract a significant number of the school's 27,000 alumni who live within 50 miles of the campus.

"We are in the process of creating a game-day fan experience with our newly opened Moritz Fieldhouse, Lou Baker Martin Alumni House, Karen Cramer Stadium all tied together," Cantrell said.

Since 2020, Texas Wesleyan has invested more than \$37 million to support its athletic programs and facilities.

The university, which has about 835 employees, has a total regional economic impact of \$244 million, a 64% increase since 2023, officials said.

EARTHx2026 DALLAS – LEADERS UNITE FOR ENERGY AND CLIMATE ACTION

By Chanel Young

March 17, 2026

[Earthx2026](#), a three-day congress focused on energy innovation and climate resilience, will take place in Dallas from April 20-22. The event will bring together state leaders, scientists and investors to discuss sustainable infrastructure and the future of energy in Texas.

The conference aims to explore practical solutions for environmental and economic challenges through a series of panels and research-driven initiatives. Texas is positioned as a central figure in these global conversations as the state navigates rising energy demands and a transition in its power grid.

Several local leaders are scheduled to participate in the programming. These include Susan Alvarez, director of environment and development for the North Central Texas Council of Governments and Meghna Tare, chief sustainability officer at the University of Texas at Arlington. Other speakers include Monica Paul, executive director of the Dallas Sports Commission; Sarah Ziomek, senior manager of enterprise sustainability programs management at Dallas Fort Worth International Airport; and Nick Otte, vice president of stadium operations at Austin FC.

A research-driven initiative titled EarthxEnergy: Texas & the Next Nuclear Era will examine how the state's energy leadership can inform the next phase of nuclear deployment. The program will convene scientists, investors and policymakers to discuss modernizing the grid and streamlining permitting processes. Participants will also address rising energy demands resulting from artificial intelligence and other new technologies.

The Environmental & Natural Resources Law Section of the State Bar of Texas will organize the Texas Symposium on Climate and Energy Transition. This program brings together legal, corporate and financial leaders to study the regulatory frameworks that shape energy transition projects throughout the state.

Regional environmental priorities will be the focus of North Texas Day. This portion of the event allows government agencies, policymakers and local organizations to assess progress and strengthen partnerships. Additionally, the City of Dallas Office of Environmental Quality & Sustainability will host the Ninth Annual North Texas Climate Symposium. This year's theme, Climate Resilience, focuses on how environmental solutions affect Dallas businesses, quality of life and community stability.

Earthx2026 is scheduled to take place from April 20-22 in Dallas. The event will include the various symposiums and panels focused on the state's energy transition.

FORT WORTH'S HERITAGE PARK GETS \$8M FOR PEDESTRIAN PROJECT

The city already contributed \$2 million

By Hedija Spahalic
March 13, 2026



Rendering by Downtown Fort Worth, Inc.

Fort Worth's Heritage Park received \$8 million Thursday from the Regional Transportation Council to fund pedestrian improvements.

The funds will help pay for the second phase of a project making the park more pedestrian friendly. That phase includes a 1,236-foot pedestrian path connecting downtown Fort Worth with the Trinity Trails. The canopy walk will be designed with an emphasis on accessibility for everyone.

"It really fills this connectivity gap for accessibility that we have in this part of the region to get down to these amenities that the [council] has invested in before the Trinity Trails," said Karla Windsor, a senior program manager.

The City of Fort Worth already contributed \$2 million to the project.

Phase one began in August of 2020. The Regional Transportation Council approved funding for the first phase, which included intersection and road alignment safety requirements around the

Tarrant County Courthouse. The project is currently 60% designed and is expected to be at 90% by early fall, Windsor said. Construction is expected to begin next year, with the project concluding in 2029.

“We’re working as hard as we can to shorten the timeline, but a lot of it has to do with governmental approvals,” said Andy Taft, president of Downtown Fort Worth Inc.

Windsor said the project prioritizes meeting standards set by the Americans with Disabilities Act when creating long-range transportation plans.

The proposed path in Heritage Park has a nearly 80-foot grade change from the street down to the Trinity Trails. The path would include an ADA-compliant ramp, which would be accessible for cyclists as well. A few different paths exist to get down to grade level but none are ADA-compliant or cyclist-friendly.

“Everything from the courthouse to the canopy walk needs to be brought up to ADA code,” Taft said.

WFAA

NORTH TEXAS EMERGES AS TESTING HUB FOR GROUNDBREAKING TRANSPORTATION TECHNOLOGY

By Janel Forte
March 18, 2026

Across North Texas, the future of transportation isn't something far off on the horizon. It's already showing up on city streets, highways and even in the skies.

Driverless robotaxis from companies like Waymo, with more expected from Uber and others, are beginning to navigate local roads. On major freight corridors, autonomous trucks operated by companies such as Kodiak and Aurora are hauling goods across Texas. In some neighborhoods, drone deliveries are dropping packages directly to customers.

Taken together, the region is quietly becoming one of the country's most active testing grounds for emerging transportation technology.

"For companies testing what comes next, this region has become the place to do it," said Natalie Bettger, a senior program manager with the Regional Transportation Council of North Central Texas Council of Governments (NCTCOG).

Bettger said the appeal starts with geography. North Texas sits at the center of major national freight routes, making it a natural hub for moving goods.

"We're centrally located on major routes, so freight carriers can use this region as a hub," she said.

But location is only part of the equation. State policies designed to support innovation have helped attract companies eager to test new technology in real-world conditions.

"The state has put in place some regulations that really allow it to work well in Texas," Bettger said.

And then there's the weather.

"For the most part we have a pretty decent climate," she added, noting that consistent conditions allow companies to test systems more reliably.

Now, the next phase of that experimentation is moving beyond roads and into the air.

Federal aviation officials recently announced Dallas will be part of eight pilot programs nationwide aimed at integrating a new generation of aircraft — including electric vertical takeoff and landing vehicles, often referred to as air taxis into everyday transportation systems.

"We're talking about everything from an air taxi, from one city to another, to rural cargo deliveries," said FAA Deputy Administrator Chris Rocheleau. "Bringing people out to oil rigs and the like."

The pilot programs are designed to test not just the aircraft themselves, but the broader system needed to support them.

“Texas was particularly compelling because we were looking for the opportunity to test this ecosystem; moving people, moving cargo, multiple cities, partnerships with airports and infrastructure,” Rocheleau said.

For regional planners, the potential goes beyond novelty. Air taxis and similar technologies could help address gaps in existing transportation systems.

“It’s very exciting as we think about air taxis and how they can complement the ground transportation system within our region and maybe fill gaps that we have,” Bettger said.

In a region already defined by growth and movement, those gaps and how to close them are now part of a larger experiment.

The future of transportation is top of mind.

And in North Texas, it’s already being put to the test.

TRANSIT OFFICIALS EXPLORE RAIL LINK BETWEEN PLANO, MCKINNEY

By Jack Hintze
March 17, 2026

Transportation leaders in the Dallas-Fort Worth Metroplex approved a study March 12 that could lead to a new rail connection between Plano and McKinney.

The Regional Transportation Council (RTC) operates under the North Central Texas Council of Governments ([NCTCOG](#)), and the study is part of its [Transit 2.0 initiative](#), which aims to create a more efficient public transit system across North Texas.

The proposed connection would run north-south in Collin County and would be operated by [Dallas Area Rapid Transit](#) or a new regional rail organization.

Following the positive results of a 2021 [Collin County Transit Study](#), the RTC funded a study on the McKinney Passenger Rail Corridor to serve as an extension of the DART rail system. Currently, McKinney is not a DART member city and does not offer train or bus services.

After the completion of the Transit 2.0 study, RTC staff began hiring consultants for the McKinney Passenger Rail Corridor Study. The effort was paused in November 2025 after NCTCOG tabled the project.

As the RTC Transit Vision Subcommittee continues exploring a regionwide authority to manage rail transit and cities are [choosing to remain with DART](#), NCTCOG documents state the obstacles that once slowed progress on this corridor are beginning to fade.

NCTCOG Senior Program Manager Dan Lamers said transportation staff identified areas between McKinney and Plano as “the two most promising new rail corridors within the region.” Following solutions for cities considering potential withdrawals from DART, he said “now is the time” to move forward with the Plano to McKinney study and begin searching for a regional transit partner.

“We are calling it a passenger rail study for a reason because with the southern terminus of this study being in Plano, this could conceivably be an extension of DART’s Red Line light rail,” Lamers said. “It could also conceivably be an expansion of DART’s Silver Line. We will be looking at both of those options as part of this study.”

NCTCOG Director of Transportation Michael Morris said “everything has to be considered” in this study, as other board members had previously discussed bus rapid transit options to link McKinney and Plano.

“I’m not saying we’re not going to spend time looking at light rail, but I don’t think we’re going to spend a lot of time on light rail,” Morris said. “Bus rapid transit will be looked at. When you start looking at the mechanics of it and the larger picture ... I think the outcome will be regional rail versus bus or light rail.”

Morris said the council hopes to determine whether the potential connection between McKinney and Plano should be light rail, commuter rail or bus service within the next 60 days.

NCTCOG board documents state the study will begin with help from the project advisory committee this summer. Lamers said the funding for the study expires “in early 2027, so we want to try to get this underway as quickly as possible.”

“We do believe this will take somewhere around a 12-month time frame to get this study done, so we would like to get it started now,” Lamers said.

A 3-YEAR, \$142M HIGHWAY CONSTRUCTION PROJECT STARTS SOON NEAR DOWNTOWN FORT WORTH. HERE'S WHAT TO KNOW

By Eric Garcia
March 18, 2026

A new three-year highway improvement project could soon cause headaches for thousands of motorists driving near downtown Fort Worth.

Work is expected to begin later this year for the \$142 million North Tarrant Express road project that will replace the 63-year-old Sylvania Avenue bridge over Airport Freeway and reconstruct nearby frontage roads of Interstate 35 West.

The project moves forward after the Regional Transportation Council on March 12 approved spending \$45 million in regional toll revenue from Fort Worth-area motorists as a local contribution. Texas Department of Transportation officials plan to spend about \$97 million on the project, using funds held in escrow for the North Tarrant Express.

The project is needed since more than 165,000 vehicles travel on I-35W every day near downtown Fort Worth, TxDOT officials said.

The Sylvania Avenue bridge — built in 1963 — has been damaged by vehicles many times, officials said.

“The existing bridge structure has been hit numerous times due to the low vertical clearance (13.5 feet), and reconstruction will raise the vertical clearance, increasing safety

and reducing congestion delays at the underpass,” officials wrote in a transportation council summary.

The North Tarrant Express project will include utility relocations as well as entrance and exit ramp reconfigurations along Airport Freeway, also known as State Highway 121. In addition to replacing the Sylvania bridge, officials will construct a continuous eastbound frontage road that includes a new bridge over the Trinity River, officials said.

“Construction is anticipated to begin before the end of the year and is expected to last approximately three years overall,” Shawna Russell Jones, a TxDOT spokesperson, said via email.

Jones said the Sylvania bridge component — requiring full demolition and reconstruction — is projected to take about 18 months.

The construction won't occur during 2026 FIFA World Cup activities in June and July. Two North Texas facilities — Mansfield Stadium and FC Dallas Stadium in Frisco — are official team base camp training sites for the games, which are occurring in Arlington.

“Utility relocation for the project could potentially begin as early as late summer but would not impact FIFA,” Jones said.

Since 2013, TxDOT has spent billions to improve I-35W in phases, including adding toll TEXpress lanes, auxiliary lanes and some frontage roads.

KVUE ABC

TXDOT TASKED WITH MAKING AIR TAXIS A REALITY; AGENCY IS CONFIDENT IT CAN MAKE IT HAPPEN

By Daniel Gomez

March 19, 2026

The sky is the limit for innovative ways to get around Central Texas.

The U.S. Department of Transportation chose eight states, including Texas, to help figure out how to make "air taxis" a reality.

"Here it is," Weston Rhoden said, as he and family stopped by The Long Center in Downtown Austin to watch people fly LIFT aircrafts. "It'd be weird to see like, hundreds of these all around the skyline."

The 14-year-old and his family could not help but to stop and look at the future for themselves.

The single-seat aircrafts that LIFT lets people test run give an idea of what could become of future daily travel for Texans – and the Texas Department of Transportation (TxDOT) has created a coalition to make it happen.

"The future is going to be 90 days after we get the green light from the FAA," Sergio Roman said.

Roman works for the Aviation Division of TxDOT and is collecting data to help the federal government come up with guidelines to make air taxis safe and reliable one day.

"We have the space, and we have the conditions to answer the questions about pretty much everything that they're looking for," Roman said.

For now, the coalition is putting its own money and resources into the project. That includes providing sensors, electric chargers and possible prototypes for what an air taxi could look like. Roman said it could very well hold multiple people aside from just the driver of the air taxi.

The Austin region also brings a key factor for the infrastructure needed to allow for air taxi travel.

"There's plenty of general aviation airports here, and then other ones that connect into the Hill Country," Roman said.

Roman said he envisions stops where these air taxis can take off and land from having ports that can accommodate multiple aircrafts, and the way TxDOT wants the vessels to be designed could mean not adding much to the noise pollution that already exists from roadways and major city metros.

"You'll have goods and passengers loaded onto these aircrafts quietly departing because these are electric aircrafts," Roman said.

The planning going into this will also account for rural communities. Roman believes that air taxis can help with getting resources to communities quicker. That could also mean getting community members to a hospital at a much quicker and frequent pace should medical emergencies emerge.

"TxDOT and its partners will be working on its statewide policy harmonization to ensure that across the entire state," Roman said.

The air taxis could also be affordable to everyone.

"The idea is that when this is at scale, this would be comparable to what you would spend on a rideshare," Roman said.

For now, air taxis are far down the road.

"I guess that will probably be the future, in my adulthood," Rhoden said.

Roman said he is hoping the idea takes off within the next decade.

FORT WORTH'S EVANS AND ROSEDALE REVITALIZATION DEVELOPMENT CLEARS HURDLE

By Emily Holshouser

March 19, 2026



Renderings were released Dec. 12 showing plans for the Evans and Rosedale urban village in Fort Worth's Historic Southside community. The project was approved for a 4 % Housing Tax Credit Tuesday night where it will help develop mixed-income housing, retail opportunities, greenspace and more.

The Fort Worth Urban Design Commission at its meeting on March 19 signed off on final site plans for the [long-awaited Evans and Rosedale revitalization project](#), clearing a major hurdle for developers and further paving the way for a summer groundbreaking.

The commission reviewed a staff report that included multiple waiver requests and a detailed breakdown of the \$63 million affordable housing development that is expected to breathe new life into one of the oldest African-American neighborhoods in Fort Worth.

Milwaukee-based Royal Capital LLC, the developer, requested a Certificate of Appropriateness and four waivers dealing with road width, plants, and pedestrian lighting.

Additionally, the developer requested to build parking garages on the ground floor in a public right-of-way next to residential buildings.

The garage would be wrapped in a masonry wall and murals to ensure it blends in with the development.

Commissioners unanimously recommended approval on the waiver requests and praised Royal Capital for the revitalization project.

On March 18, Royal Capital [met with business owners](#) in the Historic Southside to attract local contractors to the construction phase of the project.

Royal Capital expects construction will begin late this summer.

OPINION: BEFORE EXPANDING RAIL IN COLLIN COUNTY, DART NEEDS TO SUCCEED AT HOME

Regional leaders should focus on understanding travel patterns in North Texas

By Dallas Morning News Editorial Board
March 20, 2026

This month, the Regional Transportation Council — a body of local officials who lead transportation planning for North Texas — voted to move ahead with a study that would explore the possibility of a rail line in Collin County. The line would run from Plano to McKinney and would be operated by Dallas Area Rapid Transit or a new regional rail authority.

DART [narrowly avoided a crisis](#) with a last-minute scramble to refund some sales tax back to its member cities to convince them not to pull out of the agency, a decision that if successful would have threatened the funding and daily operations of the rail system. Against that backdrop, the region's quick dash back to the table to talk about expanding rail feels premature.

If all six cities that threatened to cut ties with DART had followed through, the agency would have lost nearly half its members and roughly a third of its sales tax revenue, [this newspaper reported](#). This would have been a big blow to the system.

But just weeks after DART breathed a sigh of relief as Plano, Farmers Branch and Irving called off their elections, the conversation about rail expansion is back on track as if nothing had gone awry.

The push to look at expanded rail services feels tone deaf given DART's narrow escape and the precarious balance with its member cities.

Thinking about the future of rail isn't inherently misguided, and as the region continues to grow, moving more people with public transportation will require big ideas.

The plan has some promising aspects, like the fact that DART already owns the land for a possible line to McKinney and the potential for a connection to the agency's Silver Line that opened last fall. But these long-term ambitions risk getting ahead of DART's immediate concerns.

Before expanding rail, regional leaders should have a clearer understanding of how travel patterns have changed since the pandemic. Commuting is no longer as centralized or predictable as it once was, and transit planning should reflect that reality.

The Texas A&M Transportation Institute's [2025 Urban Mobility Report](#) offers some insight. Its data shows people moving between multiple activity centers rather than primarily into downtown corridors. In fast-growing suburban areas, these patterns may shift in the coming years.

Before asking new communities to buy into DART or entertaining the idea of spinning commuter rail into a separate regional authority, DART should focus on rebuilding trust with its existing members.

There's also little incentive for more cities to join under the current structure, and any meaningful expansion would likely require legislative changes for stronger regional governance and new revenue streams beyond local sales tax. These reforms do not appear to be imminent.

If DART can get service right for the cities already paying into the system, it will be in a much stronger position to make the case for expansion later down the line. Until then, DART already has a lot on its plate.

PARKS THAT COULD RESHAPE DOWNTOWN FORT WORTH 'IN HIGH GEAR' FOLLOWING FUNDING APPROVAL

By Seth Bodine

March 19, 2026



A rendering of Heritage Park in downtown Fort Worth, which features winding trails down to the Trinity River.

New funding is pushing a plan to open two parks and reopen an iconic downtown landmark closer to reality.

The Regional Transportation Council board approved March 12 an additional \$8 million in funding for Heritage and Paddock Park, two parks near the historic Tarrant County Courthouse at 100 W. Weatherford St. and overlooking the Trinity River and Panther Island. The approval comes with a \$2 million match from the city, bringing total additional funding to \$10 million, which will go toward a section of the park that leads down to the Trinity River.

Andy Taft, president of Downtown Fort Worth Inc., said the approval is significant for the project, which he said would create a "downtown green space destination" at the base of the courthouse. Downtown Fort Worth Inc. is working with the city to bring the project to life.

With the \$8 million in funding in place, the Texas Department of Transportation will move forward on the design review process, Taft said. The department reviews the plans four times, at 30%, 60%, 90% and 95% complete. He said the goal is to open the park before 2030.

"This commitment on the part of the RTC fires the starter pistol and puts us in high gear to continue the architecture and engineering plans and the required reviews," he said.

With the additional funding, Downtown Fort Worth Inc. now has \$45 million of the \$50 million required to fund the project. Of that total, \$5 million will be used for a maintenance endowment, Taft said. Funding comes from a mix of public and private dollars, including \$15 million in funds from voter-approved bond packages in 2014 and 2022. The project has also received corporate donations from some of Fort Worth's largest employers such as [American Airlines Group](#), Bell Textron Inc., Alcon, GM Financial and BNSF, along with major foundations such as the Amon G. Carter Foundation.

Right now, Taft describes Paddock Park as a two-block long "glorified traffic median." He hopes the vacant space will be filled with water features, lights, tables and chairs and act as a public space at the base of the courthouse, which is designated as a historic landmark by the National Register of Historic Places.

Next to Paddock, Heritage park features Heritage Plaza, which was designed by renowned architect Lawrence Halprin. The plaza was closed in 2007 after four [people drowned](#) in the plaza's fountain. Heritage park would feature a large deck at the top of the bluff, 80 feet above the river, which would be a performance and reception space. Plans also call for a quarter mile winding sidewalk that weaves its way down the bluff, connecting to an amphitheater and to the Trinity Trail system.

The restoration of the water gardens is being designed by Bennett Partners. The parks are being designed by Berkeley, California-based MIG Inc.

"All of these together will create a new regional destination for Fort Worth," Taft said.

Karla Windsor, senior program manager at the North Central Texas Council of Governments, said the RTC board funded the roadway, street improvements around the county courthouse in 2020, but waited to provide more funds until there was more fundraising for the overall project.

The council held onto the funds at first to make sure there were enough dollars to build the parks in the first place, avoiding a "bridge to nowhere" situation, she said. Now, Windsor said it looks like the project is moving forward.

"I love the fact that they're taking this community amenity like the park, and then they're bringing all of the downtown down to the trail system, and they're bringing the trail system up to the downtown," Windsor said. "So making that connection through multi-modal connections was really appealing from the regional perspective."

Not far away from the future parks, another major project is moving forward: Panther Island. The Tarrant Regional Water District seeks a development partner to bring new commercial activity to the area. The district issued a request for qualifications last year and plans to spend \$50 million on canals, paseos and park improvements. At the same time, [construction on a crucial element](#) of the flood control effort by the U.S. Army Corps of Engineers could start this year.

TRINITY RAILWAY EXPRESS' \$43.5M DOUBLE-TRACK PROJECT MOVES FORWARD WITH NEW CONTRACTS

By Eric Garcia
March 19, 2026

The Trinity Railway Express passenger train could become faster and more efficient through a \$43.5 million double-track project intended to aid the growing line.

The commuter service — a joint operation of Fort Worth's Trinity Metro transit agency and Dallas Area Rapid Transit — is rebuilding its ridership since a drop during the COVID-19 pandemic. The line, which has carried more than 548,000 riders between Fort Worth and Dallas so far this fiscal year, is growing most months as ridership improves over last year, according to data.

Trinity Metro's board of directors on March 16 approved three contracts to advance the double-track project in Tarrant County. The project allows trains to pass each other without stopping on an auxiliary single rail track, which allows for the increased frequency of the service, officials said.

The contracts will help "provide more reliable service" that will aid in increased frequency of trains, said Reed Lanham, chief operating officer for Trinity Metro.

"We've seen (TRE) growth off the charts," Lanham said.

Other rail improvements were made in Dallas County from Medical/Market Center Station in Oak Lawn to Stemmons Freeway in Dallas.

The first contract — with Grand Prairie-based Reyes TX Inc. — will add 2.4 miles of double track from Handley Ederville Road to Precinct Line Road, including a new bridge. The project is part of a North Central Texas Council of Governments initiative that received a \$25 million grant in 2020 to add double tracks in Dallas and Tarrant counties and improve railroad technology.

Reyes TX Inc. will do site preparation, demolition and construction under a \$25.1 million contract that includes a 10% contingency fee of \$2.2 million for unintended expenses.

Richey Thompson, Trinity Metro's chief engineer, said the agency worked with the firm in the past.

Trinity Metro directors approved an \$11.8 million contract modification with the Missouri-based Herzog Transit Services Inc. for track and signal construction to advance construction and minimize rail disruptions. Herzog was previously contracted by DART, officials said.

A \$1.8 million contract, including a 10% contingency fee of \$167,633, was awarded to GFT Infrastructure Inc. of Rocky Hill, Connecticut, for construction and oversight services related to the project.

Lanham said the added double-track work means Tarrant County will have nearly 5 miles of double track with another 8 miles needed. That work will be done as funding is available.

"This is the first step toward getting there in the future," he said.

MY SAN ANTONIO

AIR TAXIS IN TEXAS? HERE'S WHEN PASSENGERS CAN JETSET ACROSS LONE STAR STATE

By Kelsey Thompson

March 23, 2026



The [future of air travel](#) is en route to Texas.

The [Federal Aviation Administration](#) unveiled earlier this month it had launched pilot program testing of air taxis spearheaded by eight government agencies, including right here in Texas. Dubbed the Electric Vertical Takeoff and Landing Integration Pilot Program, the projects will advance operations of urban air taxi services, regional passenger transportation options, autonomous flight technologies, energy-sector transportation and cargo and logistic-related efforts, per the announcement.

Here in Texas, the [Texas Department of Transportation's project](#) concentration will focus on regional flights linking Dallas, Austin, San Antonio and Houston down the road, expanding air taxi networks within each community. In its own statement, TxDOT shared the project is expected to create new jobs as part of advancing Texas' aviation industry.

"The future of aviation is taking flight," TxDOT Emerging Aviation Tech Director Sergio Roman said in a March statement. "This is a first of its kind effort to safely integrate electric aircraft into U.S. airspace and puts Texas squarely in the center of the next generation of aviation as we work to improve safety and connectivity across the state."

TxDOT officials noted its pilot will launch in multiple phases across the next three years. The first will feature testing sans passengers with helicopters and fixed-in wing planes, while the second phase is slated to hone in on testing with medical and cargo logistics, including flying critical medical supplies and organs to and from rural medical facilities and urban medical centers in Austin and San Antonio. Finally, the third phase will zero in on air taxi flights that include passengers, with a regional network linking the Texas triangle.

FRISCO, DCTA OFFICIALS TO CONSIDER \$15M MICROTRANSIT PARTNERSHIP AHEAD OF WORLD CUP

By Jacquelyn Burrer

March 20, 2026

Frisco officials are moving forward with plans to roll out an on-demand microtransit service through a partnership with the [Denton County Transportation Authority](#).

City staff presented details about the agreement to Frisco City Council members at a work session last month. The service could launch as early as mid-May, ahead of the [2026 FIFA World Cup](#).

What you need to know

Brian Moen, Frisco assistant director of transportation, said microtransit offers an on-demand, technology-based shared ride service as an alternative to traditional public transportation options.

“This is really ideal for suburban travel,” Moen said. “It’s flexible in its area and the routing, so this isn’t a fixed route system.”

Riders would be able to request trips through a mobile app or by phone, with shared vehicles that pick up and drop off passengers curb-to-curb. Moen said riders may need to walk a short distance to designated pickup points.

Moen said the microtransit service will cover roughly 21 square miles in Frisco, which accounts for about 75% of jobs in Frisco and 38% of residents.

“The city of Frisco employment base is growing [and] the population is growing, not only here, but also across the region,” Moen said. “When we look at areas like Frisco that are outside of the existing transit agencies, ... existing transportation options are limited to their vehicles.”

The service will also connect to the Dallas Area Rapid Transit bus system by offering a trip option to the [Northwest Plano Park and Ride station](#).

How it works

The service is expected to operate from 6 a.m. to 6 p.m. using a fleet of about 20 vehicles. Fares would be cashless and based on distance, ranging from about \$3 to \$5 per trip, Moen said.

Frisco’s [existing partnership](#) with DCTA includes a demand-response service primarily serving seniors, residents with disabilities and individuals traveling for medical-related trips.

Anyone can use the microtransit service, but users must be within the service boundaries, Moen

said.

Cost to the city

Moen said the proposed microtransit program will be a \$15 million investment over three years, funded through a mix of federal and local dollars.

About \$3.3 million of that total would come from Frisco, with the remainder supported through federal funding secured with assistance from the [North Central Texas Council of Governments](#).

Moen said federal funding for the first year is already in place, while funding for the second and third years is still under review.

Fare revenue is not included in the total funding estimates and would be split between federal and local costs, Moen said.

Next steps

DCTA officials are set to consider approving an agreement with Frisco at their March 26 [meeting](#).

Frisco City Council is expected to consider the item April 7, Moen said. If approved, service could begin in mid-May.

TEXAS HAD ONE OF ITS WARMEST, DRIEST WINTERS EVER, RAISING CONCERNS ABOUT CLIMATE TRENDS

By Emmanuel Rivas Valenzuela

March 20, 2026

Texas is emerging from a winter that stood out for its heat and lack of rain, ranking as the warmest and driest on record for several parts of the state. While the season included brief arctic outbreaks, it was dominated by temperatures that frequently climbed 10 degrees above normal.

Statewide, this season was among [the top two warmest ever recorded across the United States.](#)

[According to the National Weather Service](#) in Fort Worth, the winter of December 2025 through February 2026 was also the 11th driest and third warmest on record for the Dallas-Fort Worth area, with climate records dating back to 1898.

While the season was defined by heat, it was also marked by intense volatility.

Dr. Yunyao Li, an assistant professor of earth and environmental sciences at UT Arlington, said the winter saw ["sharper swings between mild conditions and extreme events."](#)

Temperatures were consistently above average in [December](#) and [February](#), while [January](#) provided a brief, intense dip in overnight lows.

Miles Langfeld, a meteorologist with the National Weather Service in Fort Worth, said a strong La Niña season was the primary atmospheric factor driving the heat.

A La Niña occurs when sea surface temperatures in the tropical Pacific, off the coast of South America, are cooler.

"Cooler-than-average sea surface temperatures in the eastern Pacific often shift the jet stream northward, allowing for more mild conditions over Texas," Langfeld said.

Despite the general warmth, Langfeld said these patterns do not offer total immunity from the cold.

Even during La Niña years, the state can see significant arctic outbreaks, such as the winter storm in [January](#), or the historic [February 2021 freeze.](#)

The current La Niña event began in mid-2024 and has shaped back-to-back warm, dry winters. While these cycles are natural, their frequency may be shifting.

"If La Niña events are indeed becoming more common, this would imply that Texas may experience warm and dry winter conditions more often than in the past," Li said.

The lack of moisture has also created a hurdle for water management. If a "critical rainfall" occurs, the parched soil will act as a barrier to the state's water supply, said Zong-Liang Yang, a professor at the University of Texas at Austin.

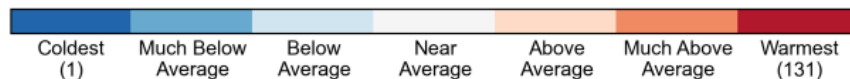
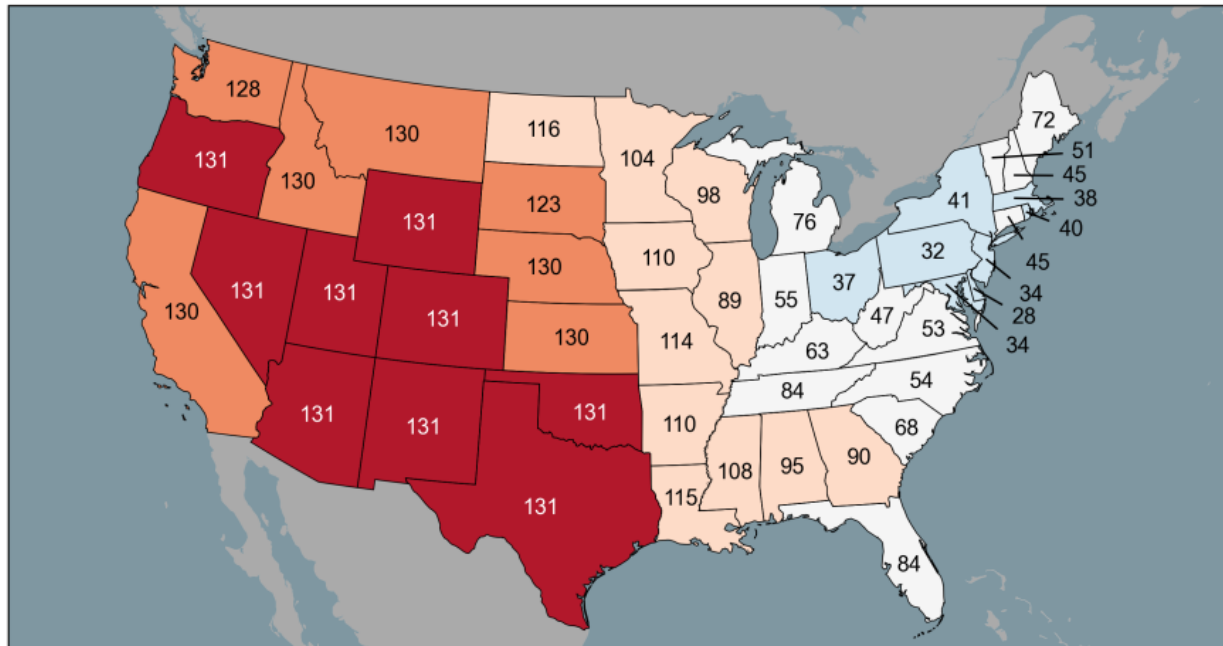
The long-term data for North Texas shows a clear upward trend that goes beyond seasonal cycles. Nine of the top 20 warmest winters on record in North Texas have occurred within the last 20 years, [according to data from the NWS](#).

Statewide Average Temperature Percentiles and Ranks

December 2025 – February 2026

Ranking Period: 1895–2026

NOAA's National Centers for Environmental Information



Created: Mar 05 2026
Source: nClimDiv-Monthly



Winter months in Texas are actually warming faster than other months overall, rising by more than [1.2 degrees Celsius over the past century](#).

"We have a changing warming climate, but also, we have the atmospheric events that also play a role causing year-to-year variability," Yang said.

Advocates say these climate shifts are already hitting home, particularly in urban centers where the "heat island" effect can worsen air quality.

Caleb Roberts, with the Dallas-based climate advocacy group Downwinders at Risk, said heat acts as a catalyst for industrial pollution.

"We know that pollution gets worse the hotter it gets," Roberts said. "So when I hear that this winter is the warmest and the driest, that makes me very concerned about what the summer is going to be".

For those in neighborhoods located near major industrial sites or highways, [rising temperatures can be debilitating](#) for those with pre-existing health conditions. Roberts said the health impacts are not a "boogeyman in the future," but are happening right now in certain communities.

"We're going to see more people in their homes," Roberts said. "We're going to see people less likely to go places because of their health concerns."

As the climate continues to shift, Roberts worries the gap between those who can adapt and those who cannot will widen.

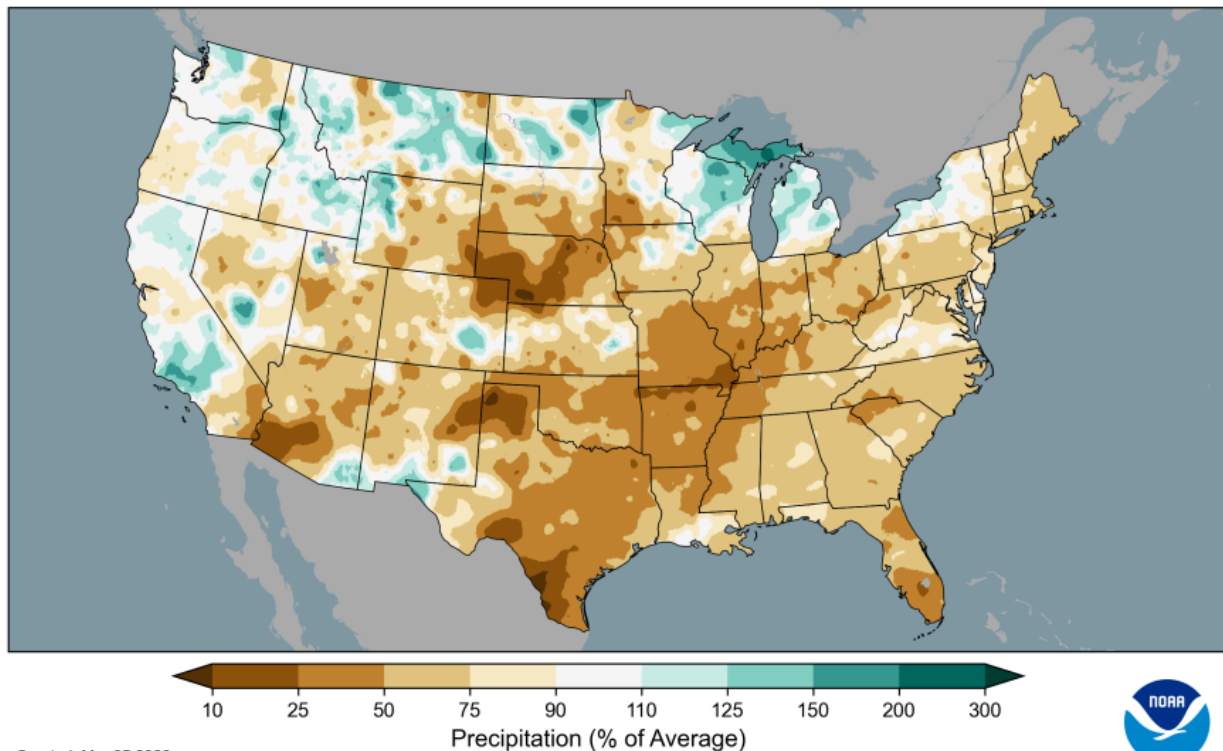
"It just seems like we're setting ourselves up to have an environmental crisis where all the burden is on people who are already struggling," Roberts said.

Precipitation Percent of Average

December 2025 – February 2026

Average Period: 1901–2000

NOAA's National Centers for Environmental Information



The National Oceanic and Atmospheric Administration (NOAA) reported a dryer than normal winter across the country with states like Texas seeing up to 10 percent less precipitation during winter months.

The dry conditions also raise the risk for immediate spring hazards as the state moves into March and April.

Parched soil and stressed vegetation "significantly increase wildfire risk" and raise the likelihood of dust storms when combined with strong winds, Li said.

Those effects are already visible in western North Texas and the Texas Panhandle, where wildfire activity is expected to increase after several weeks without rain.

As Texas continues to grow, the stakes for climate planning and infrastructure are rising.

According to the [North Central Texas Council of Governments](#), the region alone added more than 234,000 people in the past year, making it one of the fastest-growing areas in the country.

"As the population continues to expand, more people, infrastructure, and resources will be exposed to climate-related hazards such as drought, extreme heat, wildfire, and dust storms," Li said.

While the current La Niña is expected to transition toward a neutral phase or even an El Niño, which typically brings cooler, wetter weather to Texas, the long-term trajectory for the state remains warmer.

"This temporary shift should not lead to complacency," Li said. "Instead, it underscores the importance of strengthening climate resilience to prepare for future extremes."

FORT WORTH REPORT

EMERGENCY TRANSIT DRILL PLANNED IN DOWNTOWN FORT WORTH AHEAD OF WORLD CUP

By Eric Garcia
March 23, 2026

Expect a transit-related emergency drill in downtown Fort Worth next month.

In preparation for the 2026 FIFA World Cup coming to North Texas this summer, the emergency drill will take place April 15 at the Fort Worth Central Station, 1001 Jones St.

The joint drill involving the city of Fort Worth, Trinity Metro, Trinity Railway Express, TEXRail, Amtrak and other entities will be at the busy bus and train station.

“There’s going to be about 20 to 30 emergency vehicles down there,” Brad Beason, manager of rail operations, told the Trinity Metro board of directors during their March 16 meeting.

“There’s a bunch of actors and everybody coming in.”

The drill will focus on a fictional improvised explosive device involving transportation “just to be ready for that scenario if it ever comes up,” Beason said.

The drill will satisfy a required federal two-year emergency preparation requirement, Beason said.

Safety is a No. 1 priority for the Fort Worth transit agency as it has gone eight years without worker injuries, agency data shows.

About [\\$625 million in security funding for host cities](#) was approved by Congress last year. That money is expected to flow through the Federal Emergency Management Agency, but many cities have [not yet received formal confirmation of those grants](#) amid the ongoing partial government shutdown.

World Cup upgrades are planned for the TRE train, co-owned by Trinity Metro and Dallas Area Rapid Transit.

A DART grant will enable officials to lease equipment, including three locomotives and additional rail cars, and add more staff to accommodate the thousands of sports fans expected to arrive in North Texas, chief operating officer Reed Lanham previously told Trinity Metro officials.

Each World Cup game will be a “Superbowl-like event” involving the mass movement of people, he said. Arlington is hosting nine matches over the summer, the most of any city during this year’s World Cup.

Fort Worth [Central Station](#) and Dallas [Victory Station](#), 2525 Victory Ave., will be hubs for transporting people to games. TRE trains from Fort Worth will operate on a 30-minute schedule on game days and take sports fans to the CentrePort Station south of Dallas Fort Worth International Airport. From there, charter buses and Via rideshare vans will take soccer fans to AT&T Stadium in Arlington, dubbed Dallas Stadium for the event.

The April 15 drill is unrelated to a separate [April 2 drill](#) that will test local warning systems, according to Texas Division of Emergency Management officials.

FORT WORTH'S FUTURE AT STAKE AMID EFFORTS TO REINVEST IN LONG-TERM CITY PLANNING

By Drew Shaw
March 23, 2026

Growing up in Fort Worth's Northside, Dennis Antonio Chiessa watched Fort Worth's population boom.

He's seen the city stream resources toward building out infrastructure on its far fringes, struggling to keep up with demand from ever-sprawling new neighborhoods.

All the while, historic communities such as Northside, a [majority-Hispanic neighborhood of colorful houses and culture](#), fear losing their identities due to gentrification. As developers have bought up and repurposed land, property taxes have risen, and land has gone vacant.

Chiessa, now an urban planner who teaches at the University of Texas at Arlington, didn't blame those community fears on the developers, economy or shifting demographics.

Rather, he traced them to what he sees as a 20-year divestment in long-term city planning.

Chiessa and three city planners with backgrounds within and outside Fort Worth's City Hall told the Fort Worth Report that the city is at an inflection point in forming a long-term strategy to manage fast growth and encourage revitalization of its urban core.

On Thursday, some of these planning experts will discuss the current state of the city's long-term planning strategy and what's at stake for the future. The panel, "[Urban Design Talk: Beyond the Fort Worth Way.](#)" features Chiessa, former Fort Worth City Council member Ann Zadeh and Gary Gaston, a Nashville city planner who leads community-driven design strategies.

Their discussion comes as Fort Worth adds nearly 2,000 [new residents a month](#) and eyes a spot in the [country's top 10 largest cities](#). Meanwhile, city leaders are developing a [new comprehensive plan](#) and [seeking a top city planner](#) — a position that has been practically nonexistent for nearly 20 years.

"It's the role of the city government to make sure that all of the projects that are happening in the city are guided in some direction," said Chiessa, whose design studio has worked with the city several times for urban planning projects.

Fernando Costa, a [former longtime assistant city manager](#), said a city growing as fast as Fort Worth "cannot afford to make disjointed decisions."

Costa led planning efforts in City Hall from 1998 until he retired in 2025 and has remained involved in revitalization and city planning efforts, including those in Northside, as a consultant and volunteer.

"All decisions should be coordinated and based upon how our actions today will affect our city in the future," he said. "And that applies to practically every city department."

Having — and sticking to — a long-term vision for Fort Worth is vital for sustainable development, Costa said. Without it, the city risks spreading tax-funded resources thin at the cost of the cultures and communities that make Cowtown unique.

In recent years, Fort Worth has poured hundreds of millions of dollars into [road](#) and [water](#) improvements to serve its growing population in areas such as the far north's Bonds Ranch corridor and the western Walsh area.

The city [regularly enters](#) into agreements with developers to provide city services to future single-family subdivisions in former ranchland that's up to nearly 30 miles away from downtown.

Of the \$845 million on the ballot in the [city's upcoming bond election](#), \$511.5 million is for road upgrades. Of that, a majority is dedicated to outside the 820 Loop that encompasses Fort Worth's urban core.

Sprawl is the result of disjointed planning, Costa said. A dollar invested in central city revitalization generates a better return for the city than "one invested in chasing suburban sprawl," he said.

"A low-density, single-family subdivision will not pay for itself," Costa said. "It will be a draw upon city resources and will prove to be costly in the long run."

In contrast, [high-density, mixed-use development](#) in the central city — although it takes careful, long-term planning — tends to produce more tax revenue than it consumes, he added.

Fort Worth's planning department takes different forms

Fort Worth is the largest Texas city to not have a designated planning department or a planning department merged with development.

From the 1960s to the mid-2000s, the city had a planning department responsible for historic preservation, analyzing census data as well as guiding how land should be used and efforts to redesign Fort Worth's urban core.

In 2006, Fort Worth leaders followed a consultant's recommendation and merged planning with the development department — which handled zoning and subdivision regulations, Assistant City Manager Dana Burghdoff said. Burghdoff was the planning department's assistant director at that time.

While the merged department initially worked as expected to streamline processes, it was quickly the victim of sweeping budget cuts amid the 2008 recession, said Costa, who was the first director of the planning and development department.

The planning-half of the department particularly fell victim to cuts, as the city had to prioritize its limited funds to essential and mandated services, Burghdoff said.

Against public safety and development permitting, long-term planning was an easy place to trim.

"There were generally cuts across the board, but some of the deepest cuts were in that comprehensive planning, neighborhood planning team," Burghdoff recalled.

Randy Hutcheson, a former manager of Fort Worth's preservation and design division, said the merged departments dramatically shifted the culture around the city's long-term strategy.

"Those actions reflected the city's priorities: Improving the development process — which was needed — took center stage, while the capacity to coordinate long-term planning was steadily diminished," Hutcheson said.

Zadeh, who became a council member in 2014 after six years as a zoning commissioner, said the planning team never quite recovered from the recession-era cuts. She said the city spent the next decade more focused on managing its fast growth and lowering the tax rate.

Over time, more positions previously under the planning department were relocated to other city departments.

In 2022, the now six-person planning team was again relocated into the city's budget department before being separated into the city manager's office to be overseen by Burghdoff in October.

City, nonprofits look to strategically invest in urban core

In July, the city launched a [nationwide search for a chief planning officer](#) to lead the team and coordinate comprehensive planning. Burghdoff said Fort Worth hasn't had such a leader since Costa.

The planning officer will be vital in coordinating with each city department to ensure all are pulling in the same direction. This is a perspective the city's current structure lacks, the planning experts said.

"I don't want to say that (city staff) don't have a corporate mindset when they're working in their departments," Burghdoff said. "It's just it's easier if you've got someone who's facilitating those conversations and helping."

City staff's bandwidth often is limited, she added, so being reactive to issues that arise sometimes erases time to be proactive.

Costa said intentional city planning could bring more urban core revitalization projects like that of the [West 7th district](#), which is anchored by the repurposed Montgomery Plaza, and the [Clearfork neighborhood](#), which has populated once vacant areas along the Trinity River with housing, businesses and cultural events.

Fort Worth has launched several efforts to encourage investment into its urban core and communities, including the [Neighborhood Improvement Program](#), which streams a few million dollars into a select few neighborhoods over multiple years.

The city has relied on nonprofits such as [Near Southside Inc.](#), [Downtown Fort Worth Inc.](#), and [Community Design Fort Worth](#), of which Zadeh is the executive director, to coordinate targeted, big-picture planning.

However, such partnerships should not fully replace long-term planning within City Hall, said Chiessa, the UTA professor who has been heavily involved in the [Northside Main Street America Program](#) that aims to revitalize and preserve the neighborhood's culture.

The [2050 Comprehensive Plan](#) is on track to be finalized in 2028.

Fort Worth most recently adopted an updated [comprehensive plan](#) in 2023. These updates build on a plan that Costa led the creation of in 2000.

Costa said the document should be a guide for every facet of Fort Worth — from land use to water infrastructure to streets to zoning — in how leaders allocate the city’s limited resources and design infrastructure.

“We have to make choices,” he said.

And somehow, those choices need to keep up with infrastructure, address the sprawl and revitalize the city’s urban core without causing displacement — all while remaining community-driven by public engagement.

“It’s a dilemma,” Costa said. “I’m not suggesting that there are easy solutions.”

Still, Costa and others told the Report, those solutions can’t be found if Fort Worth isn’t looking for them.

If you go

What: [“Urban Design Talk: Beyond the Fort Worth Way,”](#) featuring former Fort Worth City Council member Ann Zadeh, urban designer and UTA professor Dennis Antonio Chiessa and Nashville city planner Gary Gaston

When: Thursday, March 26, 6-8 p.m.

Where: Artes de La Rosa Cultural Center for the Arts; 1440 N. Main St., Fort Worth

Price: Free. Book a seat [here](#).

DART CEO NADINE LEE TO STEP DOWN AMID ‘MOST CHALLENGING PERIOD’ IN TRANSIT HISTORY

Lee saw the organization through a season of turmoil after cities called for elections to leave the agency

By Lilly Kersh
March 25, 2026



Nadine S. Lee, Dallas Area Rapid Transit President and CEO, speaks to media during a press conference Wednesday, Oct. 29, 2025, in Dallas. Christine Vo / Staff Photographer

[Dallas Area Rapid Transit](#) President and CEO Nadine Lee announced she is stepping down from her role after a turbulent year as the agency bargained over funding, governance and service with unsatisfied member cities.

Lee has held the role since 2021.

Starting last fall, nearly half of DART’s member cities decided they’d put their participation in the public transportation system to a vote, throwing the [agency’s future into question](#).

After [DART Board Chair Randall Bryant](#), working alongside Lee and other transit leaders, presented plans for compromises over how DART is governed and funded, three of those cities, including the largest suburbs in Plano and Irving, chose to remain in DART and see the compromises through.

In a statement, Lee said she was proud of her team for laying “the foundation for the next [era of transit](#) in North Texas.”

“It has been the honor of my career to lead this extraordinary organization ...” Lee said in a statement. “Together, we navigated one of the [most challenging periods](#) in transit history and emerged stronger, more focused, and better positioned to serve our growing region.”

In a statement, Bryant thanked Lee for strengthening the agency and improving [DART's safety and reliability](#).

“Nadine stepped into this role at a very challenging moment for the transit industry and helped guide DART through recovery while setting a clear strategic direction for the future,” Bryant said.

DART will begin a recruitment process for the agency’s next president immediately, according to a statement from the agency, and announce an interim CEO and other transition plans in the coming weeks.

This is a developing story.

RTC APPROVES ADDITIONAL FUNDING FOR LBJ EAST AND NORTH TARRANT EXPRESS

The bridge has been hit five times since 2020

By Hedija Spahalic
March 23, 2026



Part of the LBJ Express, center, near Montfort Drive looking east, with the existing LBJ Freeway (I-635) on either side. Michael Ainsworth/Staff Photographer

The North Tarrant Express received \$45 million in Regional Toll Revenue and \$97 million from the Texas Department of Transportation for upcoming construction projects, including the State Highway 121 bridge that has been hit five times since 2020.

The Regional Transportation Council approved the use of toll revenue at its March monthly meeting.

Toll revenue will be used to fund construction between northbound Interstate 35 West and SH 121, while TxDOT funding is allocated to the reconstruction of frontage roads along I-35 West and the bridge above SH 121.

The existing bridge was built in 1963 and has a clearance of 13.5 feet. As freight carriers have gotten larger, so have standards. Now, the minimum bridge clearance is 18.5 feet. Reconstruction requires full demolition to raise the vertical clearance in order to increase safety while simultaneously reducing congestion in the underpass. The reconstruction and demolition process will take about 18 months to complete, according to TxDOT officials.

Ramps and frontage roads between Sylvania Avenue and Riverside Drive will also be reconstructed. Work is set to begin by the end of the year and should be completed within three years, per TxDOT officials.

An additional \$10 million in toll revenue funding for the Lyndon B. Johnson East corridor was also approved. According to TxDOT officials, changes in budget and schedule are “typical for projects of this size and duration.” The managed lane revenue will be used for improvements along the corridor, including lane striping, painting beams, barriers and walls, and drainage improvements. The additional funding also addresses and improves the transition between Interstate 30 and HOV lanes.

The \$1.6 billion project uses a mix of regional and federal funds, approved several years before construction began in 2020. The LBJ East corridor is set to be completed this year, according to TxDOT officials.

WORLD CUP BRINGS OPPORTUNITIES AND CHALLENGES FOR TRANSIT, AMTRACK

By Bob Johnston

March 24, 2026

Thirteen stadiums in the U.S. and Canada are preparing to host FIFA World Cup soccer matches between mid-June and mid-July, an event requiring extensive preparations for transit officials, as well as many other agencies and organizations.

The U.S. and Canadian sites, with seating capacities ranging from about 50,000 to more than 90,000, will see a total of 91 matches, culminating in the July 19 final at New Jersey's Meadowlands Sports Complex.

The table below shows the U.S. and Canada metropolitan areas hosting matches (there are three additional venues in Mexico) and which rail systems are involved. The FIFA organization insists all stadium sponsorship branding be eliminated, so for the matches the home of the New England Patriots, Gillette Stadium, will become "Boston Stadium" and Levi's Stadium is designated "San Francisco Bay Area" even though neither are particularly close to their respective cities.

Parking will be limited — and expensive — at almost every location; the sports news site [The Athletic estimates](#) the average parking fee at venues will be \$175. Such financial considerations and the large number of people to be moved, many of them international visitors, represent an opportunity for transit providers, but there are also challenges based on where stadiums are situated.

A full schedule for all games [is available here](#).

Some sites offer direct rail access

Both the Boston- and San Francisco-area stadiums have adjacent rail stations within walking distance, as does New Jersey. Local transit or commuter rail effectively serves the two Canadian venues, as do stations in Atlanta, Los Angeles, and Philadelphia.

Only the Santa Clara, Calif., and Seattle venues are directly served by Amtrak; New Jersey's Meadowlands Sports Complex comes close. Frequent NJ Transit shuttles can operate from nearby Secaucus Junction, but Amtrak trains and those of NJ Transit's Northeast Corridor service use the station's upper level, so one-seat rides from New York City or elsewhere on the Northeast Corridor aren't possible. Amtrak trains normally do not stop at Secaucus; *Trains* has asked the intercity operator about its World Cup strategy, but its plans are still being developed.

The Massachusetts Bay Transportation Authority's preparations for the seven matches in Foxborough, Mass., between June 13 and July 9 offer a preview of the logistical headwinds rail operators face this summer.

For this summer's matches, MBTA has developed a special [World Cup Guide](#) aimed especially at international travelers. And Boston's [WCVB-TV reports](#) that for those games, parking will be reduced from the 20,000 spaces available for Patriots games to just 5,000, prompting the MBTA to run up to 14 nonstop express trains for each match.

Rails to the World Cup		
<u>Metro area/Venue</u>	<u>Venue location</u>	<u>Rail service, stations</u>
ATLANTA		
Mercedes Benz Stadium	Downtown	MARTA Blue, Green lines SEC District/Vine City station
BOSTON		
Gillette Stadium	Foxborough, Mass.	MBTA Non-stop trains from Boston South Station https://www.mbta.com/guides/world-cup-guide
DALLAS		
AT&T Stadium	Arlington, Texas	TRE trains every 30 mins from Dallas & Ft. Worth non-stop buses from CentrePort/DFW station
HOUSTON		
NRG Stadium	6 miles S. of downtown	MetroRail Red Line light rail Stadium Park/Astrodome stop
KANSAS CITY		
GEHA Field at Arrowhead Stadium	East of downtown	No rail transit; only a local bus route
LOS ANGELES		
SoFi Stadium	Inglewood, Calif.	LA Metro C (Green) and K Lines to LAX/Metro Transit Center
MIAMI		
Hard Rock Stadium	Miami Gardens, Fla.	Brightline to Aventura - Tri-Rail expresses to Golden Glades Shuttle buses to stadium from both stops
NEW YORK-NEW JERSEY		
MetLife Stadium	East Rutherford, N.J.	New Jersey Transit transfers to Meadowlands Rail Line shuttles from 11 NJT routes at Secaucus Jct.
PHILADELPHIA		
Lincoln Financial Field	South of downtown	SEPTA Broad St subway B1 and B2 Express to NRG Station Direct connection to Amtrak only at North Philadelphia
SEATTLE		
Lumen Field	Downtown near King St. station	Sounder and Amtrak to King St. Station; Link Light Rail to Stadium or International District/Chinatown stations
SAN FRANCISCO BAY AREA		
Levi's Stadium	Santa Clara, Calif.	Valley Transit Light Rail Orange Line from Caltrain Mtn. View ACE from Stockton and Amtrak Capitol Corridor direct to Santa Clara-Great America station
TORONTO		
BMO Field	West of downtown	Metrolinx (GO Transit) Lakefront West line Exhibition station VIA connection at Union Station and Oakville
VANCOUVER, B.C.		
BC Place	South of downtown	Skytrain Expo Line Stadium Chinatown station One stop from Pacific Central station (VIA/Amtrak) at Main St. Expo Line serves West Coast Express at Waterfront downtown

The MBTA will offer a preview of how it can help 65,000 fans get to those matches this Thursday, March 26, when Foxborough hosts Brazil vs. France “friendly,” or exhibition, match. Keolis, the contract operator of MBTA’s commuter service, will run [four non-stop trains](#) from Boston’s South Station for the 4 p.m. match.

The trains will operate at 15-minute intervals beginning at 12:45 p.m.; \$30 round-trip tickets purchased through [the mTicket app](#) are valid that day on all MBTA commuter rail lines. Regular

service on the Franklin/Foxboro, Fairmount, and Providence/Stoughton line will be adjusted to account for equipment redeployment.

Coordinating with shuttle buses



A Trinity Railway Express train arrives at Fort Worth Central station in October 2022. TRE service for the World Cup will connect to shuttle buses. David Lassen

In Dallas and Miami, rail systems plan to offer frequent service, but will be relying on publicly funded bus shuttles to get passengers to the matches. The Federal Transit Administration will distribute \$100 million to transit systems in host cities to help address the costs [see [“FTA to provide \\$100 million...”](#), Trains.com, March 4, 2026].

Dallas Area Rapid Transit, which shares operation of the commuter Trinity Railway Express with Fort Worth’s Trinity Metro, has bolstered the TRE fleet by acquiring two trainsets from Minnesota’s now-defunct Northstar service [see [“News photos: Northstar equipment ...”](#), March 17, 2026].

For the nine World Cup matches in Arlington, Texas, TRE plans to run trains every 30 minutes from the Dallas and Fort Worth terminals, making regular intermediate stops to the CentrePort/DFW Airport station. There, express buses sufficient to accommodate all fans will run to and from the stadium, whose capacity is estimated at 92,900. Post-match, DART spokeswoman Julia Caserez tells *Trains*, “We’ll run buses and trains until the last person is picked up.”

In South Florida, separate shuttle bus fleets will serve the Miami Gardens venue from both the Brightline Aventura station and Tri-Rail’s Golden Glades stop. Brightline’s Michael Hicks points

to the company's ability to adjust capacity on its frequently scheduled trains to handle big crowds using shuttles for the Super Bowl, Taylor Swift concerts, and the recent World Baseball Classic. Tri-Rail's tentative plans call for additional express trains from both West Palm Beach and Brightline's MiamiCentral before the matches, returning about an hour after the games conclude, according to spokesman Victor Garcia.

Changing start times a scheduling challenge



Two Sounder commuter trains pass as a Seattle-bound train enters the Tacoma Dome station on June 17, 2021. The commuter operator has devised special schedules to move fans to and from World Cup matches in Seattle. Bob Johnston

During the tournament's preliminary round, there will be matches in at least two cities each day. With the starting times varying to avoid TV scheduling conflicts, and take into account broadcast times in participants' home countries as much as possible, start times will vary between noon and 9 p.m. local time, and will vary from game to game in each host city.

Thus, there can be no "one size fits all" scheduling of staff or equipment moves.

Seattle's Sound Transit, which operates Sounder commuter trains from Everett and Tacoma as well as the Link and T Line light rail systems, has already issued "[Summer of Soccer](#)" [schedules](#) which explicitly deal with how all its elements will interconnect for six matches that start at noon, 1 p.m., 5 p.m., or 8 p.m.

That included working out special schedules in advance with BNSF Railway for its Sounder commuter trains, running to and from Everett and Tacoma on frequent headways.

Such adjustments would be even more complex for intercity service. If Amtrak and the Washington State Department of Transportation want to make it possible for soccer fans to make same-day Cascades round trips north from Vancouver, British Columbia, or as far south as Eugene, Ore., schedules would require serious adjustments for Seattle's 5 p.m. and 8 p.m. matches. Similar issues would exist in Vancouver, also a host city; three of its seven matches start at either 8 p.m. or 9 p.m.

Such same-day round trips could represent a huge market waiting to be tapped, given that hotel prices have been boosted into the stratosphere by demand far exceeding supply. Luxury tourist rail operator Rocky Mountaineer long ago eliminated some Vancouver departures to avoid exorbitant World Cup pricing conflicts [see "[Rocky Mountaineer: No plans ...](#)," Feb. 16, 2026].

Cities and merchants along the route of the Oklahoma-sponsored *Heartland Flyer* might especially benefit if the train's daily round trip could be rescheduled to connect with TRE trains at Fort Worth for the Dallas matches. Start times ranging from noon to 9 p.m. CDT don't mesh with the *Flyer's* regular 12:27 p.m. arrival and 5:25 p.m. departure.

When Texas legislators declined to provide its usual share of state funding for the train, the North Texas Council of Governments stepped in with a \$1 million contribution to keep it running for one year. Among the justifications was the need for mobility for World Cup matches.



Passengers line up to board the Heartland Flyer at Fort Worth in 2015. Passengers could connect to TRE World Cup trains here if the Amtrak schedule is adjusted. Bob Johnston

Capacity constraints

Along with scheduling, the most significant wildcard for Amtrak is whether the company can marshal enough equipment to meet demand. It is assigning an additional Superliner coach to the *Heartland Flyer*, but on game days, that would be a drop in the bucket if schedules are strategically reworked.

The biggest potential remains along the Northeast Corridor, where Boston, New York, and Philadelphia host a total of 21 matches. With Amtrak controlling most of the corridor's infrastructure and operating dozens of daily trains, consists and departure times can be choreographed to capture demand.

However, an equally compelling potential exists on the West Coast with *Amtrak Cascades*, *Capitol Corridor*, and *Pacific Surfliner* trains. But it is attainable only if enough equipment can be obtained to satisfy demand that is guaranteed to exist.

DALLAS TO RECEIVE \$211M UNDER NEW FUNDING AGREEMENT WITH DART

By Pablo Arauz Pena

March 26, 2026

Dallas city leaders signed onto an agreement with Dallas Area Rapid Transit that will give the city back more than \$200 million.

The city council voted to approve DART's offer for a return in sales tax contributions during a meeting Wednesday. It's part of the agency's General Mobility Program that was put together after months of negotiations between DART and its 13 member cities.

"I'm happy to close the chapter of feeling like we have to be at the defense in order just to deliver something positive with transit for our residents," said District 7 council member Adam Bazaldua.

DART board members last month [approved the new funding structure](#), created as a way to resolve some member cities' concerns with the agency's spending and governance. While the agreement frees up millions of dollars for cities, the money must be used for transportation-related projects.

District 12 council member Cara Mendelsohn questioned DART's criteria for what projects qualify for funding.

"I disagree that [the criteria] is sufficient," Mendelsohn told city staff. "I think it is purposely vague to our detriment."

District 14 council member Paul Ridley encouraged council members to support the agreement.

"I know it's tempting to micromanage the agreement from our perspective, but that's a very difficult thing to do," Ridley said. "If we choose not to execute this agreement then we're kissing away \$211 million and we're throwing a monkey wrench in the works, basically."

The council's vote to approve the agreement comes as DART's CEO Nadine Lee plans to step down after four years leading the agency.

More DART member cities are expected to sign onto DART's agreement except for three – Addison, Highland Park and University Park – that opted to hold withdrawal elections in May.

GOV. GREG ABBOTT ANNOUNCES \$116M IN GRANTS FOR WORLD CUP EVENTS IN TEXAS

Federal grants will fund enhanced security for World Cup matches in North Texas and Houston

By Philip Jankowski
March 25, 2026

Gov. Greg Abbott announced \$116 million in grants for [World Cup](#) events in Texas on Wednesday.

The grants will pay for heightened security and public safety measures this summer. North Texas will host nine matches at AT&T Stadium, home of the Dallas Cowboys, during the world soccer championship tournament, which begins in June.

“These public safety grants will help ensure that travelers visiting and traveling throughout Texas can enjoy our great state safely, will bolster Texas’ efforts to combat crime, and help prevent potential acts of violence,” Abbott said in a statement. “I thank our partners in the Trump Administration for helping prioritize the safety of our fellow Americans.”

Abbott’s office is administering the federal grants earmarked for the FIFA World Cup under the Big Beautiful Bill. In total, the federal government allocated \$625 million to host cities across the country to support security efforts protecting players, attendees, venues and critical infrastructure, including against potential terrorist threats.

Houston also is playing host to seven matches at NRG Stadium. For the event, the stadiums’ names have been changed. AT&T Stadium, for instance, will be [renamed Dallas Stadium](#).

The federal funds for events at AT&T Stadium will be allocated to the North Central Texas Council of Governments, a regional planning agency for Dallas-Fort Worth.

It was unclear how much of the \$116 million would go to North Texas for the Dallas-area matches. The money will be used for safety personnel, equipment and other public safety items for security associated with FIFA World Cup events.

Last week, Dallas was [awarded \\$51.5 million](#) in federal funding from FEMA to assist with public safety costs associated with the tournament.

FORT WORTH INC.

NORTH TEXAS TO RECEIVE \$61M IN FEDERAL FUNDS FOR FIFA WORLD CUP 2026 PREP

By Staff

March 26, 2026

The North Central Texas Council of Governments will manage and distribute more than \$61 million in federal funding to support safety, security, transportation, and operations tied to the FIFA World Cup 2026, officials announced Thursday.

The funding package includes \$51.5 million allocated across North Texas through a \$625 million Federal Emergency Management Agency grant program aimed at strengthening security preparations ahead of the global tournament. An additional \$10 million from the Federal Transit Administration will support enhancements to public transportation systems across the region.

North Texas officials are preparing for what is expected to be one of the largest sporting events ever held in North America.

“Serving in this role reflects the core mission of the North Central Texas Council of Governments — bringing local governments together to solve complex regional challenges,” Executive Director Todd Little said in a statement. “By coordinating these resources and supporting our partners, we are helping ensure North Texas is prepared to deliver a safe, successful and globally competitive World Cup.”

NCTCOG was selected by the North Texas FIFA World Cup Organizing Committee and the Office of the Governor to administer FEMA funds. Its responsibilities include coordinating distribution to local governments, ensuring compliance, providing training and overseeing reimbursement and audit readiness.

The transit funding will expand service, improve access to venues and increase capacity to handle an expected surge of visitors.

“This investment will help ensure our region is prepared to move fans safely and efficiently throughout North Texas,” said Karla Windsor of NCTCOG.

North Texas will host nine matches at AT&T Stadium, including a semifinal, with Dallas serving as a central hub for tournament activities.

NBC DFW

STUDY TO DETERMINE DETAILS OF EXPANDING DART FROM PLANO TO MCKINNEY NOW UNDERWAY

The Regional Transportation Council voted to “unpause” the study

By Maria Guerrero
March 24, 2026

The long-debated issue over whether to expand Dallas Area Rapid Transit (DART) services in Collin County is taking a big step toward realization.

A feasibility study is now underway, analyzing whether the DART rail line or another form of DART public transit should extend beyond Plano, up to Allen and McKinney.

The Regional Transportation Council (RTC) tabled the issue last fall when DART member cities, including Plano, threatened to part ways with the agency.

Member cities were prepared to take the issue to voters after voicing concerns surrounding DART services and whether taxpayers were getting a fair return on their investment.

However, after DART’s board agreed to some concessions, member cities, including Plano, opted to remain DART partner cities, allowing the RTC to bring the study back up for a vote on March 12.

The RTC voted to “unpause” the study, hire a consultant in May to help with planning, form a project advisory committee and kick off the study in June or July of this year.

Another reason proponents urged the RTC to resume the analysis as soon as possible was that funding for the analysis will expire in early 2027.

It would take years, but a new DART stop could be a short walk away from McKinney’s historic downtown square.

“I think it could be great,” said Shelbey Thompson, a line manager at Spoons Café. “I really think that could be beneficial to so many people, and these are all mom and pop shops, so it will bring business.”

Not all local shops share Shelbey Thompson’s personal opinion.

NBC 5 spoke with a handful of business owners in Allen and McKinney who declined an on-camera interview but voiced concerns, including homeless encroachment.

Last week, regional transit leaders approved resuming a yearlong McKinney passenger rail corridor study examining a potential DART expansion North.

NBC 5 contacted media representatives for the cities of Plano, Allen and McKinney on Tuesday, seeking comment.

“This will be a feasibility study,” explains RTC member and Plano mayor John Muns.

NBC 5 asked Muns to explain the process and potential timeline.

“They hire a consultant to really find out the costs. There is rail that exists right now, and so will that be able to be used, or will they have to really kind of lay rail, new rail down or whatever that

might be," Muns said. "Once that study gets done, then we'll be able to sit down and talk about whose responsibility will be what."

What's not yet clear and may be part of the study's findings is what kind of DART service works best: light rail, commuter rail or maybe just rapid transit bus service.

Before the RTC's unanimous vote in favor of resuming the study, one member voiced his opinion, saying light rail may not be the right DART "tool" for this particular corridor, and it would be better not to "force" riders to transfer in Plano and instead extend the regional rail from Fort Worth.

Muns emphasizes that major discussions and potential decisions are at least one year away.

"Will DART want to take this on? Will the RTC want to take this on? Those will be discussions once we have a better idea of what we're looking at," he said.

Muns said he joined McKinney's mayor in voting yes to the study, hoping that the decision to remain a DART member city would lead to an expansion beyond Plano.

"To just have these 13 member cities over the last 43 years makes no sense, and so this is a real positive move for DART, for RTC and obviously for the growth cities that are to the north of us," Muns said.

A spokesperson for the city of McKinney provided NBC 5 with a statement on Tuesday saying:

'The City of McKinney is aware of ongoing regional analysis regarding a potential rail connection extending north from Plano. This type of long-range planning is not new, as McKinney has been included in prior regional transportation discussions. We believe it is important for regional partners to periodically evaluate growth and long-term transportation needs. We look forward to remaining engaged and informed as the study progresses.'

Potential routes are not yet known, but one option would extend Plano's existing Red Line that ends near Parker and 75, following existing tracks in Allen (building/replacing missing sections) between Greenville Avenue and Highway 75/North Central Expressway, up to McKinney, following existing tracks running along or near Highway 5.

There are also talks of building onto the new Silver Line.

Because Allen representatives have historically expressed some opposition to adding DART services in their city, NBC 5 asked Muns if this sentiment remains the same.

"I don't know that for a fact, so I'm just going to go: I know Allen has really resisted this conversation, but that was a long time ago. So I'm going to say, I do not know," said Muns.

A spokesperson for the city of Allen informed NBC 5 that they would be unable to provide a statement in time.

If Allen representatives provide a statement at a later time, NBC 5 will add it to this report.

DFW ADDS 120,000-PLUS PEOPLE, CENSUS REPORT SHOWS – BUT DALLAS COUNTY SHRINKS

The new data hints at major implications for a changing metro region

By Trevor Bach
March 26, 2026

The D-FW area added more than 120,000 people from July 2024 to July 2025, according to [a new census estimate](#), a numeric increase among U.S. metro areas that was second only to that of greater Houston.

But the growth didn't come from the region's largest county: Dallas County, which still ranked as the country's eighth most populous, actually lost population over the time period. Collin County, meanwhile, saw significant growth, adding around 43,000 people, second nationally only to Harris County, which includes the bulk of greater Houston.

More rural — and affordable — Kaufman County also saw a major jump, adding more than 11,000 people for a growth rate of nearly 6%, the country's third highest.

The new figures, published by the Census Bureau on Thursday, hint at potentially major implications for the future of D-FW. For years, the region has ranked among the country's fastest-growing metro areas, with some estimates projecting North Texas — which has a current population estimated around 8.5 million, fourth among U.S. metro areas — [will eventually surpass 12 million people](#) and even challenge greater LA as the nation's second-largest metro area.

Yet the explosive population growth — which has coincided [with a pronounced business and finance sector surge](#) — simultaneously brings numerous challenges, including higher rents and stretched infrastructure. It's also been unevenly distributed, with some parts of the Metroplex experiencing major density and prosperity booms while other areas have languished.

The new census data is likely to only add to increasingly urgent questions about the future of Dallas' urban core, in particular, at a time when some of central Dallas' most important businesses and institutions, including AT&T and the Dallas Stars, are leaving or considering leaving the city center.

“Downtown Dallas needs to have a reckoning,” Steve Triolet, an executive at Dallas-based Partners Real Estate, told *The Dallas Morning News* earlier this year, in the wake of the bombshell news that AT&T, one of the region's largest employers, [was abandoning its downtown headquarters](#) for Plano. “They need to have a come-to-Jesus moment.”

Other major metro areas may be facing their own reappraisals. Of the country's 387 metropolitan statistical areas, 310 saw slower growth between 2024 and 2025 compared with the year earlier, the data showed, and many of the country's most populous areas actually saw population declines. Los Angeles County, the country's most populous, lost around 54,000 residents. In Florida, Miami-Dade and Pinellas County, in the Tampa Bay area, both lost more than 10,000 residents. In New York City, Queens County and Kings County, which include the boroughs of Queens and Brooklyn, also saw net losses.

Those urban decreases largely stem from a drop in both international and domestic migration, according to census researchers, while the country as a whole also saw a major decline in international migration. From 2023 to 2024, the U.S. gained residents from other countries at a rate of above 8 per 1,000, but from 2024 to 2025 the rate fell to below 4 per 1,000. Large counties, which typically serve as migration magnets, were particularly impacted, and so were counties along the U.S.-Mexico border, with Laredo County registering the country's single steepest drop in population growth rate.

The data is particularly resonant for Texas. While the state's population and economy have both grown for years at a rate well above the national average, lately analysts have been pointing to a slowdown in international migration — and associated labor supply challenges — as a major headwind for the state's economy.

"Texas' strong domestic and international in-migration helps explain why state job growth outpaces that of the nation," researchers at the Dallas Fed [wrote in a report published](#) in the fall. But they found that, in addition to slowing the migration inflow, beginning last year the Trump administration's immigration crackdown had created a kind of "chilling effect" that was keeping foreign-born Texas residents home and dampening the economy. One in five Texas businesses in the bank's survey said they expected immigration policy changes to negatively impact their hiring last year.

Parts of the D-FW Metroplex, [including booming Frisco](#), have also been hit particularly hard by new restrictions to H-1B visas, a program intended for highly skilled immigrants that's widely used in the tech industry and higher education.

"That's the disruption to kind of the growth model that we have, as far as I see it," Pia Orrenius, a senior economist at the Dallas Fed, said in an interview this year, referring to Texas' and D-FW's immigration slowdowns. "Immigration and migration into the state is more than 50% of our growth.

Economists generally remain relatively bullish on the Texas and D-FW economies, however, with the Dallas Fed [recently projecting](#) a 1.1% state jobs growth rate in 2026 — slower than Texas' traditional 2% growth rate but a marked improvement from last year, when the state saw virtually no employment growth.

While D-FW's year-over-year population increase of nearly 124,000 residents ranked second among metro areas in overall terms — ahead of greater Atlanta, Phoenix and Charlotte, N.C. — the net jump still represented a downshift from the North Texas' recent growth: Between 2020 and 2024, D-FW added about 715,000 people, according to the census report, for a yearly average gain of about 179,000.

DFW AWARDED \$61M IN FEDERAL FUNDS FOR FIFA WORLD CUP SAFETY, TRANSPORTATION

By Alex Bentley

March 27, 2026

The [2026 FIFA World Cup](#) is expected to bring tens of thousands of fans to the Dallas-Fort Worth area, and to help manage that influx, the North Central Texas Council of Governments (NCTCOG) has received more than \$61 million in federal funds to support safety, security, operations, and transportation.

Nine matches will be played at [AT&T Stadium in Arlington](#) during the World Cup, including a semifinal.

Dallas will also host the official FIFA Fan Festival Dallas at Fair Park and serve as the central hub for tournament coordination with the International Broadcast Center at the Kay Bailey Hutchison Convention Center.

According to a release, the NCTCOG has been designated to manage and distribute the federal funds, which includes \$51.5 million to be spread across the North Texas region in a grant program administered by the Federal Emergency Management Agency to bolster security preparations ahead of the tournament.

The remaining \$10.03 million comes from the Federal Transit Administration to enhance public transportation services across the region, part of a \$100.3 million investment from the Federal Transit Administration to support public transit systems in U.S. host cities.

NCTCOG was selected by the North Texas FWC Organizing Committee and the Office of the Governor to serve as the grant administrator for the FEMA funds, a role formally approved by its Executive Board on March 26, says the release.

NCTCOG will coordinate distribution of funds to local governments, ensuring compliance with grant requirements, providing guidance and training to subrecipients, and overseeing reimbursement, documentation, and audit readiness in partnership with state and regional stakeholders.

“Extensive, collaborative planning has taken place across jurisdictions and at every level of government to strengthen our region’s preparedness,” said Maribel Martinez-Mejia, Director of Emergency Preparedness for NCTCOG, in a statement. “This grant provides critical resources to support our public safety and security partners, ensuring the plans we’ve developed can be fully implemented to deliver a safe and secure experience for North Texas.”

The \$10.03 million in transit funding will support expanded service, improved access to venues and fan events, and increased capacity to accommodate the anticipated surge in ridership as millions of visitors travel to North Texas.

“The World Cup is a once-in-a-generation opportunity for North Texas,” said Todd Little, the Executive Director of NCTCOG, in a statement. “Through strong regional partnerships and strategic investment, we are positioning our communities to welcome the world, while ensuring the highest standards of safety and coordination.”

CITY OF ARLINGTON

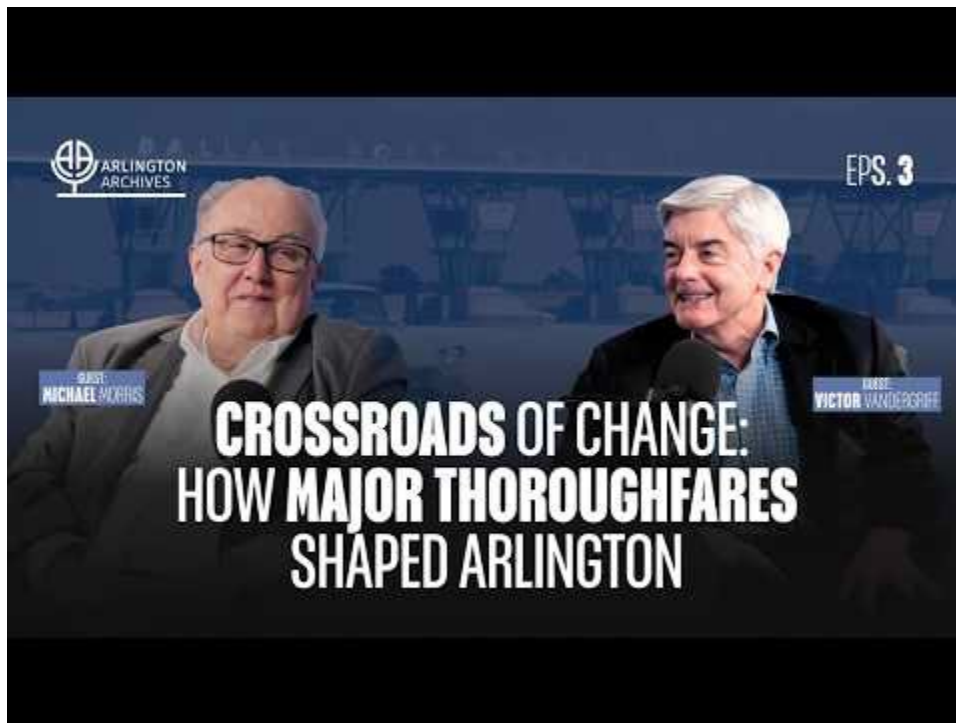
NEW ARLINGTON ARCHIVES EPISODE EXPLORES HIGHWAYS THAT SHAPED CITY

By Office of Communication

March 26, 2026

From dusty roadbeds to roaring interstates, Arlington's transportation history takes center stage in the newest "Arlington Archives" episode, exploring how major thoroughfares carved the path for the city's growth.

The City of Arlington has released the third episode of its historical podcast, titled "Crossroads of Change: How Major Thoroughfares Shaped Arlington." The episode features host O.K. Carter in conversation with two of North Texas' leading transportation experts: Michael Morris, Director of Transportation for the North Central Texas Council of Governments, and Victor Vandergriff, Executive Director of the Tarrant Regional Transportation Coalition.



Together, they examine how Interstate 30, Interstate 20 and the long-gone but influential Bankhead Highway redirected Arlington's development over the decades. From regional mobility planning to the evolution of some of the city's most recognizable corridors, the discussion highlights how these roadways helped transform Arlington from a small community into a major urban center.

Produced in celebration of Arlington's sesquicentennial in 2026, the series features voices from historians, city leaders and longtime residents. Future episodes will further explore Arlington's history, spotlighting milestones and anniversaries in the city's storied past.

Visit Arlington150.com for more historical articles, photos and events planned throughout 2026.

TRINITY METRO GEARS UP FOR FORT WORTH'S GROWTH AS AGENCY PREPARES FOR PROJECTS, EXPANSION

By Eric Garcia
March 25, 2026



The TEXRail train pulls into the Fort Worth Central Station on June 12, 2025. (Mary Abby Goss | Fort Worth Report)

Transportation can be a catalyst for economic growth, especially in booming Fort Worth where health care, education, tourism and technology are surging sectors.

Trinity Metro is having its busiest year ever as the Fort Worth transit agency prepares to transport riders during the 2026 FIFA World Cup games and break ground for a major rail expansion later this year.

The agency's notable projects were highlighted by President and CEO Rich Andreski during Trinity Metro's inaugural luncheon, held March 24 at the T&P Station, 221 W. Lancaster Ave. in downtown Fort Worth.

"For a city of our size, we have the opportunity to dream very big things — and we need to," Andreski said. "Our city is dynamic, fast-growing, and we've got a lot of industry and technology-based companies coming, our education sector is growing, tourism is booming and we deserve — our city deserves — a world-class transit system."

But it will take some time to get there, he cautioned.

“We’re on a journey here,” Andreski said. “Our job will not be done for a very long time, but we are laying the groundwork for something much bigger. So right now, we want to continue to deliver on the promises we made.”

Andreski said the agency is in discussions about “big ideas and possibilities for the future.”

He started his speech with a disclaimer: “What you’re going to hear today is not endorsed by any organization, City Hall or the board of directors or anyone else. It’s just a place to start a bigger conversation about who we want to be as a city.”

One major success is the 27-mile TEXRail line, which runs from downtown Fort Worth to Dallas Fort Worth International Airport and continues to set ridership records. The service had a near 12% increase in ridership during 2025 from the previous year and is exceeding the expectations of agency officials this year as well.

So far this fiscal year, TEXRail has recorded more than 422,000 train riders, up from 365,511 in 2025.

Trinity Metro is preparing to start building its \$167 million-plus [2.1-mile extension](#) from downtown to the Medical District.

Earlier this year, the agency’s board authorized early-work amendments for construction contracts. A groundbreaking for that project is expected in the fall after the World Cup games.

Andreski said he envisions the TEXRail line as having a potentially enormous impact — especially on higher education — if the line can be extended south down to the Chisholm Trail Parkway, where it could deliver users to stations near Texas Christian University and Tarleton State University campus on the city’s far southwest side. Two sites — the University of Texas at Arlington’s downtown Fort Worth location and the new Texas A&M Fort Worth — are within walking distance of the Fort Worth Central and T&P stations.

Once TEXRail’s extension to the Medical District is up and running, Andreski said a connector bus route could link the city’s hospitals as Fort Worth is a premier health care destination with growing medical facilities.

The extension “is one of the most complex and expensive portions of the line, so we’re hoping it will be a little easier to keep going south after we’re done with this,” chief strategic officer Anette Landeros said.

Trinity Metro recently hired a new consulting team to help develop the first phase of an urban rail system to an entertainment district, Andreski said.

“As we contemplate urban rail opportunities, we’re doing it in close coordination with our district stakeholders,” he said. “All of them are thriving in their own way. Where can urban rail complement and amplify what’s going on in those districts?”

The Fort Worth Stockyards is a strong contender for an urban rail line since the popular area is often congested with vehicles and people, Andreski said.

Trinity Metro leaders are thinking about economic development opportunities with the [recent hiring](#) of Mike Brennan, the former Near Southside Inc. president, as the agency’s vice president of economic development in January.

Andreski said land around train stations along the TEXRail route could be used for transit-oriented development.

“Trinity Metro public transportation can amplify everything everyone else is trying to do,” he said. “The idea is a more interconnected city, a more seamless city. ... The big idea is that more connectivity in different areas of the city leads to more interactions, which leads to more creativity and economic impact.”

The [Grapevine TEXRail station](#) is a model for the agency as it has nearby amenities, including a luxury hotel, a food court, cocktail bar and other entertainment.

Andreski [has said](#) the Fort Worth Central Station is a “hot, hot location” near the new Texas A&M Fort Worth campus under construction downtown.

For the World Cup, Trinity Metro approved a one-year contract of up to \$6 million to [lease dozens of buses](#) for 42 days during the games in the summer. Those buses will be needed to move people from the CentrePort Station south of Dallas Fort Worth International Airport to Arlington’s AT&T Stadium, which is dubbed Dallas Stadium for the duration of the games.

An [emergency transit drill](#) prior to the games is planned April 15.

Transportation can attract big business to a city, Andreski said, citing the 2018 move of McDonald’s corporate headquarters from Oak Brook, Illinois, to Chicago’s West Loop. The change, he said, enabled the company to tap into Chicago’s transit system to boost innovation and enhance talent recruitment.

Access to Fort Worth’s transit system would similarly aid in corporate relocations and expand the talent pool, he said.

Meanwhile, another passenger line is preparing for improvements as Trinity Metro’s board of directors on March 16 approved three contracts to advance the [double-track project](#) in Tarrant County to make the Trinity Railway Express passenger train that connects downtown Fort Worth and downtown Dallas more efficient.

The \$43.5 million upgrade will allow trains to pass each other without stopping on an auxiliary single rail track, providing increased frequency of the service and helping to grow the line, officials said.

Trinity Metro is watching developments for [Texas Central Railway](#)’s proposed high-speed rail line to Arlington and downtown Dallas to connect with Houston.

“It’s an exciting idea, but it’s a private venture,” Andreski said. “So we’re following it as that idea develops.”

So the focus is on TRE improvements, which could mean even more double tracking and signal upgrades that could cut the Fort Worth to Dallas train to under 40 minutes.

“While the region contemplates higher speed or high-speed rail, we’re going to continue moving forward with our vision for Trinity Railway Express,” he said.

Ben Robertson, a Trinity Metro board member, said Andreski’s transportation vision for the future is impressive.

“It’s some of the best vision-capping we have had in a long time,” Robertson said. “There are some big ideas to be a catalyst for growth.”

Andreski said the transit agency seeks to be strategic in plans that reflect the overall goals for Fort Worth.

“We’re not talking about a transportation strategy, we’re talking about an education, health care, tourism and economic development strategy,” he said. “How do we align our investments to support everything else that everyone is trying to accomplish? For example, when we do transit well, we reduce the demand for parking. And when you reduce the demand for parking, you reduce development costs.”

Transit is the tool that can make things happen, he said.

“We’re going to create a vision for Fort Worth that best reflects the goals of our city,” he said.

\$61M IN FEDERAL FUNDS KICKS FIFA WORLD CUP PREP INTO HIGH GEAR ACROSS DFW

By Alex Bentley

March 30, 2026



The FIFA World Cup is bringing thousands of fans and millions of dollars to the Dallas-Fort Worth area. Getty Images

The [2026 FIFA World Cup](#) is expected to bring tens of thousands of fans to the Dallas-Fort Worth area, and to help manage that influx, the North Central Texas Council of Governments (NCTCOG) has received more than \$61 million in federal funds to support safety, security, operations, and transportation.

Nine matches will be played at [AT&T Stadium in Arlington](#) during the World Cup, including a semifinal.

Dallas will also host the official FIFA Fan Festival Dallas at Fair Park and serve as the central hub for tournament coordination with the International Broadcast Center at the Kay Bailey Hutchison Convention Center.

According to a release, the NCTCOG has been designated to manage and distribute the federal funds, which includes \$51.5 million to be spread across the North Texas region in a grant

program administered by the Federal Emergency Management Agency to bolster security preparations ahead of the tournament.

The remaining \$10.03 million comes from the Federal Transit Administration to enhance public transportation services across the region, part of a \$100.3 million investment from the Federal Transit Administration to support public transit systems in U.S. host cities.

NCTCOG was selected by the North Texas FWC Organizing Committee and the Office of the Governor to serve as the grant administrator for the FEMA funds, a role formally approved by its Executive Board on March 26, says the release.

NCTCOG will coordinate distribution of funds to local governments, ensuring compliance with grant requirements, providing guidance and training to subrecipients, and overseeing reimbursement, documentation, and audit readiness in partnership with state and regional stakeholders.

“Extensive, collaborative planning has taken place across jurisdictions and at every level of government to strengthen our region’s preparedness,” said Maribel Martinez-Mejia, Director of Emergency Preparedness for NCTCOG, in a statement. “This grant provides critical resources to support our public safety and security partners, ensuring the plans we’ve developed can be fully implemented to deliver a safe and secure experience for North Texas.”

The \$10.03 million in transit funding will support expanded service, improved access to venues and fan events, and increased capacity to accommodate the anticipated surge in ridership as millions of visitors travel to North Texas.

“The World Cup is a once-in-a-generation opportunity for North Texas,” said Todd Little, the Executive Director of NCTCOG, in a statement. “Through strong regional partnerships and strategic investment, we are positioning our communities to welcome the world, while ensuring the highest standards of safety and coordination.”

AS DART STRUGGLES, HOW ARE OTHER PUBLIC TRANSPORTATION AGENCIES FARING ACROSS THE U.S.?

Public transportation systems across the country are grappling with funding shortfalls, regional differences and sprawl

By Lilly Kersh
March 28, 2026

Dallas Area Rapid Transit [narrowly escaped](#) a slate of six withdrawal elections that could have shrunk the public transportation system significantly this year, [exposing challenges](#) the agency faces in providing bus, train and other transit services over a sprawling region.

While those struggles were magnified by the consideration of [city elections to leave](#) the agency, three of which will go forward May 2, the challenges in funding and governing public transit in North Texas are not unique.

“They’re happening everywhere,” said Nadine Lee, [DART’s outgoing CEO](#) who has worked for transit agencies in California and Colorado.

Transit systems across the country saw a 40% decrease in [ridership during the pandemic](#), said Randy Machemehl, professor of transportation engineering at the University of Texas at Austin. Service was reduced and routes were cut in some cases. Ridership has increased since then, but Machemehl said it’s still struggling.

“It didn’t come back very quickly because a lot of the people ... had to get to work. So they found another way,” he said. “It’s kind of hard to get those guys to come back.”

As agencies recover from that recent blow, issues of regional collaboration, local needs and limited funding have come to a head in sprawling, fast-growing metro areas ill-suited for efficient mass transit. From coast to coast, local governments are grappling with the glaring [public transportation question](#).

Regional vs. local

In the Denver area, the Regional Transportation District serves more than 3 million people over 2,345 square miles — for comparison, DART’s service area spans 700 square miles. Created in [1969 by the Colorado Legislature](#), RTD is governed by a 15-member publicly elected board of directors and is funded mainly by a 1% sales tax on purchases made within the district.

Michael Davies, government relations officer at RTD, said he sees similarities between DART’s situation and Denver’s. Just like in Texas, it’s hard for the Colorado agency to balance regional needs with local ones, especially as cities grow and ask for a clearer return on investment for their tax dollars.

“RTD [is] set up to be a regional transit agency. But we often hear from our local jurisdictions about that very localized transit need, and inherently that is a tough battle to grapple with,” Davies said.

Some regions try to strike a balance. In Los Angeles, the LA Metro’s 1,433-square-mile service area is supplemented by localized transit agencies “that then coordinate and feed into the larger LA County regional system,” Davies said.

As part of [DART's plans to reform](#), the agency has proposed transferring regional rail systems — including the Denton County Transportation Authority's 21-mile A-train commuter rail line, Trinity Metro's Trinity Railway Express and DART's Silver Line — to a broader, independent management authority.

Doug Monroe, RTD's manager of corridor planning, said it's important to see transit's value on a regional scale when planning public transportation systems.

"These services are not specific to one municipality. It's helpful to be able to travel across 40 different municipalities here," he said. "Recognizing the regional benefits of it is important in the value of RTD."

If cities choose their own services, "It becomes very challenging for the mobility of the region," he said.

A [wider regional buy-in](#) could have made more sense for DART, said Stephen Mattingly, a professor of civil engineering at the University of Texas at Arlington. Atlanta's Metropolitan Atlanta Rapid Transit Authority, for example, receives a 1% sales tax from three counties and 1.5% sales tax from the city of Atlanta.

"County-level taxes ... would have been a far more effective way for us to be thinking about this," he said. "The fact that the entire region is not bought in and contributing, likely led to this opportunity for politicians to say ... 'We're not getting what we want out of this system.'"

Michael Morris, director of transportation for the North Central Texas Council of Governments, a regional planning group, said North Texas will especially need wider support for a regional transit system to meet the needs of the [12 million people](#) projected to live in Dallas-Fort Worth by 2050.

Funding pressures

Morris said there is a "funding crisis in transportation."

"Money is flat or decreased for this year," he said.

Lee said [financial pressure on cities](#) has contributed to DART's predicament this year, and simply moving money around won't help.

"We have to confront it," Lee said. "It's not popular, but I don't think the population can expect ... DART to thrive and produce the services that they're looking for if their revenues are constantly being decreased."

Denver's legislators have recently given transit funding more attention, Davies said.

"Within the last couple of years, the state has passed some legislation really focused on fees ... that can help fund transit," Davies said. "That's still a small amount of funding in the grand scheme of things, compared to RTD's annual operating budget."

As part of [DART's proposed reforms](#), its leaders plan to pursue a new revenue stream in coordination with member cities and regional stakeholders, such as a vehicle registration fee. This would need action by state lawmakers to come to fruition, and would also apply to cities not in DART.

[In northern California](#), the transit funding pinch has been felt hard. Bay Area Rapid Transit expects to run out of the state and federal emergency funds provided by its lawmakers during the COVID-19 pandemic. BART is funded by a mix of sources, including local and state funds, passenger and parking revenue and sales tax, but a shift to remote work in the Bay Area has hit the agency's finances hard.

If a November ballot measure to increase sales tax funding fails and no new revenue becomes available, the agency is bracing for drastic cuts and fare increases.

Density and DART

Monroe said it's hard for his Colorado agency to serve such a broad geographic area — 40 municipalities in six counties over 2,345 square miles.

In more [densely populated areas](#) of the region, RTD offers more fixed-route service, he said, and more on-demand service in lower density areas "to continue to be able to provide some return on the tax investment that all these areas pay into the district."

[Suburban city leaders](#) in DART have decried a lack of adequate service in their less dense municipalities and asked the agency for a better return on their sales tax investment.

Density is a key factor. Services like fire rescue, trash pickup and road repair are more expensive to provide in a city designed to sprawl, said DART board member Enrique MacGregor. Denser cities collect more taxes that can be spent more efficiently.

"Density makes for a thriving city," he said, although the concept can be unpopular in some suburbs.

Density also makes it easier to [provide public transportation](#), Machemehl said. That's why in the northeast, where development is more concentrated, more people use public transportation, he said.

"Under those conditions, public transportation actually works quite well," he said. But Texas cities typically lack that degree of density, he said.

"We're so dispersed," said former Dallas City Manager Ted Benavides. "If we were more compact, it would work better."

Still, the region has "captive riders," a term for those with no other transportation than public transit, Machemehl said.

"The opportunity that we provide for captive riders should not be neglected, even in these wealthy cities around Dallas," he said.

Morris said he believes the region needs to increase density around rail stations and invest in train systems to avoid "having people live 80 miles away from their jobs and spending [three hours a day on the freeway](#)."

In North Texas, that will take education and communication, he said.

Collaboration: 'the word of the day'

When she worked for the LA Metro and RTD, Lee said the attitude around investing in transit was very collaborative.

“Everyone was on the same page,” Lee said.

In North Texas, “the cities are not just competitive with each other within our service area, but they’re also competitive with ones that are not in our service area,” she said.

That’s why sales tax became competitive, she said, which contributed to some cities seeking to end their use of sales tax on DART.

“That competitive disposition undermines the regional nature of DART’s offering,” she said.

“This region probably would do well to [consider how to come together](#)... That’s the only way we’re going to sustainably grow, because we can’t build ourselves out of the problem.”

With more people on the way, Benavides said the region will have to be more flexible, leverage new technologies and work together.

“We have to be much more collaborative,” Benavides said. “Collaboration is going to be the word of the day, not competition.”

MILLIONS IN FEDERAL DOLLARS TO BE DISTRIBUTED AHEAD OF WORLD CUP

By Eric Bushman

March 30, 2026

The challenge after getting millions in federal funding for FIFA World Cup security is getting the money to where it is needed.

The North Central Texas Council of Governments has been tasked with that responsibility.

NCTCOG Director of Emergency Preparedness Maribel Martinez-Majia says they are pretty steady with where the money is going.

"Those amounts are determined by the organizing committee and the jurisdiction," Martinez-Majia said.

There is a total of \$61-million in federal funding that was given to North Texas.

\$51.5-million is for security while a separate \$10-million allocation is dedicated to enhancing public transportation.

"We know that some of that money will go to the City of Dallas, the City of Fort Worth, City of Arlington, Frisco, Mansfield, DFW Airport, Dallas County, Southern Methodist University, DART, and the City of Irving," Martinez-Majia said.

Houston received \$74-million as the other host city in Texas.

The FIFA World Cup gets underway June 11th with both Dallas and Houston hosting their first matches on June 14th.

NORTH TEXAS TRANSIT GOPASS APP GETS UPGRADE

By Eric Garcia
March 29, 2026



A Trinity Metro bus leaves the Central Station in downtown Fort Worth on July 21, 2025. (Mary Abby Goss | Fort Worth Report)

Trinity Metro riders who pay for their fares through an app will need to download an updated version.

The [GoPass app](#) — developed by Dallas Area Rapid Transit — allows users to check bus and rail schedules and buy local and regional day passes in Tarrant, Dallas and Collin counties.

Version 4.11.1 of the app is being used as of March 25, DART officials said in a news release.

GoPass version 4.11.0 will no longer support payments. “Users will be prompted to download the new version and update stored payment information to purchase passes via the app,” officials said in a statement.

DART officials said they released the updated app to keep financial information from credit and debit cards safe after identifying a security issue with GoPass Tap Cards, the agency’s reloadable payment system. The tap cards will be temporarily suspended on March 31.

In addition to the app, Trinity Metro riders can buy day passes from the ticketing kiosk at Fort Worth Central Station, 1001 Jones St., or through payment machines at train platforms. Cash is also accepted for fares.

ADDISON APPROVES NEW TRANSIT SERVICE AS POSSIBLE DART EXIT LOOMS

By Mike Albanese
March 30, 2026

Addison City Council members are preparing for a life possibly without DART after approving a contract with Via Transportation Inc. to provide micro-transit and paratransit service on a six-month term.

Addison is one of several cities that will let voters decide whether or not to withdraw from Dallas Area Rapid Transit on May 2, joining Irving, Highland Park and University Park. Plano and Farmers Branch have [cancelled elections to withdraw from DART](#).

Leaving DART would create a sizable gap in public transportation, especially for the paratransit community, if voters approve withdrawal on May 12.

City Manager David Gaines said he "would be very concerned" to have just 10 days to prepare a new paratransit service and called the agreement with Via "vitally important."

He estimated it may cost Addison \$50 million to exit DART, but the regional transportation provider would calculate a more accurate number based on debt and specific city-related financial obligations.

Deputy City Manager Ashley Shroyer said the micro-transit and paratransit service will begin April 24 and will run seven days a week from 5 a.m. until midnight.

Via will use nine vans, including three that are wheelchair accessible, for the service within Addison bringing riders to retail, office and hospitality hubs in the city. The paratransit service can bring riders to locations in all DART member cities. Via stated any riders eligible for paratransit service through DART will be eligible for its service.

Via will use seven existing DART bus stop locations as its rally points: Knoll Trail, Verde Valley, Trinity Mills/Addison Road, Belt Live/Venture, Spring Valley/Montfort, Midway/Alpha and the Downtown Carrollton Station.

The six-month pilot contact is not to exceed \$872,321, and the service area can be expanded if requested and approved by the council. Shroyer added Via can renegotiate the contact if costs for labor, vehicles or leasing rises more than 10%.

The decision to approve the pilot contact was contentious, as the pending DART withdrawal loomed over the council.

Council member Chris DeFrancisco was the lone dissenting vote on the contract. He opposed the service on grounds the city did not have the proper financial or legal information to approve the contact.

"How is this better? This is not better," he said. "This is the last thing we should be doing."

"What we should be doing is making it easier for people to get here," he said, voicing concerns over the rally points and the potential 12-minute wait time.

Other council members supported the program. Council member Dan Liscio said he has financial concerns about DART.

"We know DART is not financially sound and solvent and taking on debt," he said.

DART had the opportunity over the past two decades to create a "more friendly service," Liscio said, and he believes Via will be a safer option for Addison residents.

Randy Smith said micro-transit and paratransit services are needed, and while costs may increase, "it'll take a long time to get to \$17.5 million," referencing the amount Addison paid DART last year.

Smith also said that while Via riders will be free, the city will collect funds if they decide to charge for riders. Shroyer said Addison does not see any funds from fares paid for DART services.

Council member Howard Freed asked whether Addison could re-enter DART at a later time if voters decide to exit the system. Shroyer said DART would need to approve any re-entry in a similar process to how Addison joined DART.

Via's Vice President of Central Partnerships Sarish Kasat said transit service works with other providers, notably Denton County Transit Authority. The company also has a multi-year agreement with the city of Arlington.

Thomas De Ridder, Via's regional partnership representative, said the company wants to provide continuity, especially for paratransit users.

Kasat said Via has not yet received data from DART on the number of paratransit riders, and will use demographic data, simulations and historical data from other cities to meet estimated demand in Addison.

It has been a wild ride for DART the past several months, as it works to stay contracted with its main markets.

Dallas City Council took action on Feb. 11 to give up its long-held majority control of the DART board and placate suburban cities that have recently called for elections to leave the transit agency.

Under the new structure, Dallas will keep at least seven seats on the 15-member board and least 45% voting power on the board.

NEW DATA SHOWS STEADY DECREASE OF FATAL CRASHES DESPITE HURDLES FACED BY FIRST RESPONDERS ON THE ROAD

By Blessing Iwuchukwu
March 30, 2026

We've all been there: suddenly stopped on the highway, stuck in standstill traffic because of a wreck ahead.

It's frustrating for drivers, but for first responders, it can mean the difference between life and death.

Spectrum News 1 is digging into the challenges causing traffic back-ups from San Antonio to Houston. And in Dallas-Fort Worth, Spectrum News got a front-row seat with first responders — seeing firsthand the traffic hurdles they face while responding to emergencies.

A crash happens in seconds, causing gridlock on Interstate 35 that can stretch for miles. For first responders, every minute stuck navigating blocked lanes puts lives at risk.

EMS Supervisor Cody Riley has to maneuver through lanes with nowhere to go, in a race to help before it's too late.

"Sometimes you'll have people do the right thing and you know move over to the right side of the road and sometimes it just gets a little chaotic and people may not know what to do," said Riley.

As Texas grows, so does the pressure on roads.

When Craig Trojacek joined the Fort Worth Fire Department about 20 years ago, the city was a lot smaller.

"We're well over a million people now. The 11th largest city in the nation. With that comes a lot of challenges and stuff with the growth, roadways and safety of people on the roads," Trojacek said.

The growth means more people, more cars and more moments where help can't get there fast enough. And it's not just happening in Tarrant County.

To give you some perspective, Spectrum News 1 monitored a crash-prone stretch of Interstate 30 that crosses both Dallas and Rockwall counties.

For 120 hours, every weekday rush hour, morning and night, Spectrum News tracked what drivers and first responders face in real time between Bass Pro Drive and Horizon Road, where the crash rate is above the regional average.

Texas Department of Transportation (TxDOT) records show that in the 30 days Spectrum News 1 monitored this stretch of road, there were 26 crashes; three occurred when construction workers were present, and none of the crashes were fatal.

Spectrum News 1 also captured what first responders tackle before they even arrive, and sometimes it's not just the driver who needs help.

“There’s been some tragic cases here in Fort Worth very recently that some of the first responders have lost their lives responding to emergencies while they’re out there on the freeway,” said Trojacek.

So, the city is trying something new. Spectrum News 1 got a first look at Fort Worth’s new Blocker Trucks, equipped with a device called the Scorpion.

“Things are almost like a big cushion,” said Trojacek.

They are designed to absorb impact, creating a protective barrier between traffic and first responders.

“It’s designed not only with our protection and stuff in mind, but they’re also engineered to make sure they’re trying to do a crumple zone. So, whoever’s hitting them, we’re thinking of them too. So, it’s supposed to be a softer impact. Then hitting one of our fire trucks. That may weigh 40-80,000 pounds, and it’s that abrupt halt,” said Trojacek.

Fort Worth plans to roll out two more of these trucks in April. That’s encouraging to first responders like Trojacek.

“We’ve had many injuries on this job with people coming through our scenes, hitting our trucks since I’ve been on the job. I think with the growth and some of the construction and stuff that’s kind of more recent here in Fort Worth. There’s been somewhat of an uptick,” said Trojacek.

While it may feel like crashes are happening more often, new data tells a different story. The latest crash report from the North Central Texas Council of Governments reveals a shift. In the Dallas-Fort Worth area, fatal crashes peaked in 2021. Since then, fatal crashes trended down each year. The biggest decrease happened in 2025.

Spectrum News 1 compared this to statewide numbers and discovered the same trend: fatal crashes peaked in 2021 across Texas and reached a five-year low in 2025.

“It does seem like we’re doing something to improve it,” said Natalie Bettger, senior program manager of congestion management and system operation at the North Central Texas Council of Governments.

The challenge now is to understand what’s working.

“We just need to figure out what exactly it is. We take a whole host of programs to try to fight against crashes on our roadways,” said Bettger.

Those programs are things like “Drive Aware North Texas,” which teaches about what causes crashes, and “Look Out Texans,” which is a bike and pedestrian campaign.

“We have we still have programs to implement. And so hopefully we continue to see this reduction,” said Bettger.

The goal of these programs is to keep the roads moving when every second counts as first responders find a way through, no matter the traffic.

“We’ve got moms and dads, brothers and sisters, wives, kids. And we want to get back home, too. And we want to do it safely. And the reason that we’re out there to begin with is because it

may be your moms and dads and brothers and sisters that are needing our help out here on these freeways," said Trojacek.



U.S. Department of
Transportation

Deputy Assistant Secretary for Policy

1200 New Jersey Avenue SE
Washington, DC 20590

Office of the Secretary
of Transportation

March 12, 2026

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

Dear Mr. Morris:

Thank you for your letter regarding the status of several transportation projects in the Dallas-Fort Worth region. I appreciate your commitment to regional transportation infrastructure.

The Trump Administration inherited an unprecedented backlog of more than 3,200 unobligated grants that had been announced by the previous administration. The U.S. Department of Transportation has worked diligently to accelerate the distribution of these long-overdue funds and address core infrastructure projects that will make big changes with significant impact to unleash America's full potential.

Per the Departmental review process, the operating administration is responsible for administering the award will notify the Recipient upon approval to proceed or if additional information is necessary. I have confirmed with the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) that they have been in contact with the North Central Texas Council of Governments or the appropriate local government regarding the status of the projects listed below. Please continue to coordinate with FTA and FHWA.

- Enhancing Mobility Within the Southern Dallas Inland Port
- Trinity Railway Express Transit Oriented Development Strategic Plan
- Dallas County Inland Port Multimodal Connectivity Project *(Submitted by Dallas County)*
- Martin Luther King, Jr. / Cedar Crest Boulevard Complete Street & Safety Upgrades Project *(Submitted by Dallas County)*

Your letter also lists two projects awarded under the Charging and Fueling Infrastructure (CFI) Program. The Department is in the process of reviewing all CFI grants for compliance with the



**U.S. Department of
Transportation**

Deputy Assistant Secretary for Policy

1200 New Jersey Avenue SE
Washington, DC 20590

Office of the Secretary
of Transportation

Administration's priorities. I appreciate your patience as we work to ensure that the grants bolster the American economy and benefit the American people as Congress intended.

If we can provide further information or assistance, please reach out or contact Melissa Newton, Director of Governmental and Legislative Affairs via email at Melissa.Newton@dot.gov.

Sincerely,

A handwritten signature in blue ink, consisting of a stylized 'L' and 'S' followed by a long horizontal flourish.

Loren A. Smith, Jr.



Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-0163
214/749-3278

From the desk of the Chairman of DART

March 25, 2026

Statement from Chairman Randall Bryant on the leadership transition for DART

On last night, the DART Board of Directors as well as our President and CEO Nadine S. Lee mutually agreed to not renew Ms. Lee's employment agreement, which is set to expire on September 30, 2026.

This decision was not made lightly and reflects our Board's responsibility to ensure DART remains positioned to meet the evolving needs of our riders, member cities, and the future of this region.

I would like to recognize and thank Mrs. Lee for her many contributions to DART over the past five years, particularly her leadership during the pandemic and her work to advance key initiatives across the system.

Additionally, the board unanimously authorized me to negotiate a structured separation agreement with Ms. Lee, and that work has already begun.

Finally, the recruitment process to hire a new President & CEO will begin immediately. Additional details regarding leadership transition plans, including the announcement of an interim CEO, will be made in the coming weeks.

The DART Board has made clear promises to our cities and our riders: to provide safe and reliable service, be responsible stewards, and to ensure that our system supports the economic vitality and connectivity of North Texas.

Those commitments will demand our board to seek and hire the best talent available, and our next President & CEO will need ample time in their new role to craft the FY27 Budget, develop an enhanced service plan, and be prepared for the 90th State of Texas Legislative Session.

That level of responsibility will also require a united front from all stakeholders, and as a board, we look forward to working with you throughout this process.

In Transit Service,

Randall B. Bryant
Chairman, Board of Directors



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

March 3, 2026

The Honorable Pat Fallon
U.S. House of Representatives
1118 Longworth House Office Building
Washington, DC 20515

Dear Representative Fallon:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy board for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. The RTC directs federal transportation funding throughout 12 counties to improve safety, reduce congestion, and support economic growth for over 8 million residents. The RTC expresses support for H.R. 7437, the bipartisan Bridges and Safety Infrastructure for Community Success (BASICS) Act, by Representatives Rob Breshahan and Kristin McDonald Rivet. This legislation proposes targeted updates to existing federal transportation programs to strengthen safety, improve accountability, and speed delivery of local and regional projects.

Specifically, the BASICS Act would:

- **Strengthen regional planning while ensuring the efficient use of federal dollars.** MPOs, created by Congress, are responsible for developing fiscally constrained Transportation Improvement Programs (TIPs) that identify local priority projects that meet federal performance goals. The BASICS Act increases Metropolitan Planning (PL) funds, allowing MPOs to meet growing federal requirements while also delivering stronger planning and better project selection that reflects long-term community needs.
- **Deliver regional priorities faster.** The BASICS Act accelerates the delivery of regionally supported projects by increasing funds for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula program, STBG allows states and regions to move projects forward efficiently while also delivering tangible benefits to local businesses, workers, and communities in every congressional district.
- **Ensure transparency and collaboration.** Federal transportation dollars must be transparent to taxpayers. The BASICS Act enhances transparency by reinforcing collaboration among federal, state, regional, and local stakeholders to ensure that local voices are heard and transportation investments reflect what regions like DFW need most.
- **Focus on road safety.** With nearly 100 roadway deaths nationwide per day, the BASICS Act increases and protects Highway Safety Improvement Program (HSIP) funds. It also mandates that 25 percent of HSIP funds be distributed through MPOs for proven safety projects that build on the success of the Safe Streets and Roads for All (SS4A) program.
- **Invest in repairing locally owned bridges.** Counties own 38 percent of bridges in the United States. The BASICS Act ensures bridge funding reflects this reality by allocating funds proportionally to locally owned bridges in each state. This means additional resources for repairing our region's most vulnerable bridges.

Representative Fallon
Page Two

March 3, 2026

By supporting the BASICS Act in the next federal surface transportation reauthorization, you will help ensure that cities, counties, and MPOs have the resources needed to deliver transportation systems that connect our neighborhoods, support our local economies, and serve our residents daily.

The RTC appreciates your attention to this matter. If you have questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey". The signature is fluid and cursive, with a prominent loop at the end.

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

MS:kw

cc: Members of the North Central Texas Congressional Delegation
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

March 3, 2026

The Honorable Lance Gooden
U.S. House of Representatives
425 Cannon House Office Building
Washington, DC 20515

Dear Representative Gooden:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy board for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. The RTC directs federal transportation funding throughout 12 counties to improve safety, reduce congestion, and support economic growth for over 8 million residents. The RTC expresses support for H.R. 7437, the bipartisan Bridges and Safety Infrastructure for Community Success (BASICS) Act, by Representatives Rob Breshahan and Kristin McDonald Rivet. This legislation proposes targeted updates to existing federal transportation programs to strengthen safety, improve accountability, and speed delivery of local and regional projects.

Specifically, the BASICS Act would:

- **Strengthen regional planning while ensuring the efficient use of federal dollars.** MPOs, created by Congress, are responsible for developing fiscally constrained Transportation Improvement Programs (TIPs) that identify local priority projects that meet federal performance goals. The BASICS Act increases Metropolitan Planning (PL) funds, allowing MPOs to meet growing federal requirements while also delivering stronger planning and better project selection that reflects long-term community needs.
- **Deliver regional priorities faster.** The BASICS Act accelerates the delivery of regionally supported projects by increasing funds for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula program, STBG allows states and regions to move projects forward efficiently while also delivering tangible benefits to local businesses, workers, and communities in every congressional district.
- **Ensure transparency and collaboration.** Federal transportation dollars must be transparent to taxpayers. The BASICS Act enhances transparency by reinforcing collaboration among federal, state, regional, and local stakeholders to ensure that local voices are heard and transportation investments reflect what regions like DFW need most.
- **Focus on road safety.** With nearly 100 roadway deaths nationwide per day, the BASICS Act increases and protects Highway Safety Improvement Program (HSIP) funds. It also mandates that 25 percent of HSIP funds be distributed through MPOs for proven safety projects that build on the success of the Safe Streets and Roads for All (SS4A) program.
- **Invest in repairing locally owned bridges.** Counties own 38 percent of bridges in the United States. The BASICS Act ensures bridge funding reflects this reality by allocating funds proportionally to locally owned bridges in each state. This means additional resources for repairing our region's most vulnerable bridges.

Representative Gooden
Page Two

March 3, 2026

By supporting the BASICS Act in the next federal surface transportation reauthorization, you will help ensure that cities, counties, and MPOs have the resources needed to deliver transportation systems that connect our neighborhoods, support our local economies, and serve our residents daily.

The RTC appreciates your attention to this matter. If you have questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

MS:kw

cc: Members of the North Central Texas Congressional Delegation
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

March 3, 2026

The Honorable Jake Ellzey
U.S. House of Representatives
1725 Longworth House Office Building
Washington, DC 20515

Dear Representative Ellzey:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy board for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. The RTC directs federal transportation funding throughout 12 counties to improve safety, reduce congestion, and support economic growth for over 8 million residents. The RTC expresses support for H.R. 7437, the bipartisan Bridges and Safety Infrastructure for Community Success (BASICS) Act, by Representatives Rob Breshahan and Kristin McDonald Rivet. This legislation proposes targeted updates to existing federal transportation programs to strengthen safety, improve accountability, and speed delivery of local and regional projects.

Specifically, the BASICS Act would:

- **Strengthen regional planning while ensuring the efficient use of federal dollars.** MPOs, created by Congress, are responsible for developing fiscally constrained Transportation Improvement Programs (TIPs) that identify local priority projects that meet federal performance goals. The BASICS Act increases Metropolitan Planning (PL) funds, allowing MPOs to meet growing federal requirements while also delivering stronger planning and better project selection that reflects long-term community needs.
- **Deliver regional priorities faster.** The BASICS Act accelerates the delivery of regionally supported projects by increasing funds for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula program, STBG allows states and regions to move projects forward efficiently while also delivering tangible benefits to local businesses, workers, and communities in every congressional district.
- **Ensure transparency and collaboration.** Federal transportation dollars must be transparent to taxpayers. The BASICS Act enhances transparency by reinforcing collaboration among federal, state, regional, and local stakeholders to ensure that local voices are heard and transportation investments reflect what regions like DFW need most.
- **Focus on road safety.** With nearly 100 roadway deaths nationwide per day, the BASICS Act increases and protects Highway Safety Improvement Program (HSIP) funds. It also mandates that 25 percent of HSIP funds be distributed through MPOs for proven safety projects that build on the success of the Safe Streets and Roads for All (SS4A) program.
- **Invest in repairing locally owned bridges.** Counties own 38 percent of bridges in the United States. The BASICS Act ensures bridge funding reflects this reality by allocating funds proportionally to locally owned bridges in each state. This means additional resources for repairing our region's most vulnerable bridges.

Representative Ellzey
Page Two

March 3, 2026

By supporting the BASICS Act in the next federal surface transportation reauthorization, you will help ensure that cities, counties, and MPOs have the resources needed to deliver transportation systems that connect our neighborhoods, support our local economies, and serve our residents daily.

The RTC appreciates your attention to this matter. If you have questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey".

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

MS:kw

cc: Members of the North Central Texas Congressional Delegation
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

March 3, 2026

The Honorable Craig Goldman
U.S. House of Representatives
1026 Longworth House Office Building
Washington, DC 20515

Dear Representative Goldman:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy board for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. The RTC directs federal transportation funding throughout 12 counties to improve safety, reduce congestion, and support economic growth for over 8 million residents. The RTC expresses support for H.R. 7437, the bipartisan Bridges and Safety Infrastructure for Community Success (BASICS) Act, by Representatives Rob Breshahan and Kristin McDonald Rivet. This legislation proposes targeted updates to existing federal transportation programs to strengthen safety, improve accountability, and speed delivery of local and regional projects.

Specifically, the BASICS Act would:

- **Strengthen regional planning while ensuring the efficient use of federal dollars.** MPOs, created by Congress, are responsible for developing fiscally constrained Transportation Improvement Programs (TIPs) that identify local priority projects that meet federal performance goals. The BASICS Act increases Metropolitan Planning (PL) funds, allowing MPOs to meet growing federal requirements while also delivering stronger planning and better project selection that reflects long-term community needs.
- **Deliver regional priorities faster.** The BASICS Act accelerates the delivery of regionally supported projects by increasing funds for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula program, STBG allows states and regions to move projects forward efficiently while also delivering tangible benefits to local businesses, workers, and communities in every congressional district.
- **Ensure transparency and collaboration.** Federal transportation dollars must be transparent to taxpayers. The BASICS Act enhances transparency by reinforcing collaboration among federal, state, regional, and local stakeholders to ensure that local voices are heard and transportation investments reflect what regions like DFW need most.
- **Focus on road safety.** With nearly 100 roadway deaths nationwide per day, the BASICS Act increases and protects Highway Safety Improvement Program (HSIP) funds. It also mandates that 25 percent of HSIP funds be distributed through MPOs for proven safety projects that build on the success of the Safe Streets and Roads for All (SS4A) program.
- **Invest in repairing locally owned bridges.** Counties own 38 percent of bridges in the United States. The BASICS Act ensures bridge funding reflects this reality by allocating funds proportionally to locally owned bridges in each state. This means additional resources for repairing our region's most vulnerable bridges.

Representative Goldman
Page Two

March 3, 2026

By supporting the BASICS Act in the next federal surface transportation reauthorization, you will help ensure that cities, counties, and MPOs have the resources needed to deliver transportation systems that connect our neighborhoods, support our local economies, and serve our residents daily.

The RTC appreciates your attention to this matter. If you have questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey".

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

MS:kw

cc: Members of the North Central Texas Congressional Delegation
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

March 3, 2026

The Honorable Ronny Jackson
U.S. House of Representatives
118 Cannon House Office Building
Washington, DC 20515

Dear Representative Jackson:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy board for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. The RTC directs federal transportation funding throughout 12 counties to improve safety, reduce congestion, and support economic growth for over 8 million residents. The RTC expresses support for H.R. 7437, the bipartisan Bridges and Safety Infrastructure for Community Success (BASICS) Act, by Representatives Rob Breshahan and Kristin McDonald Rivet. This legislation proposes targeted updates to existing federal transportation programs to strengthen safety, improve accountability, and speed delivery of local and regional projects.

Specifically, the BASICS Act would:

- **Strengthen regional planning while ensuring the efficient use of federal dollars.** MPOs, created by Congress, are responsible for developing fiscally constrained Transportation Improvement Programs (TIPs) that identify local priority projects that meet federal performance goals. The BASICS Act increases Metropolitan Planning (PL) funds, allowing MPOs to meet growing federal requirements while also delivering stronger planning and better project selection that reflects long-term community needs.
- **Deliver regional priorities faster.** The BASICS Act accelerates the delivery of regionally supported projects by increasing funds for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula program, STBG allows states and regions to move projects forward efficiently while also delivering tangible benefits to local businesses, workers, and communities in every congressional district.
- **Ensure transparency and collaboration.** Federal transportation dollars must be transparent to taxpayers. The BASICS Act enhances transparency by reinforcing collaboration among federal, state, regional, and local stakeholders to ensure that local voices are heard and transportation investments reflect what regions like DFW need most.
- **Focus on road safety.** With nearly 100 roadway deaths nationwide per day, the BASICS Act increases and protects Highway Safety Improvement Program (HSIP) funds. It also mandates that 25 percent of HSIP funds be distributed through MPOs for proven safety projects that build on the success of the Safe Streets and Roads for All (SS4A) program.
- **Invest in repairing locally owned bridges.** Counties own 38 percent of bridges in the United States. The BASICS Act ensures bridge funding reflects this reality by allocating funds proportionally to locally owned bridges in each state. This means additional resources for repairing our region's most vulnerable bridges.

Representative Jackson
Page Two

March 3, 2026

By supporting the BASICS Act in the next federal surface transportation reauthorization, you will help ensure that cities, counties, and MPOs have the resources needed to deliver transportation systems that connect our neighborhoods, support our local economies, and serve our residents daily.

The RTC appreciates your attention to this matter. If you have questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

MS:kw

cc: Members of the North Central Texas Congressional Delegation
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

March 3, 2026

The Honorable Beth Van Duyne
U.S. House of Representatives
1337 Longworth House Office Building
Washington, DC 20515

Dear Representative Van Duyne:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy board for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. The RTC directs federal transportation funding throughout 12 counties to improve safety, reduce congestion, and support economic growth for over 8 million residents. The RTC expresses support for H.R. 7437, the bipartisan Bridges and Safety Infrastructure for Community Success (BASICS) Act, by Representatives Rob Breshahan and Kristin McDonald Rivet. This legislation proposes targeted updates to existing federal transportation programs to strengthen safety, improve accountability, and speed delivery of local and regional projects.

Specifically, the BASICS Act would:

- **Strengthen regional planning while ensuring the efficient use of federal dollars.** MPOs, created by Congress, are responsible for developing fiscally constrained Transportation Improvement Programs (TIPs) that identify local priority projects that meet federal performance goals. The BASICS Act increases Metropolitan Planning (PL) funds, allowing MPOs to meet growing federal requirements while also delivering stronger planning and better project selection that reflects long-term community needs.
- **Deliver regional priorities faster.** The BASICS Act accelerates the delivery of regionally supported projects by increasing funds for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula program, STBG allows states and regions to move projects forward efficiently while also delivering tangible benefits to local businesses, workers, and communities in every congressional district.
- **Ensure transparency and collaboration.** Federal transportation dollars must be transparent to taxpayers. The BASICS Act enhances transparency by reinforcing collaboration among federal, state, regional, and local stakeholders to ensure that local voices are heard and transportation investments reflect what regions like DFW need most.
- **Focus on road safety.** With nearly 100 roadway deaths nationwide per day, the BASICS Act increases and protects Highway Safety Improvement Program (HSIP) funds. It also mandates that 25 percent of HSIP funds be distributed through MPOs for proven safety projects that build on the success of the Safe Streets and Roads for All (SS4A) program.
- **Invest in repairing locally owned bridges.** Counties own 38 percent of bridges in the United States. The BASICS Act ensures bridge funding reflects this reality by allocating funds proportionally to locally owned bridges in each state. This means additional resources for repairing our region's most vulnerable bridges.

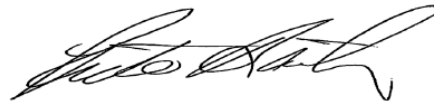
Representative Van Duyne
Page Two

March 3, 2026

By supporting the BASICS Act in the next federal surface transportation reauthorization, you will help ensure that cities, counties, and MPOs have the resources needed to deliver transportation systems that connect our neighborhoods, support our local economies, and serve our residents daily.

The RTC appreciates your attention to this matter. If you have questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

MS:kw

cc: Members of the North Central Texas Congressional Delegation
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

March 3, 2026

The Honorable Roger Williams
U.S. House of Representatives
1323 Longworth House Office Building
Washington, DC 20515

Dear Representative Williams:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy board for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. The RTC directs federal transportation funding throughout 12 counties to improve safety, reduce congestion, and support economic growth for over 8 million residents. The RTC expresses support for H.R. 7437, the bipartisan Bridges and Safety Infrastructure for Community Success (BASICS) Act, by Representatives Rob Breshahan and Kristin McDonald Rivet. This legislation proposes targeted updates to existing federal transportation programs to strengthen safety, improve accountability, and speed delivery of local and regional projects.

Specifically, the BASICS Act would:

- **Strengthen regional planning while ensuring the efficient use of federal dollars.** MPOs, created by Congress, are responsible for developing fiscally constrained Transportation Improvement Programs (TIPs) that identify local priority projects that meet federal performance goals. The BASICS Act increases Metropolitan Planning (PL) funds, allowing MPOs to meet growing federal requirements while also delivering stronger planning and better project selection that reflects long-term community needs.
- **Deliver regional priorities faster.** The BASICS Act accelerates the delivery of regionally supported projects by increasing funds for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula program, STBG allows states and regions to move projects forward efficiently while also delivering tangible benefits to local businesses, workers, and communities in every congressional district.
- **Ensure transparency and collaboration.** Federal transportation dollars must be transparent to taxpayers. The BASICS Act enhances transparency by reinforcing collaboration among federal, state, regional, and local stakeholders to ensure that local voices are heard and transportation investments reflect what regions like DFW need most.
- **Focus on road safety.** With nearly 100 roadway deaths nationwide per day, the BASICS Act increases and protects Highway Safety Improvement Program (HSIP) funds. It also mandates that 25 percent of HSIP funds be distributed through MPOs for proven safety projects that build on the success of the Safe Streets and Roads for All (SS4A) program.
- **Invest in repairing locally owned bridges.** Counties own 38 percent of bridges in the United States. The BASICS Act ensures bridge funding reflects this reality by allocating funds proportionally to locally owned bridges in each state. This means additional resources for repairing our region's most vulnerable bridges.

Representative Williams
Page Two

March 3, 2026

By supporting the BASICS Act in the next federal surface transportation reauthorization, you will help ensure that cities, counties, and MPOs have the resources needed to deliver transportation systems that connect our neighborhoods, support our local economies, and serve our residents daily.

The RTC appreciates your attention to this matter. If you have questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey".

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

MS:kw

cc: Members of the North Central Texas Congressional Delegation
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

March 3, 2026

The Honorable Brandon Gill
U.S. House of Representatives
1305 Longworth House Office Building
Washington, DC 20515

Dear Representative Gill:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy board for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. The RTC directs federal transportation funding throughout 12 counties to improve safety, reduce congestion, and support economic growth for over 8 million residents. The RTC expresses support for H.R. 7437, the bipartisan Bridges and Safety Infrastructure for Community Success (BASICS) Act, by Representatives Rob Breshahan and Kristin McDonald Rivet. This legislation proposes targeted updates to existing federal transportation programs to strengthen safety, improve accountability, and speed delivery of local and regional projects.

Specifically, the BASICS Act would:

- **Strengthen regional planning while ensuring the efficient use of federal dollars.** MPOs, created by Congress, are responsible for developing fiscally constrained Transportation Improvement Programs (TIPs) that identify local priority projects that meet federal performance goals. The BASICS Act increases Metropolitan Planning (PL) funds, allowing MPOs to meet growing federal requirements while also delivering stronger planning and better project selection that reflects long-term community needs.
- **Deliver regional priorities faster.** The BASICS Act accelerates the delivery of regionally supported projects by increasing funds for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula program, STBG allows states and regions to move projects forward efficiently while also delivering tangible benefits to local businesses, workers, and communities in every congressional district.
- **Ensure transparency and collaboration.** Federal transportation dollars must be transparent to taxpayers. The BASICS Act enhances transparency by reinforcing collaboration among federal, state, regional, and local stakeholders to ensure that local voices are heard and transportation investments reflect what regions like DFW need most.
- **Focus on road safety.** With nearly 100 roadway deaths nationwide per day, the BASICS Act increases and protects Highway Safety Improvement Program (HSIP) funds. It also mandates that 25 percent of HSIP funds be distributed through MPOs for proven safety projects that build on the success of the Safe Streets and Roads for All (SS4A) program.
- **Invest in repairing locally owned bridges.** Counties own 38 percent of bridges in the United States. The BASICS Act ensures bridge funding reflects this reality by allocating funds proportionally to locally owned bridges in each state. This means additional resources for repairing our region's most vulnerable bridges.

Representative Gill
Page Two

March 3, 2026

By supporting the BASICS Act in the next federal surface transportation reauthorization, you will help ensure that cities, counties, and MPOs have the resources needed to deliver transportation systems that connect our neighborhoods, support our local economies, and serve our residents daily.

The RTC appreciates your attention to this matter. If you have questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey".

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

MS:kw

cc: Members of the North Central Texas Congressional Delegation
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

March 3, 2026

The Honorable Jasmine Crockett
U.S. House of Representatives
1616 Longworth House Office Building
Washington, DC 20515

Dear Representative Crockett:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy board for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. The RTC directs federal transportation funding throughout 12 counties to improve safety, reduce congestion, and support economic growth for over 8 million residents. The RTC expresses support for H.R. 7437, the bipartisan Bridges and Safety Infrastructure for Community Success (BASICS) Act, by Representatives Rob Breshahan and Kristin McDonald Rivet. This legislation proposes targeted updates to existing federal transportation programs to strengthen safety, improve accountability, and speed delivery of local and regional projects.

Specifically, the BASICS Act would:

- **Strengthen regional planning while ensuring the efficient use of federal dollars.** MPOs, created by Congress, are responsible for developing fiscally constrained Transportation Improvement Programs (TIPs) that identify local priority projects that meet federal performance goals. The BASICS Act increases Metropolitan Planning (PL) funds, allowing MPOs to meet growing federal requirements while also delivering stronger planning and better project selection that reflects long-term community needs.
- **Deliver regional priorities faster.** The BASICS Act accelerates the delivery of regionally supported projects by increasing funds for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula program, STBG allows states and regions to move projects forward efficiently while also delivering tangible benefits to local businesses, workers, and communities in every congressional district.
- **Ensure transparency and collaboration.** Federal transportation dollars must be transparent to taxpayers. The BASICS Act enhances transparency by reinforcing collaboration among federal, state, regional, and local stakeholders to ensure that local voices are heard and transportation investments reflect what regions like DFW need most.
- **Focus on road safety.** With nearly 100 roadway deaths nationwide per day, the BASICS Act increases and protects Highway Safety Improvement Program (HSIP) funds. It also mandates that 25 percent of HSIP funds be distributed through MPOs for proven safety projects that build on the success of the Safe Streets and Roads for All (SS4A) program.
- **Invest in repairing locally owned bridges.** Counties own 38 percent of bridges in the United States. The BASICS Act ensures bridge funding reflects this reality by allocating funds proportionally to locally owned bridges in each state. This means additional resources for repairing our region's most vulnerable bridges.

Representative Crockett
Page Two

March 3, 2026

By supporting the BASICS Act in the next federal surface transportation reauthorization, you will help ensure that cities, counties, and MPOs have the resources needed to deliver transportation systems that connect our neighborhoods, support our local economies, and serve our residents daily.

The RTC appreciates your attention to this matter. If you have questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

MS:kw

cc: Members of the North Central Texas Congressional Delegation
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

March 3, 2026

The Honorable Julie Johnson
U.S. House of Representatives
221 Cannon House Office Building
Washington, DC 20515

Dear Representative Johnson:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy board for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. The RTC directs federal transportation funding throughout 12 counties to improve safety, reduce congestion, and support economic growth for over 8 million residents. The RTC expresses support for H.R. 7437, the bipartisan Bridges and Safety Infrastructure for Community Success (BASICS) Act, by Representatives Rob Breshahan and Kristin McDonald Rivet. This legislation proposes targeted updates to existing federal transportation programs to strengthen safety, improve accountability, and speed delivery of local and regional projects.

Specifically, the BASICS Act would:

- **Strengthen regional planning while ensuring the efficient use of federal dollars.** MPOs, created by Congress, are responsible for developing fiscally constrained Transportation Improvement Programs (TIPs) that identify local priority projects that meet federal performance goals. The BASICS Act increases Metropolitan Planning (PL) funds, allowing MPOs to meet growing federal requirements while also delivering stronger planning and better project selection that reflects long-term community needs.
- **Deliver regional priorities faster.** The BASICS Act accelerates the delivery of regionally supported projects by increasing funds for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula program, STBG allows states and regions to move projects forward efficiently while also delivering tangible benefits to local businesses, workers, and communities in every congressional district.
- **Ensure transparency and collaboration.** Federal transportation dollars must be transparent to taxpayers. The BASICS Act enhances transparency by reinforcing collaboration among federal, state, regional, and local stakeholders to ensure that local voices are heard and transportation investments reflect what regions like DFW need most.
- **Focus on road safety.** With nearly 100 roadway deaths nationwide per day, the BASICS Act increases and protects Highway Safety Improvement Program (HSIP) funds. It also mandates that 25 percent of HSIP funds be distributed through MPOs for proven safety projects that build on the success of the Safe Streets and Roads for All (SS4A) program.
- **Invest in repairing locally owned bridges.** Counties own 38 percent of bridges in the United States. The BASICS Act ensures bridge funding reflects this reality by allocating funds proportionally to locally owned bridges in each state. This means additional resources for repairing our region's most vulnerable bridges.

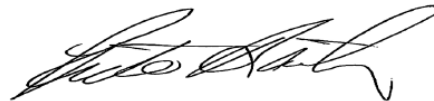
Representative Johnson
Page Two

March 3, 2026

By supporting the BASICS Act in the next federal surface transportation reauthorization, you will help ensure that cities, counties, and MPOs have the resources needed to deliver transportation systems that connect our neighborhoods, support our local economies, and serve our residents daily.

The RTC appreciates your attention to this matter. If you have questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey".

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

MS:kw

cc: Members of the North Central Texas Congressional Delegation
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

March 3, 2026

The Honorable Marc Veasey
U.S. House of Representatives
2348 Rayburn House Office Building
Washington, DC 20515

Dear Representative Veasey:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy board for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. The RTC directs federal transportation funding throughout 12 counties to improve safety, reduce congestion, and support economic growth for over 8 million residents. The RTC expresses support for H.R. 7437, the bipartisan Bridges and Safety Infrastructure for Community Success (BASICS) Act, by Representatives Rob Breshahan and Kristin McDonald Rivet. This legislation proposes targeted updates to existing federal transportation programs to strengthen safety, improve accountability, and speed delivery of local and regional projects.

Specifically, the BASICS Act would:

- **Strengthen regional planning while ensuring the efficient use of federal dollars.** MPOs, created by Congress, are responsible for developing fiscally constrained Transportation Improvement Programs (TIPs) that identify local priority projects that meet federal performance goals. The BASICS Act increases Metropolitan Planning (PL) funds, allowing MPOs to meet growing federal requirements while also delivering stronger planning and better project selection that reflects long-term community needs.
- **Deliver regional priorities faster.** The BASICS Act accelerates the delivery of regionally supported projects by increasing funds for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula program, STBG allows states and regions to move projects forward efficiently while also delivering tangible benefits to local businesses, workers, and communities in every congressional district.
- **Ensure transparency and collaboration.** Federal transportation dollars must be transparent to taxpayers. The BASICS Act enhances transparency by reinforcing collaboration among federal, state, regional, and local stakeholders to ensure that local voices are heard and transportation investments reflect what regions like DFW need most.
- **Focus on road safety.** With nearly 100 roadway deaths nationwide per day, the BASICS Act increases and protects Highway Safety Improvement Program (HSIP) funds. It also mandates that 25 percent of HSIP funds be distributed through MPOs for proven safety projects that build on the success of the Safe Streets and Roads for All (SS4A) program.
- **Invest in repairing locally owned bridges.** Counties own 38 percent of bridges in the United States. The BASICS Act ensures bridge funding reflects this reality by allocating funds proportionally to locally owned bridges in each state. This means additional resources for repairing our region's most vulnerable bridges.

Representative Veasey
Page Two

March 3, 2026

By supporting the BASICS Act in the next federal surface transportation reauthorization, you will help ensure that cities, counties, and MPOs have the resources needed to deliver transportation systems that connect our neighborhoods, support our local economies, and serve our residents daily.

The RTC appreciates your attention to this matter. If you have questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

MS:kw

cc: Members of the North Central Texas Congressional Delegation
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

March 3, 2026

The Honorable John Cornyn
U.S. Senate
517 Hart Senate Office Building
Washington, DC 20510

Dear Senator Cornyn:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy board for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. The RTC directs federal transportation funding throughout 12 counties to improve safety, reduce congestion, and support economic growth for over 8 million residents. The RTC expresses support for H.R. 7437, the bipartisan Bridges and Safety Infrastructure for Community Success (BASICS) Act, by Representatives Rob Breshahan and Kristin McDonald Rivet. This legislation proposes targeted updates to existing federal transportation programs to strengthen safety, improve accountability, and speed delivery of local and regional projects.

Specifically, the BASICS Act would:

- **Strengthen regional planning while ensuring the efficient use of federal dollars.** MPOs, created by Congress, are responsible for developing fiscally constrained Transportation Improvement Programs (TIPs) that identify local priority projects that meet federal performance goals. The BASICS Act increases Metropolitan Planning (PL) funds, allowing MPOs to meet growing federal requirements while also delivering stronger planning and better project selection that reflects long-term community needs.
- **Deliver regional priorities faster.** The BASICS Act accelerates the delivery of regionally supported projects by increasing funds for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula program, STBG allows states and regions to move projects forward efficiently while also delivering tangible benefits to local businesses, workers, and communities in every congressional district.
- **Ensure transparency and collaboration.** Federal transportation dollars must be transparent to taxpayers. The BASICS Act enhances transparency by reinforcing collaboration among federal, state, regional, and local stakeholders to ensure that local voices are heard and transportation investments reflect what regions like DFW need most.
- **Focus on road safety.** With nearly 100 roadway deaths nationwide per day, the BASICS Act increases and protects Highway Safety Improvement Program (HSIP) funds. It also mandates that 25 percent of HSIP funds be distributed through MPOs for proven safety projects that build on the success of the Safe Streets and Roads for All (SS4A) program.
- **Invest in repairing locally owned bridges.** Counties own 38 percent of bridges in the United States. The BASICS Act ensures bridge funding reflects this reality by allocating funds proportionally to locally owned bridges in each state. This means additional resources for repairing our region's most vulnerable bridges.

March 3, 2026

By supporting the BASICS Act in the next surface transportation reauthorization, you will help ensure that cities, counties, and MPOs have the resources they need to deliver transportation systems that connect our neighborhoods, support our local economies, and serve our residents daily.

The RTC appreciates your attention to this matter. If you have questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey".

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

MS:kw

cc: Members of the North Central Texas Congressional Delegation
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

March 3, 2026

The Honorable Ted Cruz
U.S. Senate
404 Russell Senate Office Building
Washington, DC 20510

Dear Senator Cruz:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy board for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. The RTC directs federal transportation funding throughout 12 counties to improve safety, reduce congestion, and support economic growth for over 8 million residents. The RTC expresses support for H.R. 7437, the bipartisan Bridges and Safety Infrastructure for Community Success (BASICS) Act, by Representatives Rob Breshahan and Kristin McDonald Rivet. This legislation proposes targeted updates to existing federal transportation programs to strengthen safety, improve accountability, and speed delivery of local and regional projects.

Specifically, the BASICS Act would:

- **Strengthen regional planning while ensuring the efficient use of federal dollars.** MPOs, created by Congress, are responsible for developing fiscally constrained Transportation Improvement Programs (TIPs) that identify local priority projects that meet federal performance goals. The BASICS Act increases Metropolitan Planning (PL) funds, allowing MPOs to meet growing federal requirements while also delivering stronger planning and better project selection that reflects long-term community needs.
- **Deliver regional priorities faster.** The BASICS Act accelerates the delivery of regionally supported projects by increasing funds for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula program, STBG allows states and regions to move projects forward efficiently while also delivering tangible benefits to local businesses, workers, and communities in every congressional district.
- **Ensure transparency and collaboration.** Federal transportation dollars must be transparent to taxpayers. The BASICS Act enhances transparency by reinforcing collaboration among federal, state, regional, and local stakeholders to ensure that local voices are heard and transportation investments reflect what regions like DFW need most.
- **Focus on road safety.** With nearly 100 roadway deaths nationwide per day, the BASICS Act increases and protects Highway Safety Improvement Program (HSIP) funds. It also mandates that 25 percent of HSIP funds be distributed through MPOs for proven safety projects that build on the success of the Safe Streets and Roads for All (SS4A) program.
- **Invest in repairing locally owned bridges.** Counties own 38 percent of bridges in the United States. The BASICS Act ensures bridge funding reflects this reality by allocating funds proportionally to locally owned bridges in each state. This means additional resources for repairing our region's most vulnerable bridges.

March 3, 2026

By supporting the BASICS Act in the next surface transportation reauthorization, you will help ensure that cities, counties, and MPOs have the resources they need to deliver transportation systems that connect our neighborhoods, support our local economies, and serve our residents daily.

The RTC appreciates your attention to this matter. If you have questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey".

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

MS:kw

cc: Members of the North Central Texas Congressional Delegation
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

March 3, 2026

The Honorable Keith Self
U.S. House of Representatives
Room 1404 Longworth House Office Building
Washington, DC 20515

Dear Representative Self:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy board for the Dallas-Fort Worth (DFW) area, thank you for your continued leadership on transportation issues in the United States Congress. The RTC directs federal transportation funding throughout 12 counties to improve safety, reduce congestion, and support economic growth for over 8 million residents. The RTC expresses support for H.R. 7437, the bipartisan Bridges and Safety Infrastructure for Community Success (BASICS) Act, by Representatives Rob Breshahan and Kristin McDonald Rivet. This legislation proposes targeted updates to existing federal transportation programs to strengthen safety, improve accountability, and speed delivery of local and regional projects.

Specifically, the BASICS Act would:

- **Strengthen regional planning while ensuring the efficient use of federal dollars.** MPOs, created by Congress, are responsible for developing fiscally constrained Transportation Improvement Programs (TIPs) that identify local priority projects that meet federal performance goals. The BASICS Act increases Metropolitan Planning (PL) funds, allowing MPOs to meet growing federal requirements while also delivering stronger planning and better project selection that reflects long-term community needs.
- **Deliver regional priorities faster.** The BASICS Act accelerates the delivery of regionally supported projects by increasing funds for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula program, STBG allows states and regions to move projects forward efficiently while also delivering tangible benefits to local businesses, workers, and communities in every congressional district.
- **Ensure transparency and collaboration.** Federal transportation dollars must be transparent to taxpayers. The BASICS Act enhances transparency by reinforcing collaboration among federal, state, regional, and local stakeholders to ensure that local voices are heard and transportation investments reflect what regions like DFW need most.
- **Focus on road safety.** With nearly 100 roadway deaths nationwide per day, the BASICS Act increases and protects Highway Safety Improvement Program (HSIP) funds. It also mandates that 25 percent of HSIP funds be distributed through MPOs for proven safety projects that build on the success of the Safe Streets and Roads for All (SS4A) program.
- **Invest in repairing locally owned bridges.** Counties own 38 percent of bridges in the United States. The BASICS Act ensures bridge funding reflects this reality by allocating funds proportionally to locally owned bridges in each state. This means additional resources for repairing our region's most vulnerable bridges.

Representative Self
Page Two

March 3, 2026

By supporting the BASICS Act in the next federal surface transportation reauthorization, you will help ensure that cities, counties, and MPOs have the resources needed to deliver transportation systems that connect our neighborhoods, support our local economies, and serve our residents daily.

The RTC appreciates your attention to this matter. If you have questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

MS:kw

cc: Members of the North Central Texas Congressional Delegation
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

March 4, 2026

The Honorable Julie Johnson
U.S. House of Representatives
221 Cannon House Office Building
Washington, DC 20515

Dear Representative Johnson:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, I am writing to express support for the Dallas Area Rapid Transit's (DART) Fiscal Year (FY) 2027 Community Project Funding (CPF) request for the **Cityplace Tower Modernization Project**.

As part of DART's commitment to delivering a more welcoming, safe, and modern transit environment, this project will completely renovate the station's interior. All finishes will be replaced with modern, long-lasting materials to create a brighter, more comfortable riding experience while reducing long-term maintenance needs, and upgraded building systems will be seamlessly integrated to improve efficiency and sustainability. Improved lighting designed to more closely reflect natural daylight will improve visibility and minimize the sense of being deep underground. To create a clearer, more intuitive, and engaging environment, the project will also include modernized wayfinding, enhance real-time information displays, and refreshed public art. These improvements represent a thoughtful transformation that elevates the rider experience and reinforces DART's commitment to safe, clean, and modern public transportation.

The proposed project will not only elevate the existing customer experience but will also increase community mobility and connectivity for North Texas families, visitors, and employers. It will also contribute significantly to the region's quality of life and its economic competitiveness by attracting new businesses and residents, including the three million people expected to move to the region in the next 20 years.

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 CPF request for the **Cityplace Tower Modernization Project**. Thank you for your time and consideration of this proposal. If you have any questions, please contact Michael Morris, Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

March 4, 2026

The Honorable Beth Van Duyne
U.S. House of Representatives
1725 Longworth House Office Building
Washington, DC 20515

Dear Representative Van Duyne:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, I am writing to express support for the Dallas Area Rapid Transit's (DART) Fiscal Year (FY) 2027 Community Project Funding (CPF) request for the **Railroad Crossing Gate Modernization Project** in historic downtown Carrollton, Texas.

Currently, crossing gates activate when trains approach, even when stopping at the station, and remain down if a second train approaches from the opposite direction, resulting in lengthy wait times that have raised concerns among residents and local officials. Wireless Crossing Nearside Station Stop (WCNSS) technology enables downstream gates to remain up while a passenger train is stopped at the station, activating only when the train departs, and can distinguish between freight trains passing through and passenger trains making stops. This approach reduces unnecessary gate downtime, minimizes delays and confusion for motorists and pedestrians, and helps extend the life of crossing equipment. The technology will reduce congestion and improve mobility around the station by optimizing gate timing while maintaining safety.

The proposed project will not only elevate the existing customer experience but will also increase community mobility and connectivity for North Texas families, visitors, and employers. It will also contribute significantly to the region's quality of life and its economic competitiveness by attracting new businesses and residents, including the three million people expected to move to the region in the next 20 years.

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 CPF request for the **Railroad Crossing Gate Modernization Project**. Thank you for your time and consideration of this proposal. If you have any questions, please contact Michael Morris, Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

March 4, 2026

The Honorable Marc Veasey
U.S. House of Representatives
2186 Rayburn House Office Building
Washington, DC 20515

Dear Representative Veasey:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, I am writing to express support for the Dallas Area Rapid Transit's (DART) Fiscal Year (FY) 2027 Community Project Funding (CPF) request for the **Rail Platform Safety & Accessibility Modernization Project**.

This project will remove the center crosswalks at Bachman, Burbank, Farmers Branch, and Westmoreland light rail stations to improve customer safety, train operators' vision, and universal level boarding at all platforms. By eliminating mid-platform crossings and installing fencing between tracks, riders will be directed to designated crosswalks at each end of the platform, providing better visibility for both pedestrians and train operators. Improving safety and accessibility at these locations with existing or high potential for transit-oriented development will not only improve the customer experience but will also facilitate economic growth in the surrounding community.

The DART light rail system transports approximately 1.8 million passengers each month and is critical to the North Texas region's mobility and economic vitality. Families, workers, seniors, and individuals with disabilities who rely on transit to get to work, healthcare, school, and other critical destinations require safe, secure, and reliable transportation. The proposed project will not only elevate the existing customer experience but will also increase community mobility and connectivity for North Texas families, visitors, and employers. It will also contribute significantly to the region's quality of life and its economic competitiveness by attracting new businesses and residents, including the three million people expected to move to the region in the next 20 years.

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 CPF request for the **Rail Platform Safety & Accessibility Modernization Project**. Thank you for your time and consideration of this proposal. If you have any questions, please contact Michael Morris, Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written over a white background.

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

March 9, 2026

The Honorable Jasmine Crockett
U.S. House of Representatives
1616 Longworth House Office Building
Washington, DC 20515

Dear Representative Crockett:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, I am writing to express support for the Dallas Area Rapid Transit's (DART) Fiscal Year (FY) 2027 Community Project Funding (CPF) request for the **Transit Facility Modernization Project**.

This project proposes making significant improvements at two key facilities: the West Transfer Center in downtown Dallas' central business district and the J.B. Jackson Jr. Transit Center near Fair Park. The West Transfer Center is DART's busiest facility, connecting multiple bus routes with four light rail lines at the nearby West End Station, while the J.B. Jackson Jr. Transit Center not only supports major event travel, including the State Fair of Texas and the Red River Rivalry football game, but also thousands of daily riders.

Planned upgrades include renovated restrooms and seating areas, new tile, paint, and lighting to improve safety and appearance, and updated heating and cooling systems for year-round comfort. The renovation will also reconfigure concierge spaces to increase staff safety and provide new communication tools to assist riders in navigating the system. This project is part of DART's Transform Program, which is a systemwide effort to modernize facilities and better meet the needs of today's transit riders while also advancing the agency's Strategic Plan. The proposed project will not only elevate the existing customer experience but will also increase community mobility and connectivity for North Texas families, visitors, and employers. It will also contribute significantly to the region's quality of life and its economic competitiveness by attracting new businesses and residents, including the three million people expected to move to the region in the next 20 years.

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 CPF request for the **Transit Facility Modernization Project**. Thank you for your time and consideration of this proposal. If you have any questions, please contact Michael Morris, Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

March 12, 2026

The Honorable Julie Johnson
U.S. House of Representatives
221 Cannon House Office Building
Washington, DC 20515

Dear Representative Johnson:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, I am writing to express support for the Dallas Area Rapid Transit's (DART) Fiscal Year (FY) 2027 Community Project Funding (CPF) request for the **Cityplace Tunnel Cellular Service Project**.

As part of DART's continuous commitment to passenger safety, the agency aims to provide full cellular coverage throughout the 3.36-mile tunnel beneath Cityplace. Reliable connectivity underground is critical for DART personnel, first responders, and riders to communicate immediately in the event of an emergency, service disruption, or medical incident. Passengers will be able to contact emergency services, receive real-time service alerts, and stay connected to family or support networks while traveling through the tunnel thanks to continuous cell coverage. The system will also enable first responders and transit staff to coordinate more effectively during incidents, resulting in faster response times and more situational awareness. Designed to be compatible with all major phone carriers, the project will provide seamless, uninterrupted connectivity between stations while significantly strengthening the tunnel's overall life-safety environment.

The proposed project will not only elevate the existing customer experience but will also increase community mobility and connectivity for North Texas families, visitors, and employers. It will also contribute significantly to the region's quality of life and its economic competitiveness by attracting new businesses and residents, including the three million people expected to move to the region in the next 20 years.

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 CPF request for the **Cityplace Tunnel Cellular Service Project**. Thank you for your time and consideration of this proposal. If you have any questions, please contact Michael Morris, Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

March 12, 2026

The Honorable Marc Veasey
U.S. House of Representatives
2186 Rayburn House Office Building
Washington, DC 20515

Dear Representative Veasey:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, I am writing to express support for the DFW International Airport Department of Public Safety's Fiscal Year (FY) 2027 Community Project Funding (CPF) request for **Counter-Unmanned Aircraft System (UAS) detection capabilities through deployment of a RADAR-enabled detection platform.**

DFW Airport is a critical transportation and economic asset for the North Texas region and the national aviation system. Our agency maintains a strong mutual aid and operational partnership with DFW Department of Public Safety (DPS), coordinating during major incidents, regional events, emergency response operations and other public safety matters that impact shared airspace and surrounding communities.

As a result of our ongoing coordination with DFW DPS and other regional partners, we have observed an increase in concerns regarding unauthorized and unidentified unmanned aircraft activity near critical aviation infrastructure. As small unmanned aircraft systems become more widely available, public safety agencies and airports around the country are working to keep pace with the evolving risks they can pose when operated irresponsibly or maliciously in sensitive airspace. Even a single unauthorized drone operating near an airport can disrupt operations, raise safety concerns for arriving and departing aircraft, and impact the reliability of air service, which millions of passengers and businesses rely on each year. Strengthening detection capabilities will provide DFW DPS and its regional partners with enhanced situational awareness, allowing them to identify and assess potential threats in real time while also supporting coordinated response efforts. This capability would complement ongoing regional initiatives aimed at improving airspace awareness, interagency coordination, and the safe integration of emerging aviation technologies across North Texas.

Given the interconnected nature of regional public safety operations, investments that enhance awareness and coordination at DFW Airport contribute to broader preparedness across North Texas jurisdictions.

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.

Representative Marc Veasey
Page Two

March 12, 2026

Again, the RTC supports DFW International Airport Department of Public Safety's CPF request for Counter-UAS detection capabilities. Thank you for your time and consideration of this proposal. If you have any questions, please contact Michael Morris, Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



North Central Texas Council of Governments

March 16, 2026

Sean McMaster
Administrator
Federal Highway Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Docket No. FHWA-2025-0070
Comments on Notice of Proposed Modification of the Waiver of Buy America Requirements for Electric Vehicle Chargers

Dear Administrator McMaster:

In the February 12, 2026, issue of the Federal Register, the Federal Highway Administration (FHWA) published a Notice of Proposed Modification of the Waiver of Buy America Requirements for Electric Vehicle Chargers. Comments were requested by March 16, 2026.

The North Central Texas Council of Governments (NCTCOG) is the staff to the Metropolitan Planning Organization (MPO) Policy Committee, the Regional Transportation Council (RTC). Our region contains the 12 urban counties of the Dallas-Fort Worth region. In this role, we collaborate closely with regional, state, and federal partners to plan transportation projects and carry out programs aimed at improving air quality, enhancing mobility, and promoting more efficient land use.

On behalf of the RTC, I appreciate FHWA's consideration of the attached comments and recommendations. If you have any questions, please contact Lori Clark, Senior Program Manager and Dallas-Fort Worth Clean Cities Director at (817) 695-9232 or LClark@nctcog.org.

Sincerely,

Michael Morris, P.E.
Director of Transportation

QD:jls

RTC Comments on Notice of Proposed Modification of the Waiver of Buy America Requirements for Electric Vehicle (EV) Chargers

1. Inconsistency with Buy America Treatment of Other Manufactured Products

The proposal to increase domestic content requirements beyond the current 55 percent threshold would result in a domestic content requirement that is more stringent than the Buy America requirements applied to other manufactured products. The current domestic content threshold applicable to EV chargers is consistent with the requirements established in the Buy America Requirements for Manufactured Projects rule that became effective March 20, 2025. This proposal now singles out EV charger projects to be treated more stringently than other manufactured products, less than one year after domestic content requirements were initially applied to other manufactured products. This inconsistency does not have a clear rationale and would negatively impact project implementation by either delaying or rendering projects infeasible.

2. Appropriate Higher Level for Domestic Content

Based on information from manufacturers and industry coalitions, it is highly unlikely that any EV charger currently available on the U.S. market is capable of meeting a 100 percent domestic content requirement. We recommend moving ahead with requirements that align with those issued on March 20, 2025.

3. Risk to Long-Term Operations, Maintenance, and Repair needs of Federally Funded Assets

The proposed requirement raises concerns regarding future repair and maintenance of EV chargers already deployed through federal aid projects. If existing chargers require replacement parts, software updates, or subcomponents that are no longer Buy America-compliant, there could be a risk of existing chargers becoming stranded assets if agencies are unable to procure compatible replacement parts that comply with new requirements. This may lead to increased downtime and decreased network reliability. It is recommended that FHWA issue clear guidance on the applicability of Buy America requirements to repairs, component replacements, and software updates for EV chargers placed into service or obligated prior to the effective date of any new rule.

4. Compromised Administration of the Ongoing National EV Infrastructure (NEVI) Formula Program

The proposed rules are highly likely to delay or undermine feasibility of implementing the remainder of the NEVI Formula Program, which is mid-implementation following the delay experienced in 2025 while new FHWA guidance was being developed. The retention of NEVI allocations in the 2026 Consolidated Appropriations Act indicates Congress' intent to see the remainder of the program implemented. This rule change would substantially compromise ongoing momentum.

5. Need for Additional Process for Receiving Sufficient Feedback

The proposed modification has not given the industry and public sufficient time to respond. Previous practice from FHWA on EV charger rulemakings allowed the industry and public to provide comments at other opportunities beyond the 30-day public comment period. In August 2022, the proposed EV charger waiver was preceded by an RFI opened in November 2021. By providing over a year of notice on the proposed changes, the industry was able to more sufficiently prepare for potential changes to Buy America requirements.



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

March 17, 2026

The Honorable Craig Goldman
U.S. House of Representatives
1716 Longworth House Office Building
Washington, DC 20515

Dear Representative Goldman:

On behalf of the Regional Transportation Council (RTC), the policy body for the Dallas-Fort Worth (DFW) area's Metropolitan Planning Organization (MPO), the North Central Texas Council of Governments (NCTCOG), I am writing to express support for the Tarrant County's Fiscal Year (FY) 2027 Community Project Funding (CPF) request for **Boat Club Road (FM 1220)**.

Boat Club Road is a critical transportation corridor that serves northwest Tarrant County and connects residents and businesses in the cities of Fort Worth and Lake Worth. Improvements to this corridor will increase roadway capacity, improve motorist safety and mobility, and provide enhanced drainage and shared-use paths for walking and recreation in the surrounding community. We look forward to completing this important project on schedule, and the requested funds will play a critical role in ensuring that it does.

Boat Club Road is the result of a strong partnership among Tarrant County, the City of Fort Worth, the City of Lake Worth, the Texas Department of Transportation (TxDOT), and NCTCOG. The Tarrant County Commissioners Court chose the project as one of the first to receive funding from the 2021 voter-approved transportation bond. The requested \$5,000,000 in federal Community Project Funding will supplement the County's \$16,000,000 investment and help advance the design of the corridor improvements, enabling the project to move toward construction.

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.

As project costs continue to increase nationwide, strong multi-agency partnerships and strategic federal investments are essential to delivering critical infrastructure improvements. Federal support for Boat Club Road will build on the substantial local commitment already made by Tarrant County and its partners and will help ensure this important corridor improvement progresses on schedule.

Representative Craig Goldman
Page Two

March 17, 2026

Again, the RTC supports Tarrant County's CPF request for Boat Club Road. Thank you for your time and consideration of this proposal. If you have any questions, please contact Michael Morris, Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

March 19, 2026

The Honorable Ben Page
Deputy Assistant Secretary
U.S. Department of Commerce
U.S. Economic Development Administration
1401 Constitution Avenue, NW, Suite 71014
Washington, DC 20230

Dear Deputy Assistant Secretary Page:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) policy body for the Dallas-Fort Worth (DFW) area, I am writing to express support for the City of Denton's application to the U.S. Economic Development Administration's (EDA) Economic Adjustment Assistance (EAA) program regarding the *Strengthening Denton: Building Disaster and Economic Resiliency, Mobility, and Mitigation Across Comprehensive, Transportation, and Park Planning* ("Strengthening Denton") project.

This project represents a critical investment in Denton's long-term economic resiliency and disaster preparedness. Recent disaster events highlighted how rapid population growth, aging infrastructure, and existing service gaps can compound hazard impacts and disrupt economic stability across the community. The proposed effort directly addresses these challenges by strengthening the City's ability to reduce risk, plan strategically, and recover more efficiently from future disasters.

Through this project, the City of Denton will update and align its Comprehensive Plan, Parks and Recreation Master Plan, and Transportation Plan with the Local Hazard Mitigation Plan. By embedding hazard mitigation, resiliency, sustainability, and multimodal mobility principles across all three documents, the City will establish a coordinated framework to guide land use decisions, infrastructure investments, and public asset management in a manner that supports long term economic stability.

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 Denton's EAA application for the "Strengthening Denton" project. Thank you for your time and consideration of this proposal. If you have any questions, please contact Michael Morris, Director of Transportation for the North Central Texas Council of Governments at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Bailey", written in a cursive style.

Rick Bailey, Chair
Regional Transportation Council
Johnson County Commissioner

JN:kw

cc: Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments



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

March 24, 2026

Mr. Edward Ofori
Acting Division Administrator
Federal Highway Administration, Texas Division
300 East 8th Street, STE 826
Austin, TX 78701

RE: Excessive Transportation Conformity Review Duration and Project Delivery Impacts

Dear Mr. Ofori:

On behalf of the Regional Transportation Council (RTC), the policy body for the Dallas-Fort Worth (DFW) area's Metropolitan Planning Organization (MPO), I am writing to formally express concern regarding the extended duration that recent transportation conformity reviews have been experiencing and resulting impacts on federally funded transportation projects within the North Central Texas region.

Focusing on the region's current conformity analysis, which was officially submitted to Interagency Consultation Partners (ICP) on August 12, 2025, it has now been 224 days and still pending final review by the Federal Highway Administration (FHWA) and approval by the U.S. Department of Transportation (USDOT). Historically, the review process took about 90 days from MPO submission to completion of USDOT conformity determination. The Texas Department of Transportation (TxDOT) recently estimated that the review timeline might range from 90 to 150 days. This significant delay that exceeds 150 days has a direct impact on project schedules, contract readiness, and funding obligations. Most notably, projects in the City of Burleson and others currently in development face further delays if review timelines are not stabilized. North Central Texas Council of Governments (NCTCOG) staff diligently communicated a schedule with the Interagency Consultation Partners at least a year in advance, and they were very sensitive to delivering a conformity analysis during a period of minimal ongoing reviews. When submitted, only one conformity review was ongoing.

The RTC understands that staffing transitions and retirements can create temporary disruptions. However, the recent retirement of key conformity personnel without a clear succession or transition plan has resulted in a substantial slowdown in review capacity. Given the critical importance of timely conformity determinations to maintaining federal eligibility and meeting State Transportation Improvement Program (STIP) schedules, this situation presents serious regional consequences.

Project delays of this magnitude can:

- Jeopardize federal funding timelines and obligation schedules
- Increase project costs due to inflation and contractor mobilization delays
- Undermine public trust in project delivery commitments
- Create cascading impacts for projects currently programmed or under development

March 24, 2026

We respectfully request the following:

1. Immediate clarification of FHWA's plan to restore review timelines to reasonable norms.
2. Identification of interim staffing or resource augmentation strategies to address the backlog.
3. Development of a formal succession planning protocol to prevent similar disruptions in the future.
4. Establishment of mutually agreed-upon target review durations to provide predictability for regional planning partners.
5. Communication of elements that actually imports conformity analyses.

North Central Texas continues to experience rapid growth and remains under significant air quality constraints. Efficient and timely conformity reviews are essential to advancing mobility, safety, and air quality improvement projects across the region.

The RTC values its longstanding partnership with FHWA and remains committed to collaborative problem-solving. However, the current duration of review is not sustainable for maintaining project delivery commitments. We respectfully request conformity completion or a meeting within the next 30 days to discuss corrective actions and establish a path forward.

Thank you for your attention to this matter. We look forward to working together to ensure timely and predictable conformity processes moving forward. If you have any questions or to coordinate further, please contact Jenny Narvaez at the North Central Texas Council of Governments at jnarvaez@nctcog.org or 817-608-2342.

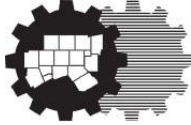
Sincerely,



Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments

JN:jls

cc: Jenny Narvaez, Program Manager, North Central Texas Council of Governments



North Central Texas
Council of Governments



FOR IMMEDIATE RELEASE

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

Video: Heartland Flyer Growing in Popularity as Travel Option to OKC

Amtrak route offers comfortable, convenient alternative to driving

March 31, 2026 (Arlington, Texas) – Amtrak’s Heartland Flyer offers a safe, convenient alternative to driving between North Texas and Oklahoma City, allowing passengers to get some work done or kick back and relax in the comfortable, spacious seats.

The North Central Texas Council of Governments (NCTCOG) Transportation Department has launched a video highlighting the ease of traveling this route and the many attractions awaiting visitors in Oklahoma City.

The train nearly stopped last year. But when money for the popular passenger rail service did not make it into the final state budget in 2025, Dallas-Fort Worth transportation officials stepped in to keep it on the tracks. Last summer, the Regional Transportation Council (RTC) approved a \$3.5 million emergency infusion to ensure Amtrak’s Heartland Flyer could keep moving between Fort Worth and Oklahoma City. The funding represents half the state’s biennial contribution to the operation of the Amtrak route.

The Heartland Flyer is funded jointly by the states of Texas and Oklahoma, the only two states in which the service operates. The Texas Transportation Commission gave final approval for the RTC funding in August 2025. The emergency infusion lasts for a year, meaning more action will be required to keep the train going until the Texas Legislature reconvenes, in January 2027, and has a chance to revisit the matter.

Significant growth in ridership could help bridge the gap, as the additional revenue realized would reduce the subsidy and could entice more funding partners to come forward. In Fiscal Year 2025, Heartland Flyer ridership grew 1% to almost 81,000 passengers.

Staff members from the NCTCOG Transportation Department traveled the route to experience first-hand the ease of traveling by train. While there, they toured some of the city’s most popular places the city has to offer.

The video features a few of the many gems of Oklahoma City, from the touching tribute to the 168 people who died in the 1995 bombing of the Alfred P. Murrah Federal Building to the city's treasured downtown parks.

The **Oklahoma City National Memorial & Museum** is one of the city's most popular attractions. It is a testament to how a community can overcome unspeakable tragedy while ensuring that the memory of those lost is preserved for generations. There are two distinct parts to the museum. Inside, visitors will find an interactive educational experience, telling the story of those directly affected by the bombing. Outside is the memorial, a tribute to the 168 killed in the terrorist attack. It tells the story of that horrific day by depicting how the city endured the bombing and was able to heal thereafter.

Scissortail Park is a 70-acre haven in the middle of downtown, close to Bricktown. The 2.4-mile Scissortail Perimeter is a path winding through the park, which includes something for every member of the family: a playground for the kids, a lawn where the whole family can enjoy a picnic, even a dog park for those who bring their four-legged friends.

The nearby **Myriad Botanical Gardens** provide a place for the community to connect with nature and enjoy community events. The Inasmuch Foundation Crystal Bridge Conservatory is a 224-foot-long greenhouse that offers a variety of flora in two tropical climates across 13,000 square feet.

Also featured in the video is **The Jones Assembly**, a popular restaurant and music venue housed in historic downtown buildings that were once part of the Fred Jones Manufacturing Company complex, an early 1900s automotive assembly plant tied to Oklahoma's rich industrial history. Watch the video at <https://youtu.be/OKbCecr8w9g>.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) policymaking body for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at NCTCOG.org.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth.

###



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

SPRING BRINGS SUNNY SKIES AND SEASONAL AIR QUALITY AWARENESS

Ozone Season Returns to North Texas March 1

March 4, 2026 (Arlington, TEXAS) – Longer days and rising temperatures mark the return of spring and the start of ozone season in North Texas.

Ozone season runs annually from March 1 through Nov. 30. With higher temperatures, sunlight and heat interact with precursor pollutants volatile organic compounds (VOCs) and nitrogen oxides (NOx) creating favorable conditions for the formation of ground-level ozone, a harmful air pollutant that can negatively affect air quality and public health.

The 2025 season ended with a design value of 83 ppb at two regulatory monitors in Collin (Frisco) and Tarrant (Fort Worth northwest) counties. As a result, the region remains in nonattainment of both the 2008 (75 ppb) and 2015 (70 ppb) National Ambient Air Quality Standards for ozone.

Dallas-Fort Worth is currently classified as a “severe” nonattainment zone under the Environmental Protection Agency’s (EPA) 2008 ozone standard and a “serious” nonattainment zone under the 2015 standard, with a deadline to reach compliance by 2027, based on monitor values recorded from 2024 to 2026.

Improving air quality is a shared responsibility. The North Central Texas Council of Governments (NCTCOG) offers various online resources to help individuals, businesses and local governments stay informed and take action. The 2025 Air Quality Handbook provides a full breakdown of the region's air quality and the air quality initiatives. Learn more at NCTCOG.org/trans/quality/air.

Over 60% of emissions originate from mobile transportation sources such as cars and trucks. Staying informed about daily air quality initiatives and strategies helps individuals and businesses reduce emissions by taking small, everyday actions. Residents can sign up for air quality alerts at AirNorthTexas.org/sign-up-for-alerts.

As ozone season begins, NCTCOG will participate in community outreach events across the region.

On Saturday, March 28 NCTCOG will attend the ***Keep Fort Worth Beautiful Earth*** event at Trinity Park Pavilion 4 from 11 a.m. to 1 p.m. The event offers residents an opportunity to learn more about local air quality initiatives and simple steps they can take to make a difference. Additional events are planned throughout April, providing more opportunities for North Texans to celebrate and learn more about taking action toward cleaner air.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 45 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

###



Status Report on Commercial Vehicle Compliance

Jason Brown, NCTCOG
Officer Chris Vinson, Midlothian Police Department

Regional Transportation Council
April 9, 2026



Commercial Vehicle Compliance

Regulations	How it's Implemented?	Who is Implementing?
Motor Carrier Safety	Annual Safety Inspection	Texas Department of Public Safety
Weight and Size Laws	Commercial Vehicle Enforcement Pullovers, Weigh Stations	Local Law Enforcement, US Department of Transportation, Texas Department of Public Safety
Hazardous Material	Commercial Vehicle Enforcement Pullovers, Weigh Stations	Local Law Enforcement, Federal Motor Carrier Safety Administration
Registration	Commercial Vehicle Enforcement Pullovers, Weigh Stations	Local Government, US Department of Transportation, Texas Department of Public Safety
Traffic Laws	Local Law Enforcement Pullovers	Local Law Enforcement
Criminal Laws	Law Enforcement Pullovers	Local Law Enforcement
Engine Emissions Standards	Not Enforced	N/A



Commercial Vehicle Enforcement (CVE)

CVE Officers

To ensure compliance with local and state regulations, specialized and certified officers operate either individually or in multijurisdictional events

Perform random roadside inspections

Objectives

Protect roadways from damage by ensuring compliance with laws regulating commercial vehicle weight

Enforce registration laws to ensure fair payment of commercial vehicle fees and protect public rights and safety on highways

Ensure compliance with traffic laws and regulations for all vehicles



Commercial Vehicle Enforcement

Roadside Inspections Process

Coordinated enforcement efforts with Texas Department of Public Safety and other local law enforcement agencies

Trucks are identified and pulled over safely on roadway or into designated parking lots or offroad areas

Truck drives over weigh scales

CVE officers inspect truck for brake system, coupling devices, head lamps, lamps on projecting loads, safe loading, steering mechanism, suspension, tires

CVE officers inspect drivers license, registration, hours of service, etc.

Citations issued as determined by inspection violations;
Repairs made before operating



Photos Source: [Center for Transportation Research and Texas Department of Transportation](#)



CVE Regional Details*

Event Date	City	Inspections	Violations	Vehicles Out of Service (OOS)	% Vehicles OOS	Drivers Out of Service	% Drivers OOS
4/27/2021	Midlothian	60	100	18	30%	2	3%
7/21/2021	Mansfield	34	Not Provided	22	65%	2	6%
11/10/2021	Arlington	59	Not Provided	22	37%	2	3%
3/16/2022	Alvarado	43	152	16	37%	2	5%
5/25/2022	Grand Prairie	33	160	14	42%	2	6%
7/13/2022	Cedar Hill	39	Not Provided	21	54%	0	0%
8/25/2022	Midlothian	46	Not Provided	20	43%	3	7%
10/17/2022	Fort Worth	35	168	13	37%	1	3%
11/17/2022	Alvarado	41	147	13	32%	3	7%
1/19/2023	Mansfield	47	126	10	21%	0	0%
4/14/2023	Fort Worth	24	157	18	75%	2	8%
6/15/2023	Cedar Hill	40	20	22	55%	4	10%
2/7/2024	Arlington	43	283	23	53%	2	5%
3/12/2024	Grand Prairie	40	256	23	58%	3	8%
6/27/2024	Cedar Hill	45	264	22	49%	Not Provided	--
10/19/2024	Fort Worth	51	257	24	47%	3	6%
11/13/2024	Midlothian	82	Not Provided	37	45%	2	2%
3/12/2025	Fort Worth	50	359	30	60%	5	10%
4/17/2025	Grand Prairie	34	266	21	62%	3	9%
5/14/2025	Arlington	42	281	18	43%	3	7%
9/3/2025	Mansfield	45	256	37	82%	2	4%
10/16/2025	Fort Worth	46	277	30	65%	5	11%
2/11/2026	Arlington	59	330	38	64%	7	12%
23 Events Avg.		45	214	22	49%	3	7%

*As provided to NCTCOG. CVE events occur throughout the year as location, weather and multijurisdictional schedules permit.

Examples of Truck Safety Defects



Cracked Frame

Photo Source: NCTCOG



Loose Axle



Tire Blowout



Heavy Duty Diesel Truck Emissions

No diesel vehicles are subject to emissions testing in Texas

EPA suggests significant emissions control tampering

No tampering assumptions are made in emissions inventory modeling

Types of Heavy-Duty Diesel Emissions Tampering	
Physical Tampering	Software-Based Tampering
Exhaust Gas Recirculation Removal	Exhaust Gas Recirculation Disable
Diesel Particulate Filter Removal	Selective Catalyst Reduction Disable
	Air/Fuel Ratio Tuning
	Ignition Timing Tuning



Next Steps

Continue attending CVE events

- Collect truck data (device)
- Visually inspect for tampering

Collection of truck emissions data (laboratory)

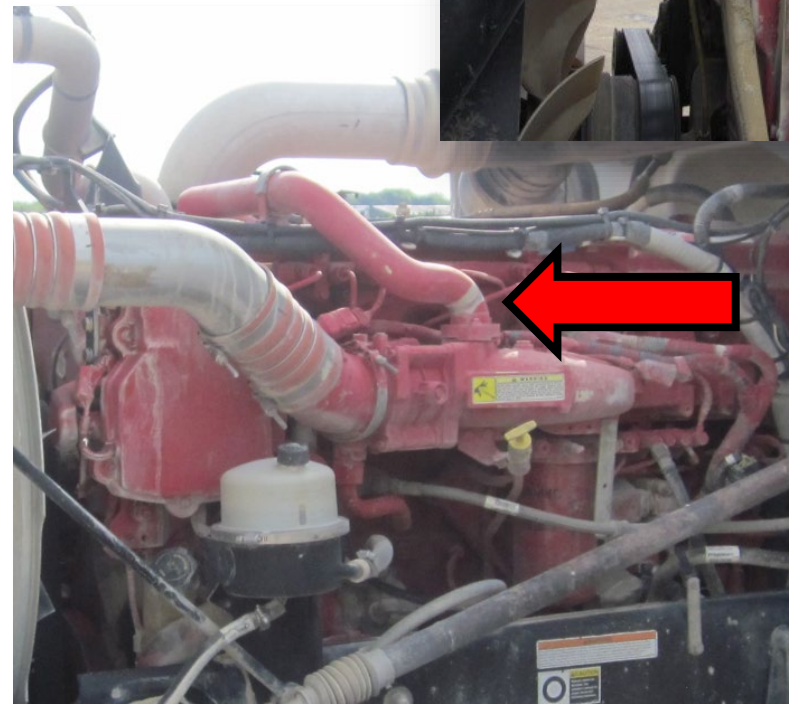
Analyze Safety Inspection Correlations

Analyze Crash Data Correlations

Reconvene regional task force

Future CVE support

- Training
- Personnel
- Equipment
- Expansion



Contact Us



Chris Klaus
Senior Program Manager
cklaus@nctcog.org



Jason Brown
Program Manager
jbrown@nctcog.org



Anthony Moffa
Senior AQ Planner
amoffa@nctcog.org





North Central Texas Council Of Governments

March 18, 2026

The Honorable Victoria Johnson
President, NCTCOG Executive Board
Councilmember, City of Burleson
616 Six Flags Drive
Arlington, Texas 76011

The Honorable Rick Bailey
Chair, Regional Transportation Council
Commissioner, Johnson County
616 Six Flags Drive
Arlington, Texas 76011

Dear President Johnson and Chair Bailey,

This purpose of this letter is to formally withdraw from providing legal representation to the Regional Transportation Council (RTC) and advise that the RTC may wish to obtain independent representation as required by the Texas Disciplinary Rules of Professional Conduct (TDRPC) for Texas attorneys.

Under TDRPC Rule 1.06, Conflict of Interest, a lawyer shall not represent a person if the representation of that person:

- 1) involves a substantially related matter in which that person's interests are materially and directly adverse to the interests of another client of the lawyer or the lawyer's firm; or
- 2) reasonably appears to be or become adversely limited by the lawyer's or law firm's responsibilities to another client.... (Rule 1.06(b)).

Further, if multiple representation properly accepted becomes improper under Rule 1.06, the lawyer shall promptly withdraw from one or more representations to the extent necessary for any remaining representation not to be in violation of the TDRPC. (Rule 1.06(e)).

As I reported to the RTC at its January 12, 2026, meeting, I am an employee of the North Central Texas Council of Governments (NCTCOG) and serve as its General Counsel. As an employee of NCTCOG, I was assigned to provide legal representation to the RTC in carrying out its role in the metropolitan transportation planning process.

On January 12, 2026, the RTC directed me as NCTCOG General Counsel to review key statutory provisions, agreements, and foundational documents related to the responsibilities of the Regional Transportation Council and provide a written report and presentation regarding RTC roles to the RTC and NCTCOG Executive Board. I disclosed that such legal review could be performed to the extent that RTC and NCTCOG were generally aligned in interest and outcome with the analysis being presented to both bodies as there was no current conflict, but one could arise in the future.

The Honorable Victoria Johnson
The Honorable Rick Bailey
Page Two

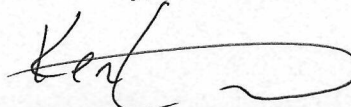
March 18, 2026

I reported that if a conflict or potential conflict were to arise in the future, I would promptly notify the Executive Board President and RTC Chair in writing. This same disclosure was provided to the NCTCOG Executive Board.

I presented this analysis to the NCTCOG Executive Board in January, provided a detailed written brief to both the NCTCOG Executive Board and RTC, and presented these materials in detail to the RTC at its March 12, 2026 Workshop on Metropolitan Planning Organization (MPO) Roles and Responsibilities.

At the conclusion of the March 12, 2026 Workshop on MPO Roles and Responsibilities, it became clear that my continued legal representation to the RTC now "reasonably appears to be or become adversely limited" by my obligations to NCTCOG as General Counsel. Therefore, I withdraw from legal representation to the RTC and advise that it may wish to obtain its own independent counsel.

Sincerely,

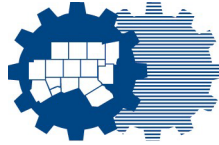


Ken Kirkpatrick
General Counsel

KK:

cc:

NCTCOG Executive Board Members
Regional Transportation Council Members
Todd Little, NCTCOG Executive Director
Michael Morris, P.E., NCTCOG Director of Transportation



North Central Texas Council of Governments

TO: Todd Little
Executive Director

DATE: April 2, 2026

Michael Morris, P.E.
Director of Transportation

FROM: Ken Kirkpatrick, General Counsel

SUBJECT: Operational Implications of Withdrawal of Legal Representation to the Regional Transportation Council

The purpose of this memorandum is to provide an inventory of areas where I can and cannot continue to provide legal advice due to my withdrawal of legal representation to the Regional Transportation Council (RTC) as required by the Texas Disciplinary Rules of Professional Conduct for Texas attorneys (Rule 1.06). The reasons for my withdrawal are set forth in my March 18, 2026, letter to the Executive Board President Johnson and RTC Chair Bailey. Under Rule 1.06(f), the conflict is imputed to all associated attorneys, which includes James Powell, Deputy General Counsel.

This is a general framework for discussion which captures the major categories of activities. There will be topics that arise that will have to be addressed on a case-by-case basis. The RTC should consider independent counsel for the areas listed below where I can no longer provide legal advice.

1. Areas Recommended for RTC to Obtain Independent Legal Advice

RTC Meetings

I cannot advise on the following matters with respect to the RTC:

- Legal sufficiency of RTC meeting agendas, posting requirements, livestreaming, and Open Meetings Act requirements
- Legal sufficiency of RTC actions, resolutions, Bylaws, policy positions, etc.
- Open Meetings Act and parliamentary/procedural questions during RTC meetings

RTC Related Agreements

I cannot advise on agreements where RTC is a party (not many, typically funding strategy memoranda of understandings (MOUs), Transportation Development Agreements, etc.). These are RTC policy/programming functions.

2. Joint Activities Requiring Separate RTC and NCTCOG Legal Advice**Multi-party Agreements (NCTCOG and RTC, or NCTCOG, RTC, and Third Party)**

I can advise NCTCOG with respect to its responsibilities and compliance with upstream RTC approvals in directing or requesting NCTCOG to carry out RTC programs and initiatives through multi-party agreements (e.g., federal/local swap agreements, financial backstop agreements, funding strategy agreements) but cannot advise on the RTC interests in those agreements. These are mixed RTC policy and fiscal agent functions. RTC would need separate representation related to these agreements.

3. Areas Requiring Legal Advice to NCTCOG in Carrying Out RTC Programs and Initiatives

I can continue to advise NCTCOG in carrying out RTC approved programs, projects, and policies as requested by the RTC to be implemented by NCTCOG or related to NCTCOG's fiscal agent functions for metropolitan planning organization activities.

Grant Agreements

To the extent NCTCOG is the grantee or grant recipient, I can advise NCTCOG on the form and implementation of those grant agreements (e.g., form of RTR, STBG, CMAQ grant agreements) whether awarded by the RTC or through competitive grant programs awarded by various state and federal entities. RTC is not a party to any federal or state grant agreements. These are fiscal agent functions.

Contractor, Vendor, Subrecipient, Rebate Recipient Agreements

I can continue to advise on NCTCOG contractors, vendor, subrecipient, rebate recipient, and other agreements in carrying out RTC programs and initiatives as approved by the RTC. I can continue to advise on the legal sufficiency of the pre- and post-grant implementation requirements in 2 CFR 200, and the corresponding Texas Grant Management Standards, including but not limited to: grant eligibility, federal and state procurement requirements, Buy America requirements, risk assessment, property management, and other legal questions pertaining to grant administration and implementation of these activities. These primarily are fiscal agent functions.

NCTCOG Executive Board Authorization with Respect to Transportation Items

I can continue to advise on legal sufficiency of and requirements for NCTCOG Executive Board actions or resolutions where the RTC is requesting NCTCOG to carry out RTC programs and initiatives. These are primarily fiscal agent functions.

KK:tmb

**MEMORANDUM OF UNDERSTANDING
REGARDING OUTER LOOP -
SOUTHERN PORTION OF ROCKWALL COUNTY**

This Memorandum of Understanding Regarding Outer Loop – Southern Portion of Rockwall County (this “Memorandum”) is made and entered into as of _____, 2026 (the “**Effective Date**”) by and between **ROCKWALL COUNTY, TEXAS** (the “County”), and **REGIONAL TRANSPORTATION COUNCIL** (the “RTC”), for the purposes hereinafter set forth.

WHEREAS, the RTC has adopted its Mobility 2050 Metropolitan Transportation Plan (the “2050 Plan”) which includes, plans for the construction of a new multi-lane roadway to be constructed in portions of the Dallas-Fort Worth metropolitan area and is referred to as the Outer Loop (herein so called), a portion of which is planned to traverse Rockwall County, Texas, from the northern boundary of the County to the southern boundary of the County;

WHEREAS, the County has previously entered into a contract for a feasibility and alignment study within the limits of Rockwall County, and an engineering study (*i.e.* schematic design and environmental documentation following the federal National Environmental Policy Act (NEPA) process per Texas Department of Transportation (TxDOT) standards and oversight) of the proposed Outer Loop through the northern portion of Rockwall County, and the RTC has requested that the County enter into a contract for an engineering study of the proposed Outer Loop through the southern portion of the County from State Highway (SH) 276 south to SH 205 at the southern boundary of the County (such portion being sometimes referred to herein as the “Southern Portion” of the County);

WHEREAS, the County is willing to collaborate and cooperate with the RTC in preparation of an engineering study with respect to the route of the Outer Loop through the Southern Portion of the County, subject to the satisfaction of certain understandings, conditions and agreements of the RTC with respect to the planning and development of the Outer Loop through the Southern Portion of the County; and

WHEREAS, the RTC is willing to collaborate and cooperate with the County in an effort to achieve certain goals and objectives of the County related to the development of the Outer Loop through the Southern Portion of the County, and the goals, objectives and strategies set forth in the County’s Master Thoroughfare Plan and its Strategic Plan 2050.

NOW, THEREFORE, in an effort to build collaboration and cooperation between the RTC and the County and in consideration of the covenants and agreements set forth herein, and of other good and valuable consideration the receipt and sufficiency of which is hereby acknowledged, the County and RTC agree as follows:

1. Statement of Mutual Purpose. The RTC and the County are entering into this Memorandum for the purpose of working together to plan for common needs, cooperate for the parties' mutual benefit and to allow each party to achieve the fulfillment of objectives which are important to them. Those objectives include (a) the mutual objective of strengthening collaboration between the parties and with other regional stakeholders to address the complex challenges of developing, constructing and managing the Outer Loop; (b) the RTC's objective of constructing the Outer Loop in order to benefit and balance the interests of both Rockwall County and the entire North Texas region through improved mobility, reduction of traffic congestion, and promoting responsible economic development; and (c) the County's objectives of maintaining the County as a safe, low density, thriving, family friendly community that is an oasis from the urban sprawl of the North Texas region, mitigating and minimizing the impact of the Outer Loop on the existing residents of the County, and improving mobility and lessening traffic congestion within the County. This Memorandum should be interpreted in a manner that will achieve those objectives.

2. County Responsibilities. The County will strive to negotiate the terms of and enter into an agreement with Halff Associates, Inc. (or another engineering and consulting firm reasonably acceptable to the County and the RTC), to provide engineering and surveying services necessary to develop for the Southern Portion of the County schematic design and NEPA environmental documentation following the federal NEPA process per TxDOT standards and oversight (the "Phase 2 Engineering Agreement"). The County shall interact with and direct the engineering firm which is party to the Phase 2 Engineering Agreement throughout the completion of the work contemplated thereunder. Without limitation of the scope and purposes of the Phase 2 Engineering Agreement, it is anticipated that said Agreement will determine the best route for the Outer Loop to follow to traverse the Southern Portion of the County considering (a) the objectives specified above, (b) the Design Objectives set forth below, (c) the environmental conditions prevailing in the Southern Portion of the County, and (d) other relevant factors materially impacting the location of the Outer Loop. The Phase 2 Engineering Agreement will include a Purpose and Needs Statement and other appropriate provisions that reflect and incorporate relevant provisions of this Memorandum including the Design Objectives set forth herein. The County shall pay the cost of the Phase 2 Engineering Agreement subject to its annual budgeting process.

Upon completion of the Phase 2 Engineering Agreement and the approval of the route of the Outer Loop through the Southern Portion of the County by the RTC and the County, the County shall modify its Master Thoroughfare Plan, if necessary, in order to incorporate the approved route of the Outer Loop through the Southern Portion of the County.

3. RTC Responsibilities. The RTC will work with the County to plan, develop, and construct the Outer Loop in a manner consistent with the purposes and objectives set forth in this Memorandum. The RTC agrees specifically as follows:

- a. The Texas Department of Transportation is responsible for right-of-way acquisition costs under standard rules with local governments. The RTC will ensure standard rules are applied to the non-interstate Outer Loop in Rockwall County.
- b. The Outer Loop will be constructed in a manner that will strive to achieve all reasonable enhancements to mitigate the impact of the Outer Loop on Rockwall County residents, including the Design Objectives outlined in Section 4 of this Memorandum and protection against flooding or adverse drainage consequences resulting from the construction of the Outer Loop.
- c. The RTC will continue to support the County's needs for improvements to other state highways and farm to market roads in the County in order to improve internal traffic flows within the County, and the Outer Loop shall not be considered to be in lieu of such other road improvements.
- d. The RTC will keep the County informed of the progress of planning, development and construction of the Outer Loop and allow the County to have reasonable input into the stages and timing of construction of the Outer Loop. The RTC will work with the County to provide scheduled briefings to the County regarding the status of the Outer Loop.
- e. To the extent reasonably practicable, the RTC will support legislative and other efforts by the County to obtain the legal authority to regulate land development along the route of the Outer Loop.

4. Design Objectives. The RTC and the County agree that available mitigation and enhancement strategies and standards (collectively, the "Design Objectives") shall be used in the design, development and construction of Outer Loop through the Southern Portion of the County, to the extent reasonably practicable, including but not limited to:

- a. Moving the route alignment away from existing neighborhoods and onto currently undeveloped rural land. In this regard, the RTC will give preferential consideration to any preferred route through the Southern Portion of the County which may be proposed by the County as long as mobility benefits are not significantly reduced.
- b. Constructing traffic lanes (both primary and frontage road lanes) adjacent to residential neighborhoods to be below existing surface grade in order to minimize noise and interference with views, vistas and horizons; reasonable cost and engineering judgment applies.
- c. Limit or prohibit construction of frontage roads alongside residential neighborhoods and other locations where commercial development is unlikely, and allow the County to have input into the location and design of frontage roads alongside the main lanes of the Outer Loop. If the Phase 2 Engineering Study determines that the preferred route for the Southern Portion of the Outer Loop should run adjacent to any existing residential neighborhood, the portion of the Outer Loop running adjacent to that neighborhood will not have frontage roads without the prior consent of the County, and the Outer Loop access points adjacent to said neighborhood shall be subject to approval by the County.
- d. Locating access points and interchanges and designing exit and entrance ramps in a way that will mitigate impact upon existing residential neighborhoods and reduce adverse impacts upon local traffic within the County and allowing the County to

have input into the design and location of those interchanges and exit and entrance ramps.

- e. Where sound walls are warranted under federal guidelines, fund construction of sound walls before roadway construction.
- f. Maximize installation of other noise mitigation measures along existing neighborhoods, including vegetation, berms and other methods. Coordinate mitigation measures with Rockwall County Opens Space Master Plan. Incorporate trails and pathways for pedestrians, bicycles and other non-motorized transportation methods within the Outer Loop right of way. In this regard, the Rockwall County Open Space Master Plan will be considered in connection with the design and construction of such trails in order to enhance non-motorized mobility across the County.
- g. The Outer Loop will be constructed with concrete and other pavement materials (including, the incorporation of future engineering and technological advances) that are designed to reduce and limit road noise.
- h. Incorporate new road construction technologies into the construction of the Outer Loop if and to the extent that such new technologies become available and are reasonably practicable, in order to develop a road constructed in accordance with current engineering best practices.

5. Term of Memorandum. This Memorandum shall remain in effect throughout the design and construction of the Outer Loop (and all ancillary roads, trails, and pathways) through the County.

6. Governmental Immunity and Other Provisions. Nothing in this Memorandum shall be construed as a waiver of governmental or sovereign immunity of the County or RTC, or of any rights, protections, or defenses available to the County or RTC under the Constitution and laws of the State of Texas.

7. Successors and Assigns. This Memorandum shall be binding upon, and inure to the benefit of, the parties and their respective successors and assigns.

8. Governing Law. This Memorandum shall be governed by and construed in accordance with the laws of the State of Texas.

9. Miscellaneous. Notwithstanding any provision of this Memorandum, or any incorporated document, the obligations of Rockwall County under this Memorandum are subject to the availability and appropriation of funds by the Commissioners Court in each fiscal year. If sufficient funds are not appropriated by the Commissioners Court for any subsequent fiscal year of this Memorandum, the County may terminate the agreement without penalty upon written notice to RTC.

IN WITNESS WHEREOF, the parties hereto have executed this Memorandum as of the date first above written.

WITNESS/ATTEST:

COUNTY:

ROCKWALL COUNTY, TEXAS

By: _____
Frank New, County Judge

WITNESS/ATTEST:

RTC:

**REGIONAL TRANSPORTATION
COUNCIL**

By: _____



North Central Texas
Council of Governments



North Texas Zero Emissions Vehicles Call for Projects Funding Recommendations

Lori Clark
Senior Program Manager and DFW Clean Cities
Director

Regional Transportation Council

April 9, 2026

North Texas Zero Emissions Vehicles (NTxZEV) Call for Projects Background

Overview: \$60 million award from the Environmental Protection Agency (EPA) Clean Heavy-Duty Vehicles Grant: Vocational Vehicles Sub-Program

EPA program purpose: Incentivize deployment of Class 6 and 7 heavy-duty Zero-Emissions Vehicles (battery electric and hydrogen fuel cell electric)

NCTCOG purpose: Improve air quality by reducing ozone-forming emissions from heavy-duty trucks

Activity	Federal Funding	Match Requirement
Rebates to Replace Existing Vehicles with Zero Emissions Versions and Install Necessary Fueling Infrastructure	\$58.6 million	Provided by program participants
Workforce Development	\$1.4 million	No match required
First Responder Training		
Total Federal Funding:	\$60 million	



Call for Projects Scope/Eligibility

\$58.6 Million: Rebates to Replace Class 6 or Class 7 “vocational vehicles”* with zero-emissions trucks

Both battery electric and hydrogen fuel cell electric trucks eligible

Can fund supporting charging/fueling infrastructure if needed

Both public and private sector fleets eligible

Example “vocational vehicles” include:

Straight/Box Truck



Step Van



Septic/Bucket Truck



Street Sweeper



Transit Bus



Photo Credit: NCTCOG/Trinity Metro

Refuse Hauler



Other Vocational Vehicles**



*Includes gross vehicle weight of 19,501-33,000 pounds; “vocational vehicles” defined by [49 CFR Part 523](#)

**School bus eligible only if NOT operated as a typical school bus for student transport; “Other” could include dump trucks, etc.



Project Requirements

Comply with all EPA program requirements, including:

- Replace internal combustion vehicle with zero-emission vehicles (*no fleet expansion*)
- Old and new vehicles must meet operational requirements and have the same form and function

Comply with elements from NCTCOG, including:

- Vehicles must operate primarily within the NCTCOG 16-County region
- Attend appropriate zero-emission vehicle training

Scoring Criteria: Up to 100 Points

<p>Vehicle Cost per Ton - Up to 30 Points Cost per ton of nitrogen oxides and volatile organic compound reduced</p>	<p>Impact on Regional Air Quality - Up to 30 Points Amount of time operating in priority areas, idling hours, and vehicle disposition method</p>
<p>Feasibility and Risk - Up to 25 Points Implementation plan, damage mitigation, NCTCOG administrative burden</p>	<p>Long-Term Sustainability Efforts - Up to 15 Points Environmental planning/practices, vehicle-to-grid compatibility or use of distributed energy resources</p>



“Round 1” Application and Award Summary*

6 Total Applicants

2 Complete, Eligible Applications

3 Applications Pending Additional Information; Coordination Ongoing

1 Ineligible Application

Recommended Awards:

Applicant	Activities Requested	EPA Funds Requested	Approximate Local Contribution	Recommended		
				Old Vehicles Replaced	New Vehicles Acquired	EPA Funds
City of Dallas	Replace 5 diesel “other vocational vehicles” (dump trucks) with 3 battery-electric versions**	\$904,464	\$535,643	5	3	\$904,464
United Parcel Service, Inc.	Replace 2 diesel and 15 gasoline step vans with 17 battery-electric versions and install supporting infrastructure	\$2,261,941	\$1,217,968	17	17	\$2,261,941
Total				22	20	\$3,166,405

Balance remaining for future applications: \$55,433,595

*Details available in Electronic Item 7.2

**Includes 2 two-for-one replacements (replacing two old vehicles with one new vehicle)



Applicant Resources

- Virtual Weekly Office Hours with NCTCOG: Mondays at 10:00am
- Resources to help identify eligible vehicles
- Technical assistance from the National Lab of the Rockies
- Call for Projects Workshop Recordings
- ZEV Workshop on April 21, 2026

All resources are FREE and available at www.nctcog.org/NTxZEV

NCTCOG staff available to support local events, meetings, etc. to reach potential applicants



ZERO EMISSION VEHICLES WORKSHOP

Join us at the Zero Emission Vehicles (ZEV) Workshop to hear the latest insights on medium- and heavy-duty battery-electric and hydrogen fuel cell electric vehicles and infrastructure!

Fleets operating in or around North Texas, or anyone interested in supporting ZEV deployment should attend!



Tuesday, April 21, 2026
8:00 AM–4:00 PM



Ruthe Jackson Center
3113 South Carrier Pkwy
Grand Prairie, TX 75052



Lunch is Provided



Source: DPVIA



Source: NCTCOG



Source: NCTCOG

Includes:

- Presentations on the latest market outlook and investments for ZEV.
- Information on technical and funding assistance, including up to ~\$58.6 million through the North Texas Zero Emission Vehicles Project.
- Networking with industry experts and early adopter fleets.
- Experience a ZEV through a ride along.



Registration is required.
Register by scanning the QR Code or
visit dfwcleancities.org/events



North Central Texas
Council of Governments

Schedule

Milestone	Date
NTxZEV Call for Projects Opened	October 24, 2025
Round 1 Call for Projects Deadline	Friday, February 13, 2026
NCTCOG Public Meeting	March 9, 2026
STTC Recommendation of Round 1 Awards	March 27, 2026
RTC Approval of Round 1 Awards	April 9, 2026
ZEV Workshop Register Now at www.nctcog.org/NTxZEV	April 21, 2026
Executive Board Action – Approval of Round 1 Awards	April 23, 2026
NEXT Application Deadline (Round 2):	Friday, May 15, 2026; Applications must be received “in-hand” by 5 PM CT
Ongoing Rolling Application Deadlines to Fully Award Funds	Currently Approved: ~90 Day Increments Proposed Update: ~30 Day increments
Deadline for all Preliminary Reimbursement Requests	October 29, 2027



Requested Action – North Texas Zero Emissions Vehicles Call for Projects

RTC approval of:

- Proposed funding recommendations for the North Texas Zero Emissions Vehicles Call for Projects as outlined in Electronic Item 7.2
- Revised Schedule to Increase Frequency of Rolling Deadlines to Approximately Every 30 Days
- Administratively amending and updating any administrative and/or planning documents as needed to incorporate funding recommendations

RTC Action Item – April 9, 2026



Contact Us



Lori Clark
Senior Program Manager
NCTCOG
lclark@nctcog.org
817-695-9232



Savana Nance
Principal Air Quality Planner
NCTCOG
snance@nctcog.org
682-433-0488



Juliana VandenBorn
Senior Air Quality Planner
NCTCOG
jvandenborn@nctcog.org
817-704-2545



Kris Yowtak
Air Quality Planner III
NCTCOG
kyowtak@nctcog.org
817-695-9238

Project Website: www.nctcog.org/NTxZEV



North Texas Zero Emissions Vehicles Project: Round 1 Funding Recommendations

North Texas Zero Emissions Vehicles Project: Round 1 Funding Recommendations																														
Project Information																	Scoring					Funding Information					Comments			
Rank	Unique ID	Applicant	Entity Type	Old Vehicle(s)					New Vehicle		% of Time Operating in Priority Areas				Estimated Cost per Ton per Vehicle Replacement Activity		Vehicle Cost per Ton	Impact on Regional Air Quality	Feasibility and Risk	Long-Term Sustainability	Total Score	Federal Funds Requested			Approximate Local Contribution			Recommended Award		
				Fuel Type	Vocation	Model Year	Average Annual Mileage	Average Annual Idling Hours	Disposition Type	Fuel Type	Infrastructure Requested?	10-County Ozone Nonattainment Region	Other 6 NCTCOG Counties	Outside of the NTxZEV Priority Areas	Cost per Ton NOx Reduced	Cost per Ton VOC Reduced						Up to 30 Points	Up to 30 Points	Up to 25 Points	Up to 15 Points	Vehicle			Infrastructure	Total
1	0731	City of Dallas	Public	Diesel	Other Vocational Vehicle (Dump Truck)	2000	4,473	858	Scrap	Battery-Electric	No	100	0	0	0	\$429,992	\$4,954,497	22	27	20	11	80	\$194,464	\$0	\$194,464	\$104,715	\$0	\$104,715	\$194,464	Vehicle meets minimum operation requirements based on idling hours
2	0980	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	20,826	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$3,645,352	\$953,802	26	16	22	12	75	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
3	1992; 8543	City of Dallas	Public	Diesel; Diesel	Other Vocational Vehicle (Dump Truck)	2002; 2002	6,705; 3,605	66; 123	Scrap	Battery-Electric	No	100	0	0	0	\$339,876	\$3,922,652	23	20	20	11	74	\$355,000	\$0	\$355,000	\$215,464	\$0	\$215,464	\$355,000	Replacing two old vehicles with one new battery-electric vehicle to meet minimum operational requirements
4	0893	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	20,612	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$3,695,982	\$964,169	24	16	22	12	73	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
5	0649	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	20,464	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$3,721,828	\$971,207	23	16	22	12	72	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
6	4886; 1994	City of Dallas	Public	Diesel; Diesel	Other Vocational Vehicle (Dump Truck)	2008; 2002	5,374; 4,802	73; 88	Scrap	Battery-Electric	No	100	0	0	0	\$520,719	\$7,282,051	20	20	20	11	71	\$355,000	\$0	\$355,000	\$215,464	\$0	\$215,464	\$355,000	Replacing two old vehicles with one new battery-electric vehicle to meet minimum operational requirements
7	0833	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	17,885	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$4,257,771	\$1,111,109	21	16	22	12	70	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
8	6169	United Parcel Service, Inc.	Private	Diesel	Step Van	2011	15,175	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$770,219	\$17,168,431	19	16	22	12	68	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
9	8215	United Parcel Service, Inc.	Private	Gasoline	Step Van	2012	16,963	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$4,257,771	\$1,172,294	20	15	22	12	68	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
10	2723	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	17,268	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$4,398,524	\$1,149,506	18	16	22	12	67	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
11	6144	United Parcel Service, Inc.	Private	Diesel	Step Van	2011	14,491	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$807,620	\$18,352,461	17	16	22	12	66	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
12	9500	United Parcel Service, Inc.	Private	Gasoline	Step Van	2012	16,715	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$4,327,003	\$1,190,652	17	15	22	12	65	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
13	0986	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	16,379	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$4,668,608	\$1,212,349	15	16	22	12	64	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
14	9516	United Parcel Service, Inc.	Private	Gasoline	Step Van	2012	16,347	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$4,435,178	\$1,215,117	14	15	22	12	62	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
15	0839	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	15,520	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$4,927,976	\$1,279,378	12	16	22	12	61	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
16	0566	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	14,967	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$5,068,775	\$1,327,235	11	16	22	12	60	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
17	9842	United Parcel Service, Inc.	Private	Gasoline	Step Van	2012	13,523	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$5,322,214	\$1,470,225	9	15	22	12	57	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
18	8228	United Parcel Service, Inc.	Private	Gasoline	Step Van	2012	12,733	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$5,661,929	\$1,560,766	8	15	22	12	56	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
19	7836	United Parcel Service, Inc.	Private	Gasoline	Step Van	2011	12,931	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$5,913,571	\$1,538,212	6	16	22	12	55	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
20	9861	United Parcel Service, Inc.	Private	Gasoline	Step Van	2012	11,677	126	Scrap	Battery-Electric	Yes - L2	100	0	0	0	\$6,188,620	\$1,700,388	5	15	22	12	53	\$122,655	\$10,400	\$133,055	\$66,045	\$5,600	\$71,645	\$133,055	
Total																						\$2,989,605	\$176,800	\$3,166,405	\$1,658,411	\$95,200	\$1,753,611	\$3,166,405		
Total Funds remaining for "Round 2" Projects																						\$55,433,595								

North Texas Zero Emissions Vehicles Project: Round 1 Pending Applications
 Additional information from applicant is needed for application to proceed. Will be scored as part of future funding round.

Project Information																	Scoring					Funding Information						Comments	
Rank	Unique ID	Applicant	Entity Type	Old Vehicle(s)					New Vehicle		% of Time Operating in Priority Areas				Estimated Cost per Ton per Vehicle Replacement Activity		Vehicle Cost per Ton	Impact on Regional Air Quality	Feasibility and Risk	Long-Term Sustainability	Total Score	Federal Funds Requested			Approximate Local Contribution				Recommended Award
				Fuel Type	Vocation	Model Year	Average Annual Mileage*	Average Annual Idling Hours*	Disposition Type	Fuel Type	Infrastructure Requested?	10-County Ozone Nonattainment Region	Other 6 NCTCOG Counties	Outside of the NCTCOG Region but Within the TX Triangle	Outside of the NTxZEV Priority Areas	Cost per Ton NO _x Reduced						Cost per Ton VOC Reduced	Up to 30 Points	Up to 30 Points	Up to 25 Points	Up to 15 Points	Vehicle		
N/A	8956	Dallas County	Public	Diesel	Straight/Box Truck	Did Not Provide	6,000	220	Sale	Battery-Electric	No	100	0	0	0	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	Additional vehicle documentation needed	
	9374	Dallas County	Public	Diesel	Other Vocational Vehicle (Bus)	Did Not Provide	3,000	150	Sale	Battery-Electric	No	100	0	0	0												To Be Determined	Additional vehicle documentation needed	
	3476	Dallas County	Public	Diesel	Other Vocational Vehicle (Bus)	Did Not Provide	3,000	150	Sale	Battery-Electric	No	100	0	0	0												To Be Determined	Additional vehicle documentation needed	
	4578	Dallas County	Public	Diesel	Other Vocational Vehicle (Bus)	Did Not Provide	3,000	150	Sale	Battery-Electric	No	100	0	0	0												To Be Determined	Additional vehicle documentation needed	
	6645	Dallas County	Public	Diesel	Other Vocational Vehicle (Bus)	Did Not Provide	3,000	150	Sale	Battery-Electric	No	100	0	0	0												To Be Determined	Additional vehicle documentation needed	
	1060	Dallas County	Public	Diesel	Other Vocational Vehicle (Bus)	Did Not Provide	3,000	150	Sale	Battery-Electric	No	100	0	0	0												To Be Determined	Additional vehicle documentation needed	
	2335	Dallas County	Public	Diesel	Other Vocational Vehicle (Bus)	Did Not Provide	3,000	150	Sale	Battery-Electric	No	100	0	0	0												To Be Determined	Additional vehicle documentation needed	
	1661	Dallas County	Public	Diesel	Other Vocational Vehicle (Bus)	Did Not Provide	3,000	150	Sale	Battery-Electric	No	100	0	0	0												To Be Determined	Additional vehicle documentation needed	
	6411	Dallas Area Rapid Transit	Public	Diesel	Straight/Box Truck	2000	6,684	550	Scrap	Battery-Electric	Yes - DCFC	100	0	0	0												To Be Determined	Additional vehicle documentation needed	
	5542	Dallas Area Rapid Transit	Public	Diesel	Straight/Box Truck	2000	3,504	500	Scrap	Battery-Electric	Yes - DCFC	100	0	0	0												To Be Determined	Additional vehicle documentation needed	
8346	GGM Logistics	Private	Diesel	Straight/Box Truck	2014	7,963	45	Sale	Battery-Electric	Yes - DCFC	70	10	20	0	To Be Determined	Additional vehicle documentation needed													
6609	GGM Logistics	Private	Diesel	Straight/Box Truck	2001	7,000	525	Third-Party Scrapage	Battery-Electric	No	50	0	50	0	To Be Determined	Additional vehicle documentation needed													

North Texas Zero Emissions Vehicles Project: Round 1 Ineligible Applications

Project Information																	Scoring					Funding Information						Comments	
Rank	Unique ID	Applicant	Entity Type	Old Vehicle(s)					New Vehicle		% of Time Operating in Priority Areas				Estimated Cost per Ton per Vehicle Replacement Activity		Vehicle Cost per Ton	Impact on Regional Air Quality	Feasibility and Risk	Long-Term Sustainability	Total Score	Federal Funds Requested			Approximate Local Contribution				Recommended Award
				Fuel Type	Vocation	Model Year	Average Annual Mileage*	Average Annual Idling Hours*	Disposition Type	Fuel Type	Infrastructure Requested?	10-County Ozone Nonattainment Region	Other 6 NCTCOG Counties	Outside of the NCTCOG Region but Within the TX Triangle	Outside of the NTxZEV Priority Areas	Cost per Ton NO _x Reduced						Cost per Ton VOC Reduced	Up to 30 Points	Up to 30 Points	Up to 25 Points	Up to 15 Points	Vehicle		
N/A	8325	Imperial Food Services	Private	Diesel	N/A	2016	8,500	630	Reduced Service	Did Not Provide	No	Did Not Provide				Not Calculated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Not recommended	Vehicle does not meet EPA eligibility criteria; gross vehicle weight too low	
	6936	Imperial Food Services	Private	Gasoline	N/A	2000	6,300	600	Reduced Service	Did Not Provide	No	Did Not Provide															Not recommended	Vehicle does not meet EPA eligibility criteria; gross vehicle weight too low	
	3672	Imperial Food Services	Private	Gasoline	N/A	2019	4,200	550	Reduced Service	Did Not Provide	No	Did Not Provide															Not recommended	Vehicle does not meet EPA eligibility criteria; gross vehicle weight too low	
	4796	Imperial Food Services	Private	Gasoline	N/A	2012	4,200	550	Reduced Service	Did Not Provide	No	Did Not Provide															Not recommended	Vehicle does not meet EPA eligibility criteria; gross vehicle weight too low	
	3606	Imperial Food Services	Private	Gasoline	N/A	2016	6,500	620	Reduced Service	Did Not Provide	No	Did Not Provide															Not recommended	Vehicle does not meet EPA eligibility criteria; gross vehicle weight too low	
	3027	Imperial Food Services	Private	Gasoline	N/A	2004	8,400	650	Reduced Service	Did Not Provide	No	Did Not Provide															Not recommended	Vehicle does not meet EPA eligibility criteria; gross vehicle weight too low	

ZERO EMISSION VEHICLES WORKSHOP

Join us at the Zero Emission Vehicles (ZEV) Workshop to hear the latest insights on medium- and heavy-duty battery-electric and hydrogen fuel cell electric vehicles and infrastructure!

Fleets operating in or around North Texas, or anyone interested in supporting ZEV deployment should attend!



Tuesday, April 21, 2026
8:00 AM–4:00 PM



Ruthe Jackson Center
3113 South Carrier Pkwy
Grand Prairie, TX 75052



Lunch is Provided



Source: DFWIA



Source: NCTCOG



Source: NCTCOG

Includes:

- Presentations on the latest market outlook and investments for ZEV.
- Information on technical and funding assistance, including up to ~\$58.6 million through the North Texas Zero Emission Vehicles Project.
- Networking with industry experts and early adopter fleets.
- Experience a ZEV through a ride along.



Registration is required.
Register by scanning the QR Code or
visit dfwcleancities.org/events



North Central Texas
Council of Governments



BIKE & ROLL

TO SCHOOL DAY

May 6, 2026

Join communities around the world to celebrate the benefits of bicycling, walking, and rolling to school!

BIKE & ROLL INCENTIVES

Attention DFW schools! Join NCTCOG in celebrating bike safety in May. Seize the chance for your school's students to win a brand-new kids' bike and helmet or a Bike Month celebration for your school!

Registration closes April 10, 2026

Visit nctcog.org/walkbikeroll for more information and to sign up.

WHY PARTICIPATE?

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

Please contact Kyle Hoener at khoener@nctcog.org with questions.

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



North Central Texas
Council of Governments





BIKE & ROLL

TO SCHOOL DAY

6 de mayo, 2026

¡Participa con las comunidades del mundo para celebrar los beneficios de ir en bicicleta, caminando y en patinete a la escuela!

INCENTIVOS DE BICICLETA Y RODAR

¡Atención escuelas de DFW! Acompaña a NCTCOG a celebrar la seguridad en bicicleta este mes de Mayo. ¡Aprovechen la oportunidad para que los estudiantes de su escuela ganen una bicicleta y casco nuevos para niños o una celebración del Mes de la Bicicleta para su escuela!

La inscripción cierra el 10 de Abril.

¡Para más información y para registrarse nctcog.org/walkbikeroll!

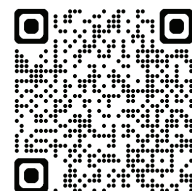
¿POR QUÉ PARTICIPAR?

- Descubre una forma divertida, enérgica y económica de ir a la escuela
- Mejorar el conocimiento por un transporte más seguro y cómodo para todas las edades y capacidades
- Comparte risas, sonrisas y aprecio por la naturaleza con amigos.
- Favorecer una colaboración más directa entre la escuela y la comunidad

Para más información, contacta a Kyle Hoener a khoener@nctcog.org.



El programa Rutas Seguras a la Escuela del North Central Texas Council of Governments trabaja para mejorar la seguridad de peatones y fomentar más el uso de bicicletas y caminar. Para más información, visita www.nctcog.org/SRTS





Air Quality Status Update

REGIONAL TRANSPORTATION COUNCIL
4.9.2026

Jenny Narvaez

Regulatory Ozone Monitors - Design Value 2026

Legend

Ozone

- 57 - 70
- 71 - 74

Counties Designated

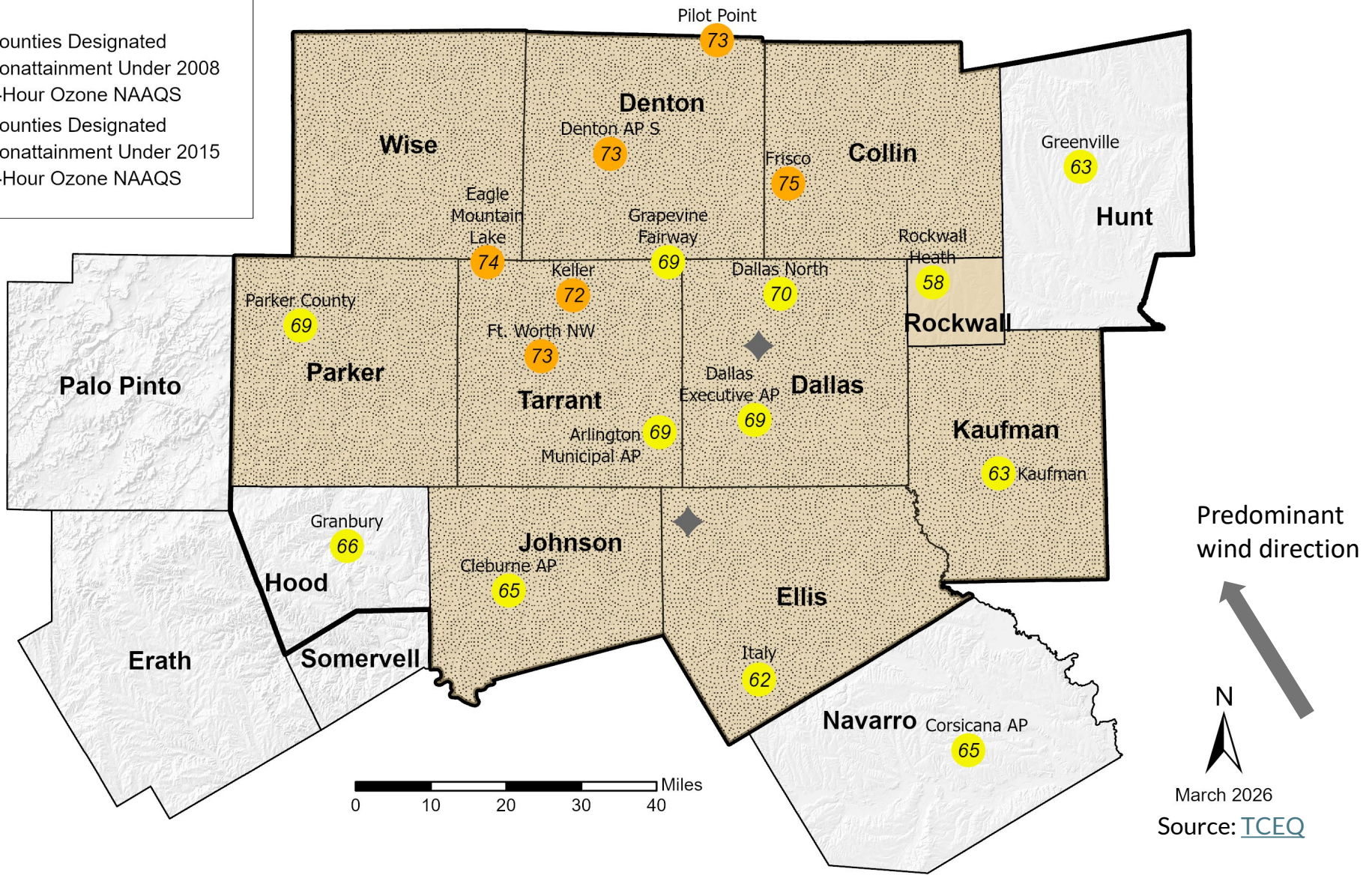
- Nonattainment Under 2008 8-Hour Ozone NAAQS
- Nonattainment Under 2015 8-Hour Ozone NAAQS

Counties Designated

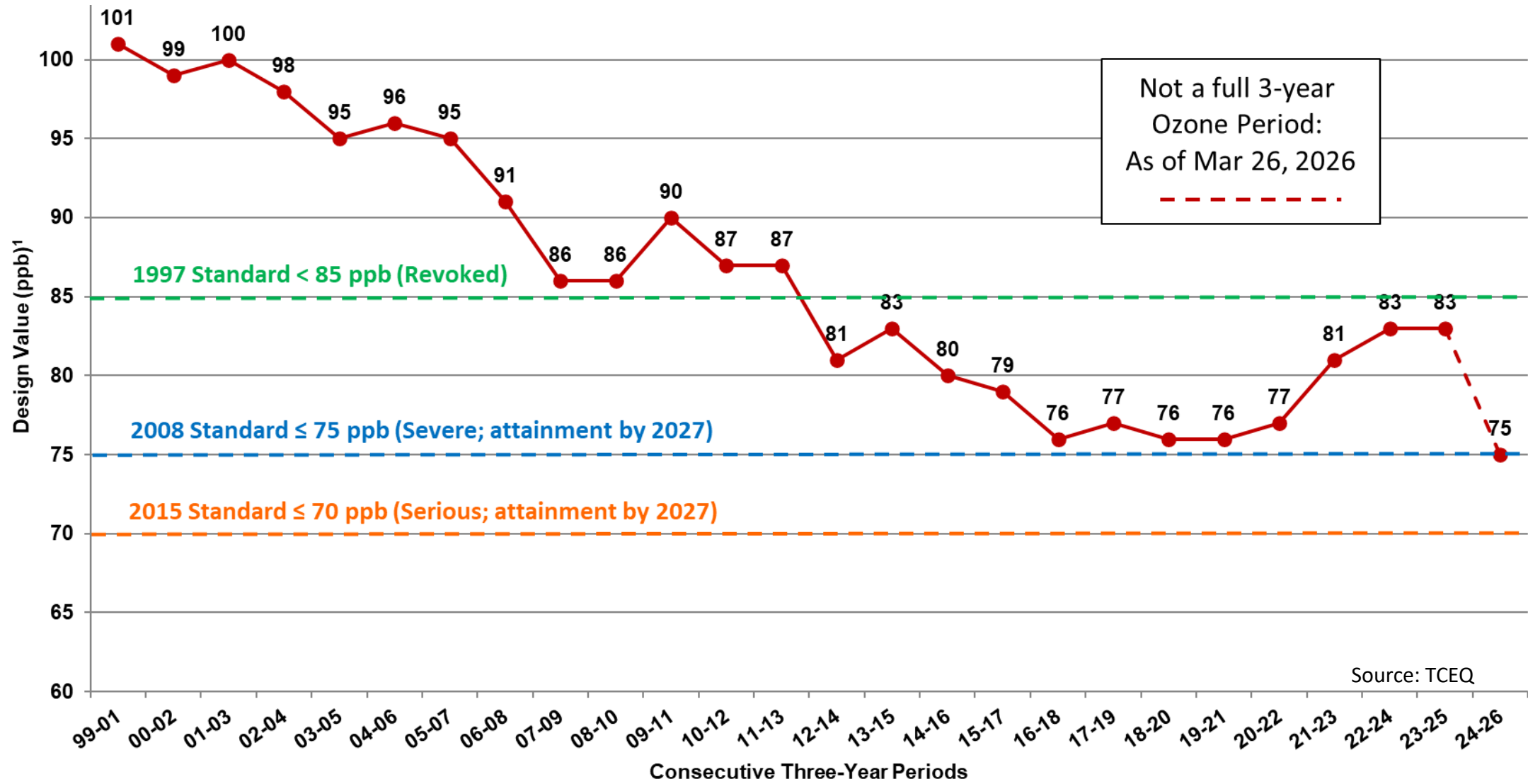
- Out of Service

Metropolitan Planning Area

Colors represent Air Quality Index Breakpoints
As of March 26, 2026



8-hour Ozone NAAQS Historical Trends



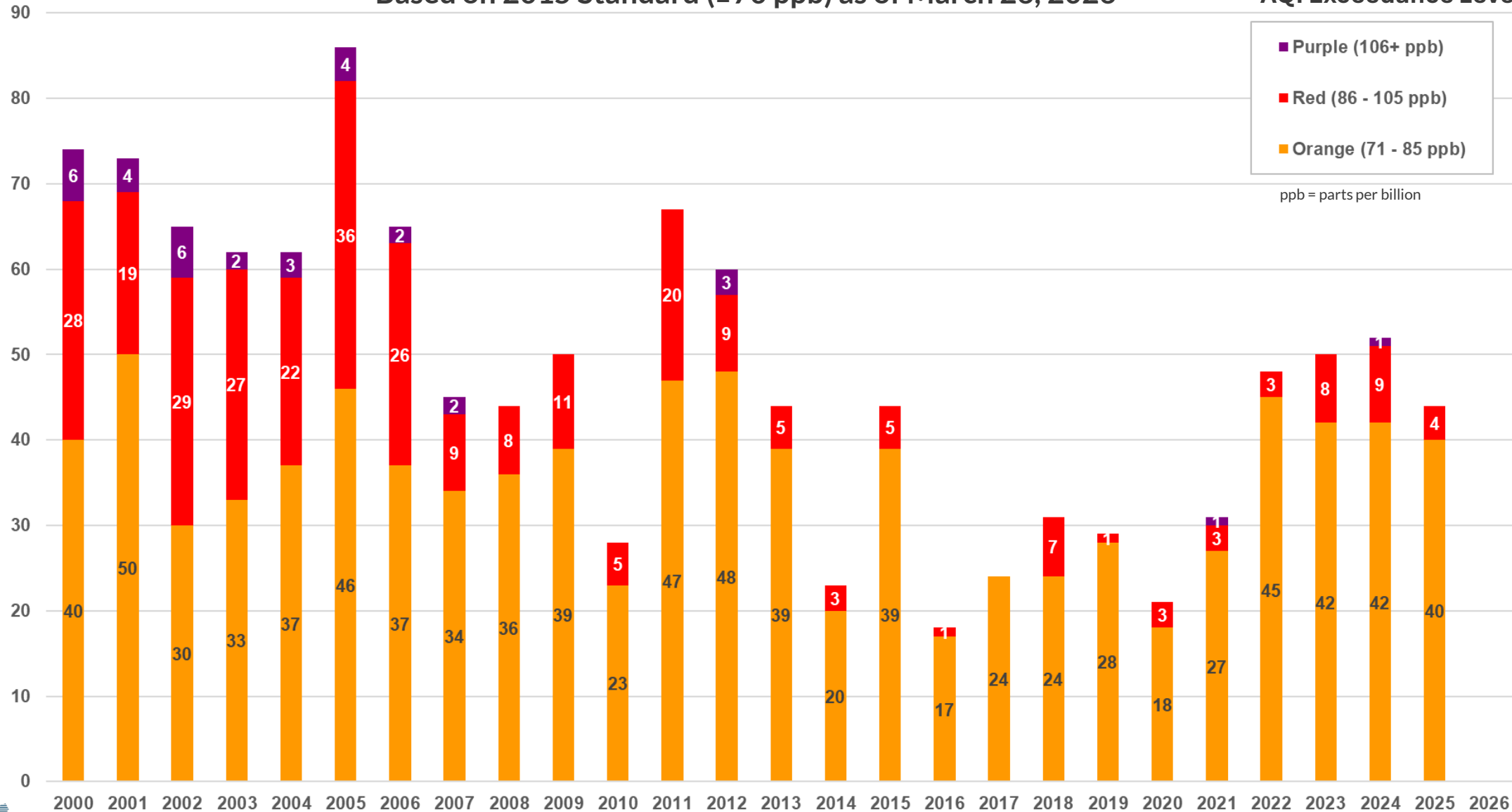
¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).



Regulatory 8-Hour Ozone NAAQS Exceedance Trends

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

AQI Exceedance Levels



Source: [TCEQ](#)

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

Timeline and Milestones – 2008 Ozone Standard

EPA Ozone Classifications

Marginal
(3 years to attain) ---

Moderate
(6 years to attain) 2018

Serious
(9 years to attain) 2021

 Severe
(15/17 years to attain) 2027

Extreme
(20 years to attain)

Notes:

Attainment Date:
No later than **July 20, 2027**

Attainment will be based on
2024-2026 Ozone Monitor Data

**Severe designation = Section 185 fees
if unable to reach attainment**



PM_{2.5} Update

**Revised Standard
February 7, 2024**

Change to the National Ambient Air Quality Standards for Particulate Matter (89 FR 16202) from 12 to 9 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) of air

**TCEQ Agenda Request
December 18, 2024**

Initial recommendation for counties designated non-attainment: Bowie, **Dallas, Harris, and **Tarrant** Counties**

**Governor Abbott to EPA
February 6, 2025**

State Designations for the 2024 Revised Primary Annual Fine Particulate Matter National Ambient Air Quality Standard “[...] **designating all counties [...] as “attainment/unclassifiable.”**

**EPA Announcement
March 12, 2025**

Reconsideration of the 2024 Standard

**EPA Designations
February 7, 2026**

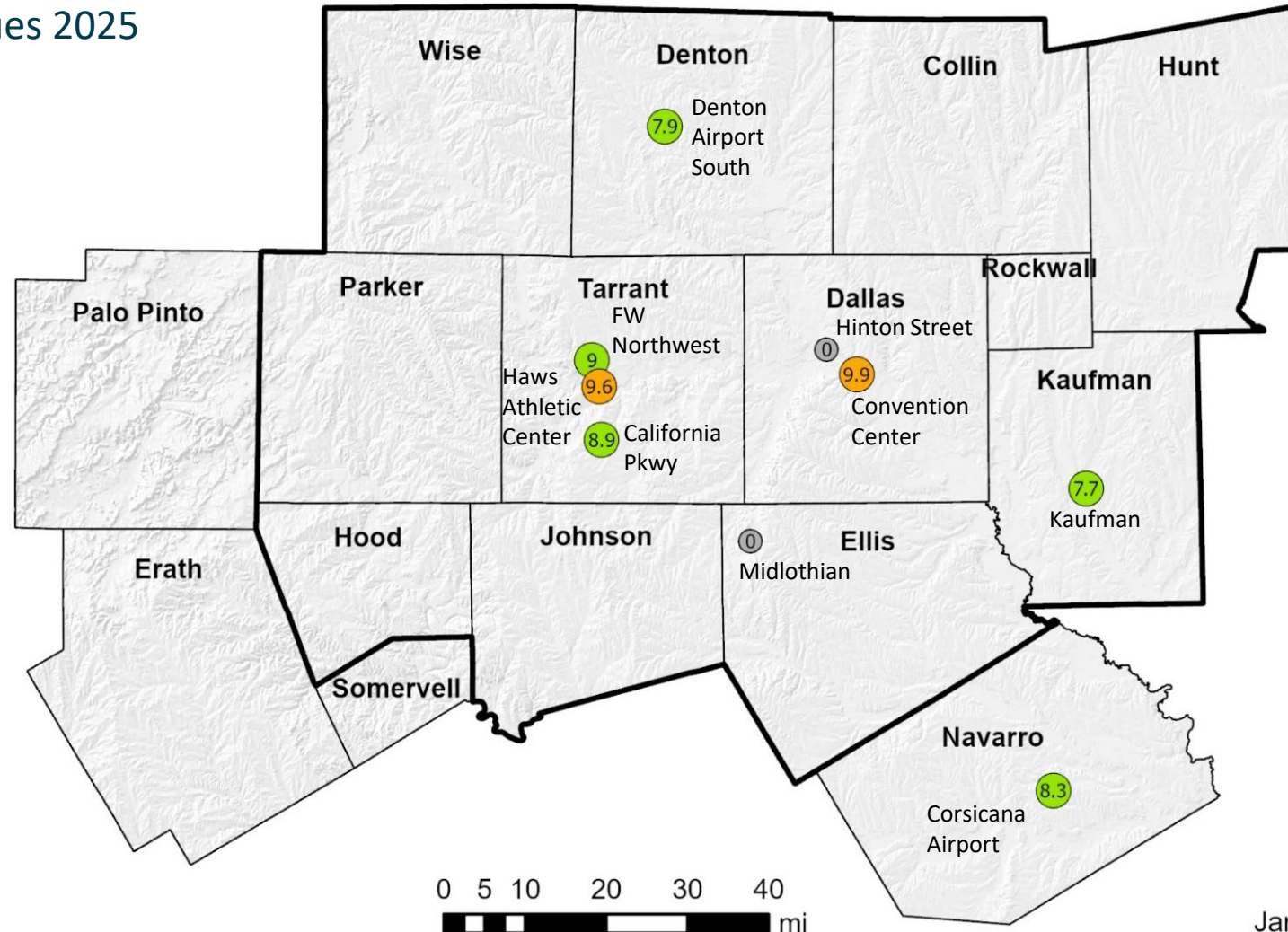
Due to a pending court decision, designations have not been made by EPA



Fine Particulate Matter – PM_{2.5} Status

Preliminary Design Values 2025 Regulatory Monitors

Data Source: TCEQ
Calculation: NCTCOG



Metropolitan Planning Area
 County boundaries
 no data
 < or = 9.0
 >9.0

Annual DV in µg/m³


 January 2026



Correspondence with TCEQ

DRAFT

Address Rising Ozone Risk

Persistent increase in ozone design values and growing risk of Section 185 penalties

Improve Data and Modeling

Widening gap between modeled and observed ozone levels requires updated data inputs and model validation

Strengthen Mobile Source Strategies and Inspection/Maintenance Program

Increasing regional emissions support the need for immediate, measurable reductions and stronger program integrity

Support Enforcement and Funding

Fraud and tampering allow high-emitting vehicles to remain on the road, reinforcing the need for stronger enforcement and sustained funding

Investigate Area and Background Sources

Continued attainment challenges highlights the need to better quantify area-sector growth and background contributions not fully captured in current inventories

Evaluate, Prioritize, and Manage Emissions from Stationary Sources

Cumulative impacts becoming more problematic with rapid increase in permitted facilities including asphalt/batch plants and power generation facilities co-located with data centers



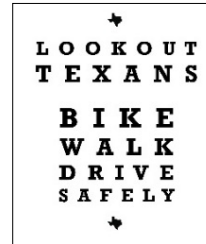
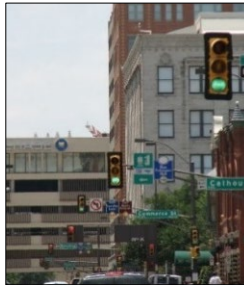
Current Local Air Quality Programs



Rideshare. Record. Reward.



Dallas-Fort Worth
CLEAN CITIES



For more Information:



Chris Klaus

Senior Program Manager

cklaus@nctcog.org | 817-695-9286



Jenny Narvaez

Program Manager

jnarvaez@nctcog.org | 817-608-2342



Daniela Tower

Air Quality Planner

dtower@nctcog.org | 817-704-5629

Regional Transportation Council Attendance Roster
March 2025 - March 2026

RTC MEMBER	Entity	3/13/25	4/10/25	6/12/25	7/10/25	8/7/25	9/11/25	10/9/25	11/13/25	12/11/25	1/8/26	2/12/26	3/12/26
Daniel Alemán Jr (01/22)	Mesquite	P	P	P	P	P	P	P	P	P	P	P	E(R)
Arfsten, Bruce (07/23)	Addison	P	P	P	P	P	P	P	P	E(R)	P	P	P
Steve Babick (06/22)	Carrollton	P	E(R)	P	P	P	P	P	P	P	P	P	E(R)
Rick Bailey (07/22)	Johnson County	P	P	P	P	P	P	P	P	P	P	P	P
Elizabeth M. Beck (08/21)	Fort Worth	P	P	A	P	A	A	A	P	P	P	P	P
Curtis Bergthold (07/25)	Richland Hills	--	--	--	P	P	P	P	P	P	P	P	P
Alan Blaylock (03/23)	Fort Worth	P	P	P	P	P	P	P	P	P	P	E(R)	P
Lorie Blair (10/25)	Dallas	--	--	--	--	--	--	P	P	P	E(R)	P	A
Randall Bryant (11/25)	DART	--	--	--	--	--	--	--	P	P	P	P	P
Ceason Clemens (10/22)	TxDOT, Dallas	P	P	P	P	P	P	E(R)	P	P	P	E(R)	P
Bill Cox (07/25)	McKinney	--	--	--	P	P	E(R)	P	P	P	P	E(R)	P
Michael Crain (06/22)	Fort Worth	P	E	E(R)	P	A	E	P	A	P	P	P	P
Theresa Daniel (11/18)	Dallas County	P	P	A	E	E	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	A	P	P	P	E	P	P	P	P	P
Pat Deen (07/24)	Parker	E	P	P	P	P	P	P	P	P	A	P	E
Andy Eads (1/09)	Denton County	P	P	P	P	P	P	E	P	P	P	P	P
Michael Evans (2/23)	Mansfield	P	P	E	P	A	P	P	P	P	P	E	P
Carlos Flores (07/25)	Fort Worth	--	--	--	A	P	E	P	P	P	P	P	P
T.J. Gilmore (06/25)	Lewisville	--	--	A	P	P	P	P	P	P	P	P	P
Raul H. Gonzalez (09/21)	Arlington	P	P	P	P	P	E(R)	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	E	P	P	P	A	P	E	P	A	A
Mojoy Haddad (10/14)	NTTA	P	P	A	P	P	A	P	P	P	P	P	P
Angela Hunt (02/26)	DFW Airport	--	--	--	--	--	--	--	--	--	--	P	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	A(R)	E	P	P	P	P	P	E(R)	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	E(R)	P	E(R)	P	E(R)	P	E(R)	P
Jill Jester (08/24)	Denton	E	P	P	P	P	P	E	P	P	P	E(R)	P
Matt Krause (01/25)	Tarrant County	E	P	E	P	P	P	E	E(R)	P	P	P	P
Stephen Mason (05/24)	Cedar Hill	P	P	P	P	P	P	P	P	P	P	P	P
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	A(R)
Cesar Molina (08/24)	DCTA	P	P	A	P	A	P	P	P	P	P	P	P
Jesse Moreno (07/24)	City of Dallas	A	P	P	P	P	P	A	P	E(R)	P	P	E
Ed Moore (07/22)	Garland	P	P	P	P	P	P	P	P	P	P	P	P
Matthew Porter (07/24)	Wylie	P	P	P	P	P	P	P	P	P	P	E(R)	P
John Muns (6/23)	Plano	P	P	P	A(R)	P	P	P	P	P	P	P	P
Manny Ramirez (1/23)	Tarrant County	P	E	P	E	P	A	P	E	E	E	P	P
Paul Ridley (10/25)	Dallas	--	--	--	--	--	--	P	P	P	P	P	P

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Regional Transportation Council Attendance Roster
March 2025 - March 2026

RTC MEMBER	Entity	3/13/25	4/10/25	6/12/25	7/10/25	8/7/25	9/11/25	10/9/25	11/13/25	12/11/25	1/8/26	2/12/26	3/12/26
Jim R. Ross (07/21)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
David Salazar (10/22)	TxDOT, FW	P	P	P	P	P	E(R)	P	P	P	P	P	E(R)
Kathy Stewart (10/25)	Dallas	--	--	--	--	--	--	A(R)	P	P	P	P	P
Bobby Stovall (07/24)	Hunt County	P	P	P	P	P	P	P	E	E(R)	P	P	P
Burt Thakur (08/25)	Frisco	--	--	--	--	P	P	P	P	P	P	P	P
Jeremy Tompkins (10/19)	Euless	P	E(R)	P	P	P	P	P	P	P	P	P	P
William Tsao (3/17)	Dallas	P	P	P	A	P	P	P	P	P	P	P	E
Webb, Dennis (08/25)	Irving	--	--	--	--	P	P	P	E	E	P	E	P
Webb, Duncan (6/11)	Collin County	P	P	P	P	P	P	P	P	P	P	P	P

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
March 2025 - March 2026

STTC MEMBERS	Entity	03/28/25	04/25/25	05/23/25	06/27/25	07/25/25	08/22/25	09/26/25	10/24/25	12/04/25	01/23/26	02/27/26	03/27/26
Rifat Alam	Lancaster	*	*	*	*	P	*	P	P	A	*	P	P
Ahmed Alqaisi	DeSoto	--	--	--	--	--	--	--	P	P	*	R	P
Marah Aqqad	Bedford	--	--	--	--	--	*	P	P	P	*	R	P
Joe Atwood	Hood County	*	*	*	*	P	*	R	P	P	*	P	P
Melissa Baker	Irving	*	*	*	*	E	*	P	P	P	*	R	A
James Bell	Grand Prairie	*	*	*	*	P	*	P	P	P	*	P	P
David Boski	Grand Prairie	*	*	*	*	P	*	P	P	P	*	P	P
Brett Bourgeois	Lewisville	--	--	--	--	--	--	--	--	--	*	R	P
Tanya Brooks	DART	*	*	*	*	R	*	P	R	P	*	P	P
Matt Bryant	City of Duncaville	*	*	*	*	A	*	A	A	A	*	A	A
Daniel Burnham	Arlington	*	*	*	*	P	*	P	P	P	*	P	P
Jeffrey Bush	TxDOT Dallas	*	*	*	*	P	*	P	P	P	*	A	P
Farhan Butt	Denton	*	*	*	*	P	*	P	P	P	*	P	P
Bryan Cabrera	Mesquite	--	--	*	*	A	*	A	A	A	*	P	A
Brenda Callaway	Rockwall County	*	*	*	*	P	*	P	A	P	*	P	P
Travis Campbell	TxDOT - Dallas	*	*	*	*	P	*	P	P	P	*	P	P
Aaron Ceder	Dallas County	*	*	*	*	A	*	P	E	P	*	A	A
John Cordary, Jr.	TxDOT FW	*	*	*	*	P	*	R	P	P	*	P	P
Tara Crawford	Trinity Metro	*	*	*	*	P	*	A	P	A	*	P	P
Clarence Daugherty	Collin County	*	*	*	*	P	*	P	P	A	*	P	P
Chad Davis	Wise County	*	*	*	*	P	*	A	A	A	*	A	P
Taylor Derden	Mansfield	*	*	*	*	P	*	P	P	E	*	A	P
Pritam Deshmukh	Richardson	*	*	*	*	P	*	P	P	E	*	P	P
Becky Diviney	Town of Addison	*	*	*	*	P	*	P	P	P	*	P	P
Phil Dupler	FWTA	*	*	*	*	P	*	P	P	P	*	P	P
Eric Fladager	Fort Worth	*	*	*	*	P	*	P	P	P	*	A	P
Chris Flanigan	Allen	*	*	*	*	A	*	P	P	P	*	P	P
Austin Frith	DCTA	*	*	*	*	P	*	A	P	P	*	P	P
James Gaertner	Waxahachie	--	--	--	--	--	--	--	--	--	--	--	P
Gary Graham	McKinney	*	*	*	*	P	*	P	P	P	*	R	R
Michael Haithcock	TxDOT - Fort Worth	--	--	--	--	--	--	--	P	P	*	P	P
Tom Hammons	Carrollton	*	*	*	*	P	*	A	P	A	*	P	P
Namoo Han	Garland	--	--	--	--	P	*	P	A	P	*	P	A
Craig Hancock	NTTA	*	*	*	*	p	*	P	P	P	*	P	A
Chris Harris	Greenville	*	*	*	*	A	*	P	P	P	*	P	P
Ron Hartline	The Colony	*	*	*	*	A	*	A	R	R	*	A	A
Sophia Harvey	Dallas	--	*	*	*	A	*	P	A	A	*	P	P
Barry Heard	Kaufman County	*	*	*	*	P	*	A	P	P	*	P	R
Duane Hengst	Hurst	*	*	*	*	A	*	P	P	P	*	P	A
Matthew Hotelling	Flower Mound	*	*	*	*	P	*	A	A	P	*	P	P

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)
 -- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster
March 2025 - March 2026

STTC MEMBERS	Entity	03/28/25	04/25/25	05/23/25	06/27/25	07/25/25	08/22/25	09/26/25	10/24/25	12/04/25	01/23/26	02/27/26	03/27/26
Jeremy Hutt	Cleburne	*	*	*	*	P	*	R	P	P	*	P	P
Thuan Huynh	McKinney	*	*	*	*	P	*	P	P	R	*	P	A
Joseph Jackson	Tarrant County	*	*	*	*	P	*	P	P	P	*	P	P
Joel James	NTTA	*	*	*	*	P	*	A	P	P	*	P	P
William Janney	Frisco	*	*	*	*	A	*	A	A	A	*	P	P
Major L. Jones	Eules	*	*	*	*	A	*	R	P	P	*	E	R
Wilson Kakembo	Midlothian	--	--	--	--	--	--	--	A	P	*	P	P
Gus Khankarli	Dallas	*	*	*	*	P	*	P	P	P	*	P	P
Lauren LaNeave	Southlake	*	*	*	*	A	*	A	A	P	*	A	A
Alonzo Liñán	Keller	*	*	*	*	A	*	A	A	A	*	A	A
Eron Linn	DART	*	*	*	*	P	*	P	E	P	*	P	P
Clay Lipscomb	Plano	*	*	*	*	P	*	P	R	P	*	P	P
Paul Luedtke	Garland	*	*	*	*	A	*	A	P	A	*	A	P
Stanford Lynch	Hunt County	*	*	*	*	P	*	P	R	P	*	R	P
Auro Majumdar	Dallas	--	--	--	--	--	--	P	P	P	*	P	P
Chad Marbut	Weatherford	*	*	*	*	P	*	P	P	P	*	P	P
Alberto Mares	Ellis County	*	*	*	*	P	*	P	A	P	*	P	P
Dillon Maroney	Tarrant County	--	--	--	--	--	--	--	--	--	--	--	P
John Mears	Mesquite	*	*	*	*	A	*	A	P	P	*	P	P
Brian Moen	Frisco	*	*	*	*	P	*	A	A	P	*	P	P
Mark Nelson	Richardson	*	*	*	*	P	*	P	P	P	*	P	P
Alfredo Ortiz	Dallas	*	*	*	*	E	*	P	P	P	*	P	A
Cintia Ortiz	Parker County	*	*	*	*	P	*	A	A	A	*	A	A
Joyce Palmer	Arlington	--	--	--	--	--	--	--	--	--	*	P	P
Martin Phillips	Fort Worth	*	*	*	*	E	*	A	A	P	*	E	P
John Polster	Denton County	*	*	*	*	P	*	P	P	P	*	P	P
Kelly Porter	Fort Worth	*	*	*	*	E	*	E	E	P	*	P	P
Tim Porter	Wylie	*	*	*	*	A	*	R	R	P	*	P	R
Minesha Reese	Dallas County	*	*	*	*	P	*	P	P	E	*	P	E
Elizabeth Reynolds	Grapevine	*	*	*	*	P	*	P	P	A	*	P	P
Greg Royster	DFW Int. Airport	*	*	*	*	R	*	P	P	P	*	P	R
Brian Shewski	Plano	*	*	*	*	P	*	R	P	P	*	R	A
Jason Shroyer	Little Elm	--	--	--	--	A	*	A	A	A	*	A	A
Ray Silva-Reyes	Farmers Branch	*	*	*	*	P	*	R	P	P	*	A	A
Chelsea St. Louis	Fort Worth	*	*	*	*	P	*	P	A	P	*	P	P
Aaron Tainter	Coppell	*	*	*	*	P	*	R	P	P	*	P	P
Errick Thompson	Burleson	*	*	*	*	P	*	E	P	P	*	P	P
Caleb Thornhill	Plano	*	*	*	*	A	*	A	P	A	*	A	A
Jennifer VanderLaan	Johnson County	*	*	*	*	P	*	E	P	P	*	P	P
Gregory Van	Haltom City	*	*	*	*	P	*	P	R	R	*	P	P
Daniel Vedral	Irving	*	*	*	*	P	*	P	P	A	*	E	E
Caroline Waggoner	North Richland	*	*	*	*	A	*	A	P	A	*	P	P

P=Present A=Absent R=Representation E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster
March 2025 - March 2026

STTC MEMBERS	Entity	03/28/25	04/25/25	05/23/25	06/27/25	07/25/25	08/22/25	09/26/25	10/24/25	12/04/25	01/23/26	02/27/26	03/27/26
Jana Wentzel	Dallas	--	--	--	--	--	--	P	P	P	*	P	P
Robert Woodbury	Cedar Hill	*	*	*	*	P	*	P	P	P	*	P	P
Larry Wright	Colleyville	*	*	*	*	A	*	P	P	P	*	P	P
Jamie Zech	TCEQ	*	*	*	*	A	*	A	A	A	*	A	A

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)
 -- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

MEETING SUMMARY

SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, February 27, 2026

The Surface Transportation Technical Committee (STTC) met on Friday, February 27, 2026, at 1:30 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Rifat Alam, Joe Atwood, James Bell, Nathan Benditz, David Boski, Tanya Brooks, Daniel Burnham, Farhan Butt, Bryan Cabrera, Brenda Callaway, Travis Campbell, John Cordary Jr., Tara Crawford, Clarence Daugherty, Pritam Deshmukh, Becky Diviney, Rhett Dollins, (representing Gary Graham), Phil Dupler, Chris Flanigan, Austin Frith, Michael Haithcock, Tom Hammons, Namoo Han, Craig Hancock, Chris Harris, Sophia Harvey, Barry Heard, Alan Hendrix (representing Stanford Lynch), Duane Hengst, MD Hossain (representing Ahmed Alqaisi), Matthew Hotelling, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Joel James, William Janney, Wilson Kakembo, Jeff Kelly (representing Brett Bourgeois), Gus Khankarli, Eron Linn, Clay Lipscomb, Auro Majumdar, Chad Marbut, Alberto Mares, John Mears, Brian Moen, Mark Nelson, Alfredo Ortiz, Chad Ostrander (representing Brian Shewski), John Polster, Kelly Porter, Minesha Reese, Elizabeth Reynolds, Greg Royster, Chelsea St. Louis, Aaron Tainter, Chris Techau (representing Marah Aqqad), Errick Thompson, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Stephanie Wagner (representing Melissa Baker), Caroline Waggoner, Jana Wentzel, Robert Woodbury, and Larry Wright.

Others present at the meeting were: Vickie Alexander, Koushik Arunachalam, Berrien Barks, Carli Baylor, Natalie Bettger, Scott Booth, Jason Brown, Caroline Burns, Daniel Byrd, Katherine Cadena, Dina Colarossi, Liza Cox, Brian Dell, Samit Deo, Cody Derrick, Zhen Ding, Rebekah Gongora, Ricardo Gonzalez, Chris Gossett, Christie Gotti, Jackie Griffiths, Millie Hayes, Kristina Holcomb, Parisa Hosseini, Raj Jandhyam, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Dan Lamers, Sonya Landrum, Travis Liska, Carlos Lopez, Malcolm Mayhew, James McLane, Michael Misantonis, Anthony Moffa, Michael Morris, Chandra Muruwahandam, Jenny Narvaez, Dylan Niles, Jackie Nolasco, Donald Parker, Caleb Polster, Trey Pope, Ezra Pratt, Vercie Pruitt-Jenkins, Sydney Ranch, Jacob Reinig, Travis Ripley, Jasmine Rodriguez, Jackson Rose, Dana Shomarel, Ivy Shrum, Dongyoon Song, Toni Stehling, Vivek Thimmavajjhala, Daniela Tower, Christie Trinh, Luke Urie, Shashider Velagali, and Amanda Wilson.

1. **Approval of the January 23, 2026, Meeting Summary:** Approval of the January 23, 2026, meeting summary contained in Electronic Item 1 was requested.

The Meeting Summary of the January 23, 2026, meeting was approved as submitted in Electronic Item 1. John Polster (M); Gus Khankarli (S).

2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Proposed Traffic Signal Program Funding:** Gregory Masota presented the proposed traffic signal funding program based on the recently approved Regional Transportation Council traffic signal improvement types and associated funding categories.

The Committee approved staff's recommendation as illustrated below. Nathan Benditz (M); Daniel Burnham (S).

REQUESTED ACTION – TRAFFIC SIGNAL FUNDING PROGRAM

- **Recommendation for RTC approval of:**

- Approve the allocation of \$36 million in total program funding (\$28.8 million federal plus required State and/or local match) for the Traffic Signal Funding Program.
- Approve the use of a combination of Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and State and/or local matching funds to support the program, subject to funding availability.
- Administratively amending the Transportation Improvement Program (TIP), Statewide Transportation Improvement Program (STIP), and other planning/administrative documents, as necessary, to implement the approved funding.

STTC Action Item – February 27, 2026



Proposed Traffic Signal Funding Program

8

4. **2027-2030 Transportation Improvement Program Development:** Brian Dell requested a recommendation for Regional Transportation Council approval of the 2027-2030 Transportation Improvement Program document.

The Committee approved staff's recommendation as illustrated below. John Polster (M); Farhan Butt (S).

REQUESTED ACTION

- Recommend RTC approval of:

- The 2027-2030 TIP document, including the final TIP listings to be included in the Statewide Transportation Improvement Program (STIP)
- Amending the Unified Planning Working Program (UPWP) and other planning/administrative documents as needed



7

5. **Fort Worth Heritage Park Regional Pedestrian Connection:** Travis Liska requested approval for a recommendation to the Regional Transportation Council for the North Central Texas Council of Governments to assign \$8 million in Congestion Mitigation and Air Quality Improvement Program funding matched with \$2 million local funding from the City of Fort Worth to construct the Heritage Park Regional Pedestrian Connection.

The Committee approved staff's recommendation as illustrated below. Gus Khankarli (M); Daniel Burnham (S).

REQUESTED ACTION – Heritage Park Regional Pedestrian Connection

STTC recommendation for RTC approval of:

- \$8M Congestion Mitigation and Air Quality Improvement Program funding matched with \$2M local funding from the City of Fort Worth to construct the Heritage Park Regional Trail Connection.
- Administratively amending the Transportation Improvement Program/ Statewide Transportation Improvement Program and updating any administrative and/or planning documents as needed to incorporate the project/change.
- The requirement of City of Fort Worth and NCTCOG executing a Memorandum of Understanding

STTC Action Item – February 27, 2026



NCTCOG Presentation

5

6. **Texas Wesleyan University/Collard Street Improvements Study**: Sydnee Mangini requested action on a recommendation to the Regional Transportation Council (RTC) for approval of \$150,000 in RTC Local for the Texas Wesleyan University (TWU)/Collard Street Improvements Study. Funds will be used for staff to conduct planning study activities including an existing conditions review and development of a funding plan, as well as to engage TWU students in developing surveys and corridor branding materials for the project.

The Committee approved staff's recommendation as illustrated below. Alberto Mares (M); John Polster (S).

REQUESTED ACTION – TWU/Collard Street Improvements Study

• Recommendation for RTC approval of:

- \$150,000 of RTC Local funds for staff to facilitate Phases 1, 2, and 3 of the corridor planning study.
- Administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program and updating any administrative and/or planning documents as needed to incorporate the TWU/Collard Street Improvements Study.

STTC Action Item – February 27, 2026



NCTCOG Presentation

10

7. **North Tarrant Express and Lyndon B. Johnson East Regional Toll Revenue Funding Requests**: Liza Cox requested action on two projects in which the Texas Department of Transportation (TxDOT) Dallas and Fort Worth Districts have asked to utilize Regional Toll Revenue (RTR) funding. *Request 1*) TxDOT Fort Worth District is requesting \$45 million for construction of northbound Interstate Highway 35 West to State Highway (SH) 121 frontage roads and reconstruction of the Sylvania Ave bridge over SH 121. \$97 million in TxDOT

funds and \$45 million of RTR revenue from the North Tarrant Express are proposed to fund this project. *Request 2)* TxDOT Dallas District requested up to \$10 million for change orders on the Lyndon B Johnson (LBJ) East project for various improvements. \$10 million of RTR revenue from the LBJ East corridor was proposed to fund this request.

The Committee approved staff's recommendation as illustrated below. John Polster (M); Nathan Benditz (S).

REQUESTED ACTION – NTE AND LBJ EAST FUNDING REQUESTS

Recommendation for RTC approval of:

- \$97M in TxDOT funds and \$45M in RTR funds for SH 121/Sylvania Bridge project from the NTE RTR Account
- Up to \$10 million for LBJ East, using LBJ East RTR funds
- 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 programming increase.

STTC Action Item – February 27, 2026



NCTCOG Presentation - North Tarrant Express and LBJ East Funding Requests

6

8. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items.
 1. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery
 2. Anticipated Workshop on Texas, Metropolitan Planning Organization, and Fiscal Agent Agreements: March 2026 (Ken Kirkpatrick, Texas Department of Transportation to be Invited, and Executive Board Orientation from Michael Morris)
 3. Arlington's Request to Explore a Technology-Based Transit Authority
 4. Amanda Wilson's Service Recognition on the AMPO Policy Committee in 2025
 5. Michael Morris is the ENR Texas and Louisiana's 2026 Legacy Award Winner
 6. Future Discussion on Rockwall County/Partnership Program
 7. Mobility Assistance Patrol Program
 8. Status Update on 2025 Transportation Conformity
 9. 2026 Fiscal Year Appropriations Update and Fédération Internationale de Football Association Funding
 10. Regional Transportation Council Approval of the Dallas Area Rapid Transit Plan
9. **Update on McKinney Passenger Rail Corridor Study:** Donald Parker presented on the McKinney Passenger Rail Corridor Study that was put on hold as a result of discussion at the November 2025 Regional Transportation Council meeting regarding the status of Dallas Area Rapid Transit (DART) elections. With progress being made on the DART issue, staff would like to advance the consultant procurement process to support this study and provided a briefing on the scope and schedule of this effort.

10. **2026 Regional Safety Performance Targets**: Michael Misantonis provided updates on the proposed Regional Roadway Safety Targets for 2026 for federally required performance measures and actual performance of the 2024 targets. Roadway Safety targets are focused on reducing serious injuries and fatalities for motorized and non-motorized travelers.
11. **Fast Facts**: These items were not presented due to time constraints:
 1. Trey Pope – Collaboration Opportunity: Managing Heavy-Duty Vehicle Idling and Regional Air Quality
 2. Carolyn Burns – Local Clean Air Spotlight
 3. Carolyn Burns – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
 4. Carolyn Burns – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
 5. Written Progress Reports:
 - Partner Progress Reports
 - December – January Public Comments Report
 - March Public Meeting Notice
12. **Other Business (Old or New)**: No items were provided.
13. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on March 27, 2026**.

Meeting adjourned at 2:57 p.m.